# AMENDED AGENDA

## WILSONVILLE CITY COUNCIL MEETING AUGUST 4, 2014 7:00 P.M.

# CITY HALL 29799 SW TOWN CENTER LOOP WILSONVILLE, OREGON

Mayor Tim Knapp

Council President Scott Starr Councilor Susie Stevens Councilor Richard Goddard Councilor Julie Fitzgerald

#### CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

# Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

5:00 P.M. EXECUTIVE SESSION [15 min.]

A. Pursuant to ORS 192.660(2)(f) Exempt Public Records ORS 192.660(2)(h) Litigation

ORS 192.660(2)(e) Real Property Transaction

5:15 P.M. REVIEW OF AGENDA [5 min.]

5:20 P.M. COUNCILORS' CONCERNS [5 min.]

5:25 P.M. PRE-COUNCIL WORK SESSION

A. TVWD WRWSP Update (Kraushaar) [30 min.]
B. Stormwater Utility Fee Update (Kraushaar) [30 min.]
C. URA Strategic Plan (Retherford) [15 min.]

6:50 P.M. ADJOURN

#### CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, August 4, 2014 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on July 23, 2014. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

A. Roll Call

## 8/4/2014 3:41 PM Last Updated

- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

#### 7:05 P.M. MAYOR'S BUSINESS

A. Upcoming Meetings

#### 7:10 P.M. COMMUNICATIONS

- A. Sheriff Roberts presents Sheriff's Office Accreditation Certificate to City of Wilsonville
- Family Stepping Stones Program Services, Analyse Jaxon, Director

#### 7:25 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. <u>Please limit your comments to three minutes</u>.

# 7:30 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Starr (Park & Recreation Advisory Board Liaison)
- B. Councilor Goddard (*Library Board Liaison*)
- C. Councilor Fitzgerald (Development Review Panels A & B Liaison)
- D. Councilor Stevens (Planning Commission; CCI; Wilsonville Seniors Liaison)

#### 7:45 P.M. CONSENT AGENDA

A. Minutes of the July 21, 2014 Council Meeting (staff – King)

#### **NEW BUSINESS**

#### A. Resolution No. 2482

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Change Order To An Existing Contract With North Santiam Paving Co. For The 2014 Annual Street Maintenance Project (Capital Improvement Project 4014). (staff – Kraushaar)

#### 7:50 P.M. PUBLIC HEARING

#### A. Resolution No. 2481

A Resolution Of The City Of Wilsonville Acknowledging The Findings Of The Charbonneau Consolidated Improvement Plan (Plan) And Amending The Capital Improvement Project Lists Of The 2012 Stormwater Master Plan, 2012 Water System Master Plan, 2013 Transportation System Plan, And 2013 Pavement Management Program By Including The Spot Repair And Complete Repair Projects Documented In The Plan. (staff - Weigel)

B. Ordinance No. 745 1st reading

An Ordinance Terminating The 9805 SW Boeckman Road Urban Renewal Plan Adopted By Ordinance 726, And The 29899 SW Boones Ferry Road Urban Renewal Plan Adopted By Ordinance 729, And Amending The Urban Renewal Legal Descriptions And Boundary Maps For The 26755 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 725, The 27255 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 728, And The Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan Adopted By Ordinance 730. (Staff – Retherford)

C. Ordinance No. 746 - 1st reading

An Ordinance Terminating The 25600 SW Parkway Center Drive Urban Renewal Plan Adopted By Ordinance 727. (staff – Retherford)

#### 8:50 P.M. CITY MANAGER'S BUSINESS

A. Commuter Survey Results Update

#### 8:55 P.M. LEGAL BUSINESS

#### 9:00 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or king@ci.wilsonville.or.us

#### **AGENDA**

## WILSONVILLE CITY COUNCIL MEETING AUGUST 4, 2014 7:00 P.M.

# CITY HALL 29799 SW TOWN CENTER LOOP WILSONVILLE, OREGON

Mayor Tim Knapp

Council President Scott Starr Councilor Susie Stevens Councilor Richard Goddard Councilor Julie Fitzgerald

#### CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

# Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

5:00 P.M. EXECUTIVE SESSION [15 min.]

A. Pursuant to ORS 192.660(2)(f) Exempt Public Records

ORS 192.660(2)(b) Litigation

ORS 192.660(2)(h) Litigation ORS 192.660(2)(e) Real Property Transaction

5:15 P.M. REVIEW OF AGENDA [5 min.]

5:20 P.M. COUNCILORS' CONCERNS [5 min.]

5:25 P.M. PRE-COUNCIL WORK SESSION

A. TVWD WRWSP Update (Kraushaar) [30 min.]
B. Stormwater Utility Fee Update (Kraushaar) [30 min.]
C. URA Strategic Plan (Retherford) [15 min.]

6:50 P.M. ADJOURN

#### CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, August 4, 2014 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on July 23, 2014. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

A. Roll Call

City Council Page 1 of 3

N:\City Recorder\Agenda\8.4.14cc.docxN:\City Recorder\Agenda\8.4.14cc.docx

## 7/28/2014 3:22 PM Last Updated

- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

### 7:05 P.M. MAYOR'S BUSINESS

A. Upcoming Meetings

#### 7:10 P.M. COMMUNICATIONS

- A. Sheriff Roberts presents Sheriff's Office Accreditation Certificate to City of Wilsonville
- B. Family Stepping Stones Program Services, Analyse Jaxon, Director

#### 7:25 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. <u>Please limit your comments</u> to three minutes.

# 7:30 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Starr (Park & Recreation Advisory Board Liaison)
- B. Councilor Goddard (Library Board Liaison)
- C. Councilor Fitzgerald (Development Review Panels A & B Liaison)
- D. Councilor Stevens (Planning Commission; CCI; Wilsonville Seniors Liaison)

#### 7:45 P.M. CONSENT AGENDA

A. Minutes of the July 21, 2014 Council Meeting (staff – King)

#### 7:50 P.M. PUBLIC HEARING

A. Resolution No. 2481

A Resolution Of The City Of Wilsonville Acknowledging The Findings Of The Charbonneau Consolidated Improvement Plan (Plan) And Amending The Capital Improvement Project Lists Of The 2012 Stormwater Master Plan, 2012 Water System Master Plan, 2013 Transportation System Plan, And 2013 Pavement Management Program By Including The Spot Repair And Complete Repair Projects Documented In The Plan. (staff - Weigel)

B. Ordinance No. 745 1st reading

An Ordinance Terminating The 9805 SW Boeckman Road Urban Renewal Plan Adopted By Ordinance 726, And The 29899 SW Boones Ferry Road Urban Renewal Plan Adopted By Ordinance 729, And Amending The Urban Renewal Legal Descriptions And Boundary Maps For The 26755 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 725, The 27255 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 728, And The

## 7/28/2014 3:22 PM Last Updated

Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan Adopted By Ordinance 730. (Staff – Retherford)

C. Ordinance No. 746 – 1<sup>st</sup> reading
An Ordinance Terminating The 25600 SW Parkway Center Drive Urban Renewal Plan
Adopted By Ordinance 727. (staff – Retherford)

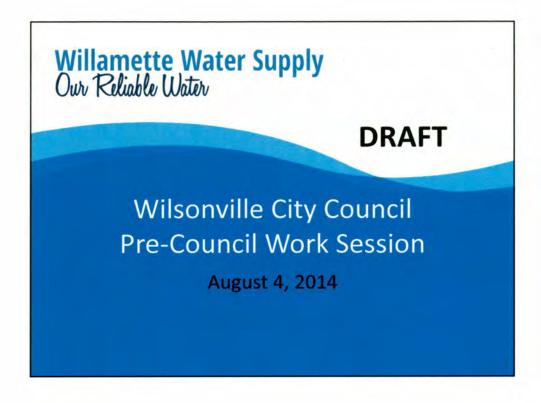
#### 8:50 P.M. CITY MANAGER'S BUSINESS

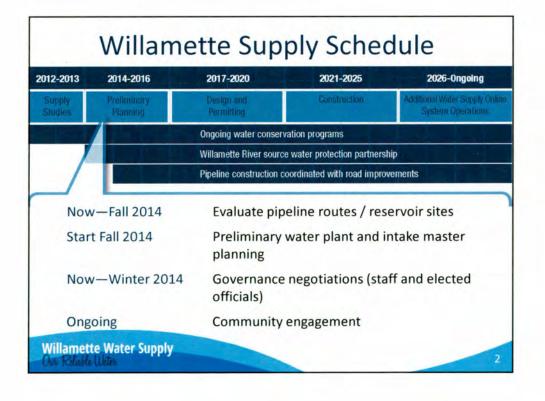
A. Commuter Survey Results Update

#### 8:55 P.M. LEGAL BUSINESS

#### 9:00 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or <a href="mailto:king@ci.wilsonville.or.us">king@ci.wilsonville.or.us</a>





# What we have been working on

- Meeting with Wilsonville staff and Metro
- · Reaching out to BPA
- Preliminary Design TAC meeting
- Additional Wilsonville staff input

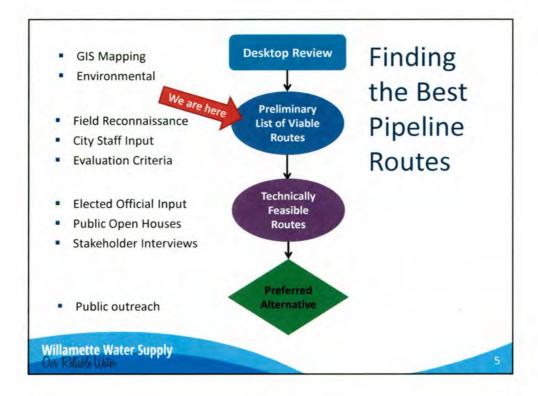
Willamette Water Supply

# What we learned

- Metro is very unlikely to allow us to place a pipe under Graham Oaks Natural Area
- ✓ Metro may be amenable to a pipe under the Tonquin Ice Age Trail—but there are environmental challenges
- ✓ We understand the importance of Wilsonville Road



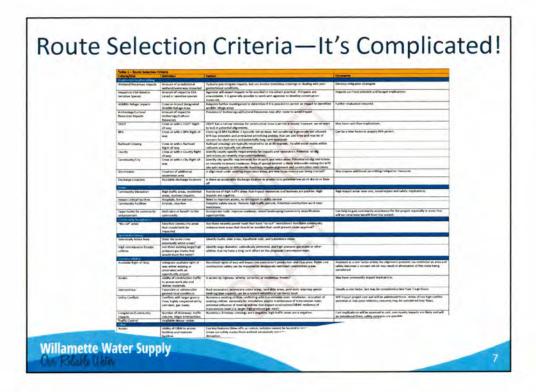
Willamette Water Supply



# Community Engagement Goals

- Inform and involve city councils and host communities in evaluation of pipeline routes and reservoir sites.
- Provide benefits to property owners, site neighbors, host communities and their utility customers.
- Also strive to minimize construction impacts on neighbors / motorists, and ensure safety.

Willamette Water Supply

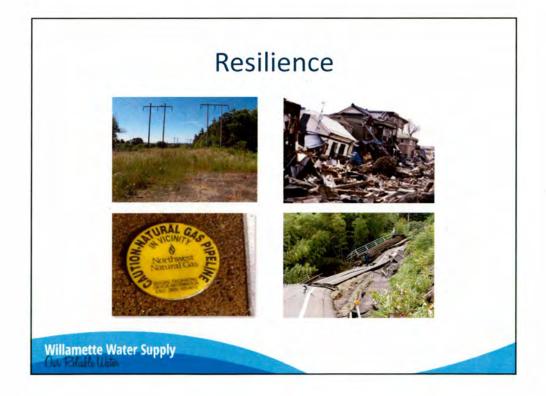


# **Evaluation Criteria Summary**

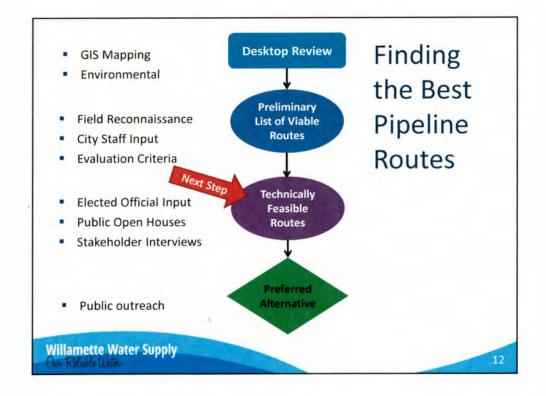
- Is the route acceptable?
  - Communities along the route
  - Regulators
- Will the route / pipe be resilient?
  - Seismic
  - Other utilities
- How can we manage costs for ratepayers?

Willamette Water Supply









# What other criteria are important to Wilsonville?

Willamette Water Supply

1

# Community Engagement Calendar

| City Council / Management Team updates   | Current / ongoing     |
|--|-----------------------|
| Wilsonville staff participating on Technical Advisory<br>Committee (TAC) for Preliminary Design Study  | Current / ongoing     |
| Wilsonville's Community Relations Coordinator participate in periodic regional communications workshops  | Ongoing               |
| Engage City Council on pipeline route evaluation criteria and alternatives evaluation  | August-September 2014 |
| Develop communications plan with Wilsonville staff   | August 2014           |
| <ul> <li>Community open house</li> <li>Articles in Boones Ferry Messenger</li> <li>Stories in the Wilsonville Spokesman</li> <li>Website / Facebook / Twitter updates</li> </ul> | October 2014          |
| Wilsonville staff participate on TAC for expanded water treatment plant master plan  | Late 2014-2015        |

Willamette Water Supply

Your questions?

Thank you!

Willamette Water Supply



PREPARED FOR:

**WILLAMETTE WATER SUPPLY PROGRAM** 

**July 2014** 

PREPARED BY: DHM RESEARCH

(503) 220-0575 ● 239 NW 13<sup>th</sup> Ave., #205, Portland, OR 97209 ● <u>www.dhmresearch.com</u>

#### 1. INTRODUCTION & METHODOLOGY

DHM Research conducted two focus groups, in partnership with Barney & Worth, Inc., with residents of Wilsonville. The primary objectives of the research were to assess Wilsonville residents' understanding of and attitudes about the expansion of the Willamette River Water Treatment Plant and construction of a new water pipeline to serve other communities. The results of the focus groups will inform public information and engagement efforts.

**Research Design:** The groups were held on Saturday, May 31. A total of 18 Wilsonville residents participated. They represented a range of ages, genders, occupations, and political affiliations. See Appendix A for complete study demographics.

The focus groups were led by a professional moderator and consisted of both written exercises and group discussions. Although research of this type is not designed to measure, with statistical reliability, the attitudes of a particular group, it is valuable for giving a sense of the attitudes and opinions of the population from which the sample was drawn.

This memo highlights key findings from the discussions. Each section reviews a major topic from the group discussions and includes representative quotations, as well as evaluative commentary. The quotes and commentary are drawn from both written exercises and group discussions. The referenced Appendices provide the complete responses to all written exercises.

**DHM Research:** Davis, Hibbitts & Midghall, Inc. has been providing opinion research and consultation throughout Oregon, the Pacific Northwest, and the nation for over three decades. The firm is non-partisan and independent and specializes in research projects to support community planning and public policy-making. <a href="https://www.dhmresearch.com">www.dhmresearch.com</a>

 $<sup>^{1}</sup>$  Quotations were selected to represent the range of opinions regarding a topic, and not to quantitatively represent the expressed attitudes.

#### 2. SUMMARY & OBSERVATIONS

#### Participants were pleased with most aspects of their current water system.

- People in general thought their water tasted good, and that their current water was better than the city water prior to construction of the water treatment facility.
- Although troubled over pollution in the Willamette River, people expressed confidence in the water treatment facility.
- Participants were concerned about the cost of their water. They observed that they
  pay a premium for a good service. Current water prices were described as high, and
  rising.

# Participants were generally unaware of the water partnership with Tualatin Valley Water District and had almost no knowledge of what the partnership entails.

- While several participants were aware that Sherwood has partnered with Wilsonville, few knew of the link with Tualatin Valley Water District.
- Participants did not have a clear understanding of when agreements were made, what contributions others had already made to the partnership, and what responsibilities Wilsonville had undertook as a result.
- Although a few participants indicated that they had read about this issue, there
  seems to be a need to provide city residents with more information about the water
  partnership.

# Participants recognized that water partnerships could bring benefits, but had reservations about whether those benefits would be realized.

- · Most participants held positive views toward water partnerships in general.
- In both open-ended questioning and a ranking exercise, cost savings was the most important benefit participants hoped to see with a water partnership. They were concerned about who would bear the costs of additional infrastructure, and clearly did not want to see their rates go up any more.
- Participants hoped new partners would bring an expanded knowledge base and wisdom, but were concerned about how the differing needs and priorities of additional communities would weigh against those of Wilsonville.

#### Participants requested that the city actively protect residents' interests.

- Participants cited construction and traffic as their biggest concerns for a water pipeline project. They wanted to minimize disruption to business and residents, while balancing cost.
- Ideally, any construction projects would improve the city.
- Participants expressed concern over the ability to meet increased demand on the water, and wanted to ensure that Wilsonville residents are given first priority.

#### 3. KEY FINDINGS

#### 3.1 | Community Improvements

"Our community is growing, and as you know, the traffic and everything else is growing."

"Also the swimming pool. I feel strongly about that."

"I put a police force that is friendlier with the community."

The focus groups started with a written exercise asking the participants to list improvements that they would like for the local community. The improvements mentioned most frequently involved transportation, community amenities, and public safety (Appendix B).

**Transportation.** The most commonly-elicited improvements involved transportation. Participants listed multiple issues related to transportation in Wilsonville. Traffic problems or traffic flow was mentioned by five participants, and this issue resounded with others in the open discussion. Suggested improvements included improved traffic light timing, additional east-west access, and more work to ease congestion on Wilsonville Road. Four participants brought up issues concerning bike transportation. People were interested in seeing more bike lanes and improved connectivity of lanes.

**Community Amenities.** A few participants listed a community pool as the top desired improvement. A specific attraction of a pool was that it could be used by all ages. A few other participants would like to see more library services, either through increased hours or expanded class offerings to engage more of the community.

**Public Safety**. Various issues related to public safety were also a common theme. A few people brought up the need for more police officers, in particular for police officers engaged with the community. For example, one participant noted the need for Wilsonville to have its own police department rather than sharing some facilities and coverage with Clackamas County. Some of the public safety concerns concerned traffic, overlapping with the general transportation theme, but crime and break-ins were brought up as an issue as well. There seemed to be a sense that with growth, it would be helpful to move forward now with a community-based plan to forestall problems.

#### 3.2 | General Evaluation of Drinking Water

"You are not going to get really much better water than you are getting through the city."

"I just know the filtration process that they use down at the water treatment plant by the river, and it is amazing."

No participants listed improvements to drinking water as a top concern for the community. When asked specifically to evaluate the quality of drinking water, most participants viewed their drinking water positively. Nearly all (seventeen) participants rated the water as very good or good (Appendix C). Participants reported that the water tastes good and they are generally happy with the water. Long-term residents definitely preferred the Willamette River water to the well-water that the city used formerly. The river water was seen as better-tasting and having fewer mineral (calcium) issues.

Participants who rated the water lower mentioned a chemical or "odd" taste. Other negative aspects of the water included a fish smell, lack of fluoridation, and some remaining mineral issues. Even if people had a generally positive view of the water, some concerns over the source remained. That is, participants were concerned about pollution in the river water. As one participant noted, "Although the Willamette starts way up in the Cascades, it passes through a lot of pastureland and a lot of agricultural land, so it does get the opportunity to be exposed to livestock. It gets exposed to pesticides and other things."

Several participants expressed confidence in the water treatment facility. A few people had toured the facility or attended hearing about the treatment facility. These participants were very comfortable about the quality of water treatment. One person said, "It is such a state-of-the-art facility, and everything that I read and educated myself about makes me believe and feel very, very comfortable thinking we probably have some of the better quality water in the whole state of Oregon."

#### 3.3 | Description of Drinking Water

Participants were given a list of adjectives and asked to circle the top three or four that describe their drinking water (Appendix D). Eleven of the participants chose *good tasting*, echoing the general satisfaction observed in the previous discussion. *Clean* or *clear* and *safe* were also frequently chosen words.

#### 3.4 | Source of Drinking Water

"I think Oregon has done an admiral job of cleaning up the river, but there is always more that can be done to keep it clean."

"And again, I put my trust in the treatment plant, and hopefully it's not misplaced."

Participants identified the source of their drinking water and provided their opinions about the source (Appendix E). Two-thirds of the participants were aware that the water comes from the Willamette River; one person did have a private well. Opinions about the source were split. Many participants were concerned about the cleanliness of the river water, but nonetheless several felt that the treatment facility was capable of providing safe water to their houses. People's tangible experience with the river was often negative. That is, participants found the brown river water unpleasant visually or had negative experiences when using the river for recreational purposes. Those experiences shaped how they viewed their water source.

"We spend a lot of time out on the river boating and stuff like that, and there have been times it is like, 'We're not going to go swimming.' "

"You go to the beach, you can't go in the beach, and then the river is one of the most polluted rivers. You can't even see through it. A friend of mine went in there and cut their foot open on glass."

### 3.5 | Drinking Water Supplier

Participants next indicated which agency supplies their drinking water and noted their opinions about the supplier (Appendix F). Close to two-thirds of the participants named Wilsonville Water, or City of Wilsonville, as their supplier. Around one-quarter of the respondents, five people, felt their supplier was doing well or "ok." An equal number of participants noted concerns with the cost of their water. In the discussion, people noted that rates have gone up and seem very expensive. For example,

"I have just seen the water bill go up, up, up, up, up, up. I bought it in 2006, and the difference between then and now, it is a lot, and it is not because of watering irrigation. It has just gone up a lot, and I don't really know why."

Participants expressed concerns about the fairness of rates and how they are set. In addition, condo residents in both focus groups complained that the city changed from individual meters to a building-wide meter. This was seen as particularly unfair to single occupancy units.

#### 3.6 | Evaluation of Water Partnerships in General

The participants provided their opinions on partnerships for water systems in general. The majority (eleven) thought partnerships were a good idea (Appendix G). Positive outcomes listed by participants primarily revolved around cost effectiveness and cost sharing as well as a broader base of knowledge. On the other hand, concerns most frequently revolved around potential disagreements and concerns about water shortage.

**Cost Effectiveness:** Participants thought that a partnership among multiple municipalities could be more cost effective if overhead and administrative charges were shared. They noted either volume discounts or economies of scale might help lower water costs. Participants also hoped that partners would contribute toward improving the water and provide access to a bigger area from which to gather the water. On the flip side, people with negative views about partnerships worried that it could increase costs, perhaps through the expense of building and maintaining a larger infrastructure.

**Knowledge base:** Several participants believed that a partnership would bring together people with more areas of expertise or knowledge. Better ideas could help the overall system.

**Differing priorities:** Participants worried about some communities having greater or more expensive needs than others, leading to inequities. Lack of consensus among partners was a clear concern. The participants questioned how disagreements would be resolved: "I think that our own city council has a hard enough time making a decision...Nothing is ever going to get solved, because who is going to be the deciding factor?"

**Limited resource:** A few people worried about Wilsonville's capacity to supply water to other areas. Seasonal fluctuations in water availability and usage, or growth in Wilsonville, were given as concerns for the sustainability of partnerships.

#### 3.7 | Knowledge about Current Partnership

Participants were asked to list communities that have water system partnerships with Wilsonville (Appendix H). Just about one half of the participants, eight, did not know of any partnerships. The most commonly listed partner community was Sherwood, identified by six people. Three people named Tualatin as a partner.

It was clear from the focus group discussion that people were uncertain about many facets of the partnership. While a substantial number indicated that they knew there was some partnership, the specifics on which communities were partners and when the partnerships were formed were hazy. For example, in trying to understand the history, one person remarked, "When we were building this, we wanted these other communities to come in and help share the expense, and my hope is that these people are finally coming on board at a

later date, that hopefully they will be absorbing some of those initial costs." Some people thought Sherwood was already connected to the water system, others were not sure.

People were concerned about the capacity of the current facility and the need for future expansion if partners come on board. The primary concerns, however, had to do with effects on the residents of Wilsonville. Specifically, people wanted water costs go down for Wilsonville and to see, at the minimum, a slowing of rate increases. In addition, they wanted reassurance that the water needs of Wilsonville residents would be prioritized.

People who reported some awareness of the partnership identified *The Messenger* newsletter as a source of information.

#### 3.8 | Concerns about Partnership

Participants were asked to provide their concerns or reactions after learning that the Willamette River Water Treatment Plan is jointly owned with one partner organization. In general, people were too uncertain of the details to provide an opinion (Appendix I). One person wrote, "I don't know who they are partnered with to make an opinion about it." Participants had questions about how the partnership was structured and what it meant for their community. One person asked, "When we invite other communities to join in our program, what is their buy-in? What is their stake?" They wanted to know if the water treatment plant would have enough capacity to meet increased demands, who would pay any expansion costs, and who would pay for infrastructure costs.

#### 3.9 | Concerns about New Water Pipeline

Participants listed their concerns about a new water pipeline through Wilsonville. Echoing the general community concerns elicited at the beginning of the group, construction and traffic were the biggest concerns (Appendix J). Additional notable concerns included cost and location of the pipeline.

#### 3.10 | Water Pipeline Routes

Participants read several different scenarios concerning the placement of future water pipelines. Overall, placing a pipe under a pedestrian trail received the broadest support. Participants were also amenable to placing a pipeline along an unimproved two-lane road or placing a pipe in the ground at the same time a new road is built (Appendix K). In the discussion, it became clear that participants had difficulties making concrete decisions about balancing cost and disruption without more information about the specific routes involved.

**Route A—The pipe is placed under a wide boulevard.** Participants were opposed to this scenario. A few in the first focus group vehemently described this as a "disaster" and "horrible idea." The second focus group had more mixed reactions; nonetheless, the majority viewed this option negatively.

**Route B—The pipe is placed along an unimproved two-lane road.** The majority of participants approved of this idea. Some descriptors included "a better idea" and "best idea." One person explained, "If they are tearing up a road that needs to be improved anyways, two things are done at once."

**Route C—The pipe is placed under a street in a neighborhood.** Participants opposed routing the pipe through a neighborhood.

Route D—The pipe is placed under a frontage road bordered by a mix of businesses. Reaction was rather mixed to the idea of disrupting businesses on a frontage road. People were concerned about effects on business revenue. Some of the positive responses were accompanied by qualifiers, such as only if a bike lane was also put in or construction was done early in the morning. On the other hand, one participant noted that placing a water pipeline along a frontage road seemed more fitting than placing it under farms or undeveloped land.

Route E—The pipe is placed in the ground at the same time a new road is built. The majority of participants supported placing the pipe while building a new road. Generally, this was seen as a "good idea" and a sensible solution. "I think if they're going to make a road, it would be perfect."

Route F—The pipe is placed under a pedestrian trail. Participants overwhelmingly approved of this option. Four people described this as the "best idea." No one voiced concerns. As one person noted, "I think you'd have less impact in general over the major portion of the population while the construction was going on."

**Route G—The pipe is placed under a two-lane road fronted by warehouses.** The two focus groups received this option quite differently. Three-quarters of the first focus group opposed this option; everyone in the second group approved. As a whole, then, residents were split on whether they support this scenario. One participant summed up this option nicely: "It is a medium solution."

Route H—The pipe is tunneled under a busy intersection. While a few people supported tunneling under a busy intersection, negative responses were strongly opposed. For example, people wrote, "Absolutely no way," "Super bad idea," or "disaster." Information about the total level of disruption might be helpful in considering this option. One participant noted, "The tunnel aspect of it was intriguing to me. I thought maybe the surface wouldn't get disrupted at all."

Route I—The pipe is placed under private property, not a public street. People in the second focus group only were asked to evaluate placing the pipe under public property rather than a street. They were fairly evenly split in their reactions. They seemed a bit skeptical that it would be viable, but it would be acceptable.

#### 3.11 | Potential Benefits of a New Water Pipeline

Participants were asked how the construction of a new water pipeline to serve other communities could benefit Wilsonville. Most participants listed potential financial benefits (Appendix L). The most frequent financial benefit given was increased revenue. People also hoped cost sharing or lowered water rates would be a benefit. A few noted that it was "neighborly."

#### 3.12 | Benefit Rankings

Participants were given a list of potential benefits associated with a water pipeline and asked to rank the top three benefits for Wilsonville. Cost savings for Wilsonville ratepayers received the highest ranking (Appendix M). In both written exercises and discussion during the focus group, cost was a top concern for residents. Other top-ranked benefits included new bicycle and pedestrian paths, upgrades to Wilsonville's water, sewer and stormwater lines, restoration of wildlife habitat, and opening of new areas for business expansion and jobs. Benefits with moderate rankings included repaving existing streets, building new parks or open spaces, reconstructing and widening streets, and moving utility lines underground.

#### 3.13 | Final Messages

At the end of the focus groups, the participants were asked to write their final advice about expanding the water system to serve other communities (Appendix N). Participants wanted to see thoughtful planning, with a goal of minimizing impact on current residents. They wanted to see prudent planning that protects Wilsonville's resources and puts the expense on those looking to partner with the city. They also wanted to see planning for future improvements and needs done concurrently with any proposed project.

#### **Limit Effects on Wilsonville Residents**

Use the route that disrupts the least, costs the least, and try to get the other cities to pay for it.

Considering the expense—find the least disruptive route that will return the affected neighborhoods and roads back to the original condition or better. Have alternate routes available. Include as much as possible all communities in the decision making process.

#### **Protect Wilsonville's Interests**

Be thoughtful of our own community first.

My advice is we must make sure that this additional partnership is in the best interest of all Wilsonville residents.

#### **Long-Range Planning**

Plan for the future. Locate the waterline where it will work for long-range growth, access, and repair. Be prudent with future agreements. Keep Wilsonville protected with our resource.

Cost effectiveness isn't just the cost of putting it in. You have to look out 20 or 100 years and the cost effectiveness over the life of the project.

# Wilsonville Water Focus Groups May 31, 2014

# APPENDIX A PARTICIPANT DEMOGRAPHICS/BACKGROUND

| Occupation                          |                                  |  |  |
|-------------------------------------|----------------------------------|--|--|
| Group 1                             | Group 2                          |  |  |
| Administrative Assistant            | Retired management               |  |  |
| Civil engineer                      | Assistant portfolio manager      |  |  |
| Medical transcriptionist            | Retired speech pathologist       |  |  |
| Job coach                           | Retired educator                 |  |  |
| McDonald's manager                  | Retired from electric utility    |  |  |
| Accountant and property manager     | Homemaker/former legal secretary |  |  |
| Truck driver                        | Sales/customer support           |  |  |
| Manufacturer's sales representative | Pilot                            |  |  |
|                                     | Real estate appraiser            |  |  |
|                                     | Steel worker                     |  |  |

| Education Level  |         |         |  |
|--|---------|---------|--|
| The same of the sa | Group 1 | Group 2 |  |
| Less than high school grad (1-11)  | 0       | 0       |  |
| HS graduate  | 0       | 1       |  |
| Some college/2 year degree   | 3       | 4       |  |
| College degree/4 year degree   | 5       | 2       |  |
| Post college   | 0       | 3       |  |

| Household Income   |         |         |  |
|--|---------|---------|--|
| No. of the last of | Group 1 | Group 2 |  |
| \$0 - \$15,000   | 0       | 0       |  |
| \$15,000-\$29,999  | 1       | 2       |  |
| \$30,000-\$49,999  | 1       | 2       |  |
| \$50,000-\$74,999  | 3       | 0       |  |
| \$75,000-\$99,999  | 1       | 6       |  |
| \$100,000 +  | 2       | 0       |  |

| Age                              |  |         |         |
|----------------------------------|--|---------|---------|
|                                  |  | Group 1 | Group 2 |
| 18-24                            |  | 0       | 0       |
| 25-34                            |  | 1       | 0       |
| 35-44                            |  | 1       | 1       |
| 25-34<br>35-44<br>45-54<br>55-64 |  | 1       | 3       |
| 55-64                            |  | 5       | 3       |
| 64-74<br>75+                     |  | 0       | 3       |
| 75+                              |  | 0       | 0       |

| Gender |         |         |
|--------|---------|---------|
|        | Group 1 | Group 2 |
| Male   | 3       | 5       |
| Female | 5       | 5       |

| Ethnic Group              |         |         |  |
|---------------------------|---------|---------|--|
|                           | Group 1 | Group 2 |  |
| White/Caucasian           | 7       | 9       |  |
| Black/African American    | 0       | 0       |  |
| Spanish/Hispanic          | 0       | 1       |  |
| Asian or Pacific Islander | 1       | 0       |  |
| Native American           | 0       | 0       |  |

| Political Party |         |         |  |
|-----------------|---------|---------|--|
|                 | Group 1 | Group 2 |  |
| Democrat        | 2       | 4       |  |
| Republican      | 4       | 3       |  |
| Independent     | . 0     | 2       |  |
| Other           | 0       | 1       |  |
| Not Registered  | 1       | 0       |  |
| No response     | 1       | 0       |  |

## **APPENDIX B/WE 1**

Make a list of improvements that you would like your local community to do. Place a \* next to the issue that is most important to you. // For the most important issue, why is it important to you and what would you like done about it?

Group1

- \*More library activities; Better access to the MAX train; Traffic—possibly improve traffic flow on I-5.//I love the library. I would like to see more people drawn to the library. Maybe offer more classes/workshops for others.
- \*East-west access (Barber); more SMART access at Villebois; Trader Joes; police presence.//Build a bridge at Barber; easier access to Villebois; less driving on Wilsonville Road; easier/safer bike traffic.
- NR
- \*Better traffic flow—get roads extended over westside, Barber extension.//Traffic funnels down Wilsonville Road and back-ups can be bad. Boeckman extension has helped, but Barber would be best.
- \*More childcare available with weekend hours for people who don't work M-F; traffic; police.//It is important to me because I can't advance any further in my position without an open availability.
- \*Get the traffic lights more in synch so there is better traffic flow on Wilsonville Road by the freeway; get a Trader Joes store.//Ease frustration with traffic at certain times of the day, with light traffic, a person can sit at every light for no good or apparent reason!
- \*More police officers; more pedestrian crossings with LED lights on floor; a jail room.//Because our community is growing—more negative situations have been happening, mostly during summer nights and all nights.
- \*A police force that is friendlier with the community; back to small town Boones Ferry days.//It is most important because they currently have a reputation of trapping innocent people to look like they are doing something destructive.

- Nothing.//The area that I live in has everything that I want.
- \*Traffic problems; more Wilsonville community get-togethers.//I-5 splits Wilsonville and makes it hard to get around, also poorly laid out buildings.
- \*Walking/biking trails with a possible connection to Tualatin trails; expand or make new
  public parks; improve traffic flow.//I like to bike and bike along with local friends. The
  opportunities we have in this area are limited. Extend trails.
- \*Create a homeless shelter for families; build a public pool; fund the library and keep it open.//There is a need for homeless families to have temporary housing. We have a housing boom going on. It is hard to send them to separate shelters in the Portland area.
- \*Smell of waste; used book store.//It smells outside—especially on Saturdays and BBQ time. Do eliminate process or change the process.
- \*Lower water and sewer rates; swimming pool; less apartments and more houses.//Our rates are outrageous and it is not necessary to be charged so exorbitantly!
- \*More bike lanes; more businesses.//It's most important to me because I bicycle
  around Wilsonville and some areas either don't have a lane, they just end, or they are
  only on one side of the street.

- \*Streets are good—I'm very happy with services and conditions in Wilsonville; Taxes
  are low; I feel well represented; excellent library; new and useful parks; life is good;
  better walking and biking trails—are coming.//If you want to have cities, you have to
  build roads.
- \*Community pool.//The community leaders need to use some of the money for building a pool that would be beneficial to all residents.
- \*Swimming pool.

## **APPENDIX C/WE 2**

How would you rate the quality of your drinking water at home: very good, good, poor, or very poor? // Why?

|                | Total | Group 1 | Group 2 |
|----------------|-------|---------|---------|
| Very good      | 8     | 3       | 5       |
| Good           | 9     | 4       | 5       |
| Poor           | 1     | 1       | 0       |
| Very poor      | 0     | 0       | 0       |
| DK/No response | 0     | 0       | 0       |

#### Group 1

- (Very good) Good state-of-art treatment facility. Before with wells we had high calcium levels and stains.
- (Very good) State-of-art water treatment plant.
- (Good) Intellectually I know the treatment plant is first rate, but I don't like the taste, however, so I filter it with a Brita filter before drinking it.
- (Very good) Because every other place I've lived, it was very poor.
- (Good) It is free of harsh chemicals and minerals; it tastes good, but not great; it is clear and clean; I filter my water with an ionizer for drinking.
- (Good) I use a filtered water system. The tap water tastes lousy to me.
- (Good) This is difficult. I drink filtered water and have for 15 years or so. But there is usually a period of time every year that even with a filter, the water still tastes bad, no matter what I do—new filter, new pitcher.
- (Poor) I never know when it could be safe to drink; it doesn't taste good—even with a filter; bacteria in the water can make you sick—it's reported on the news.

- (Very good) The treatment plant.
- (Very good) Tastes good and not a lot of sediment.
- (Very good) I have no issues with it. It tastes fine, is clear, and I don't drink it often. However, there is a ring in the toilets at times from it.
- (Very good) It always tastes fine to me. I don't have to use anything to filter it. Plants grow great using it also.
- (Very good) It is tested well water.
- (Good) Water tastes fine from the tap, but we use water from our refrigerator filter.
- (Good) No more rings in the toilet.
- (Good) It's filtered—the city water is OK.
- (Good) We have to use a filter on the refrigerator as well as our drinking water. The taste is difficult to get used to. Showers are OK.
- (Good) Sometimes it has a fishy smell. Always has a chemical taste—very slight. I
  have a Brita filter for my drinking water which does the trick.

## APPENDIX D/WE 3

Hand out a list of words to describe water. Circle the three or four words that best describe your drinking water.

#### Group 1

- Clear; cool; good tasting; odor-free.
- · Abundant; dependable; reliable; safe.
- Clear; dependable; good tasting; thirst quenching.
- Affordable; bacteria-free; good tasting; purified.
- · Bacteria free; clean; fluoridated; purified.
- · Clean; filtered; healthy; reliable.
- · Clean; clear; purified; safe.
- · Bacteria-free; chemical-free; filtered; good tasting.

- · Affordable; fluoridated; treated; soft.
- Clean; good tasting; reliable; safe.
  Chlorinated; fluoridated; surface water—has materials which stains my toilets.
- · Clear; good tasting; odor-free; safe.
- Clean; dependable; good tasting; safe.
- · Affordable; good tasting; odor-free; thirst quenching.
- Clean; clear; good tasting; odor-free.Clean; dependable; healthy; reliable; safe.
- · Clean; filtered; good tasting; safe.
- Clean; fresh; good tasting.

#### **APPENDIX E/WE 4**

What is the source (or sources) of your drinking water? // Write down any thoughts, feelings or opinions you have about the source of your drinking water.

#### Group 1

- Not sure—river?//If it is the river, what is in there? What was in there? Is it contaminated? Now I'm sounding paranoid.
- Willamette River//Reliable, treatable, increasingly clean.
- I have no idea//I'm not sure that it's always treated or filtered the same. The taste can change depending on the time of years—it seems to me that the winter months it can taste worse than in the summer.
- Willamette River//It has many bad things. Newberg "pool" (waste) and farm chemicals from rain run-off.
- Sewer plant, Willamette River//Is one of the most polluted rivers in Oregon; many chemicals and chlorine in the water; not safe to drink for long periods of time; could have disease.
- Willamette River//I really don't like to think about this service! I know a lot about the
  filtration process so I know it's OK, and I also know Wilsonville is in a great water
  position because of this, and can "sell" water to other communities. But, I would really
  rather get water from a spring!
- · I don't know!//I don't know.
- The Willamette River//I think Oregon has done an admirable job of cleaning up the river, but there is always more that can be done to keep it clean!

- · Willamette River.//It is safe.
- · I don't know.//I should find the answer to not knowing.
- City water, filtered water is from the Willamette River.//I'm worried.
- Willamette River treated.//If you visit the river, it smells, it's not clear and is polluted. If you boat or swim in it, you have to shower afterwards.
- · Willamette River with well back-up.//OK due to water processing system.
- · The Willamette River.
- City water.//Happy we have our own water source—we haven't had the water issues like Portland has.
- Private well.//It is tested and filtered. It is clean, safe, reliable and abundant.
- Not sure.
- Well or Willamette River.//None.

#### APPENDIX F/WE 5

What agency supplies your drinking water? // Write down any thoughts, feelings or opinions you have about your drinking water supplier.

#### Group 1

- · Still not sure-Bonneville?
- · City of Wilsonville, public works.//Professional, well-run.
- Wilsonville Water District? //I think they can be expensive, aggressive and unwilling to provide individual service—more buildings than single condos.
- · City of Wilsonville?//Just wish water was cheaper.
- Wilsonville Public Works, City of Wilsonville.//I have a family member that works for the city of Wilsonville who says it's safe to drink, but I still don't feel it is.
- Wilsonville Water is who the bill is paid to. // My feelings are neutral—I think it's gotten very expensive in the past year, and I'm not really sure why?
- · I don't know//I don't know.
- City of Wilsonville.//I feel we are charged way too much for our water, especially for irrigation and sewage.

- · Self-private well.//Happy with it.
- City of Wilsonville.//Doing a great job—I hope it doesn't change.
- · City of Wilsonville.//No opinion.
- I live in a condo that pays for the water—I don't know, but will find out.//I'm going to find out.
- I don't know the agency name.//The treatment plan in town supplies it.
- Wilsonville Public Water System.//The water stains my toilets and faucets.
- · City of Wilsonville.//OK.
- Wilsonville city subs it out.//Charge exorbitant rates.
- · Unknown.
- · City.//It's OK, not good or bad.

#### APPENDIX G//WE 6

Some water systems are built through partnerships of several communities. Generally speaking do you think that partnerships are a good or bad idea? // Make a list of the benefits that come to mind of a water system partnership. // Make a list of any drawbacks that come to mind of a water system partnership.

#### Group 1

- Good idea.//Shared practices—both good and bad; shared cost; shared benefits.//Not sure, but not always a fair option; too many chiefs, not enough Indians.
- Not as good as a single owner.//Share cost, regional planning/new open areas for development.//Differing priorities, especially when the source is limited; agreement challenges.
- In theory it sounds good, but . . .//Bigger area from which to gather water; more
  monies to put toward treatment and cleaning of water for users; more money for
  repairs.//Not all communities want the same thing, some don't want to help repair
  another community's damage; one community wanting more money.
- Good idea.//Sharing overall expenses; hopefully more cost effective.//Perhaps an extra layer of management (like Metro).
- Maybe.//More money put together towards one source of water to improve it; more heads are better than one.//Might not have enough to supply all counties and cost of pipes put in.
- Good idea.//Spread the expense over several municipalities; get a broader base of knowledge/experience; system back-ups/"fail safe:".//The infrastructure would need to be bigger to serve a larger area and therefore more costly and more possibility of leaks, etc.
- Yes//Sharing good water; helping use and generate good drinking water.//Affordability; prices for town and city will increase while sharing water.
- Bad idea.//Expenses are shared; cost of treatment; more users should drive prices down.//More users draw the resource down; disagreements among partners on billing, costs, treatment.

- Good//Cost savings//Breakup of the partnership.
- Bad/Less expensive//Problems arise within the partnership. They all have to share the cost and repairs.
- Good idea!//The water is cheaper.//Might not have enough water at times of the year.
- Don't know//No benefits to this.//Areas in one town may have more expensive needs.
   Sherwood is hilly and has many farms.
- Good//Cost share; quality of information; larger communication.//More finger pointing.
- Good idea//Overhead costs are spread out.//One community could receive preferential treatment.
- Good idea//Cheaper water rates; more accountability.//Maybe one partner will want a buy-out and ask too much; try to do things cheaper to make more profit.
- Good idea;//Reduce costs per project.//Consensus between communities can be difficult.
- Bad//Less expense for users; more ideas.//Too many towns so too many people with opinions, etc. who would be the deciding voter.
- Good//Cost is lower; No.

## APPENDIX H//WE 7

Make a list of any communities that have water system partnerships with Wilsonville. If you don't believe that there are any, write none.

#### Group 1

- · Not sure. Possibly West Linn.
- · Sherwood; Tualatin-pending.
- · Sherwood; Newberg; Charbonneau.
- Sherwood???
- I don't know.
- I think Sherwood gets water from Wilsonville; I know Wilsonville has plenty to share!
- I don't know.
- · I don't know.

- · Tualatin.
- · Don't know.
- Tualatin.
- I don't really know who else uses our water.
- · None.
- · Sherwood.
- No response.
- · Tigard; West Linn; Sherwood.
- · Don't know.
- · Don't know.

## APPENDIX I//WE 8

The Willamette River Water Treatment Plant is jointly owned with one partner organization. Write any reactions or concerns you have about this partnership.

#### Group 1

- · Hopefully, it's nearby.
- Overall good, however, it may be difficult if disagreement on availability, treatment, and cost sharing.
- I can't comment because I don't know the partnership organization, its goals, its management, its purpose, or its government.
- . Who is the partner? No real concerns that I can think of.
- I don't know who they are partnered with to make an opinion about it, but two heads are better than one.
- I don't know who the partner organization is. I did see something in the community news about the water treatment cooling.
- · Who are they partnered with and why?
- The partner may be a private venture capitalist that is looking for profit margins

- · It doesn't bother me.
- Who are they? How much say do they have in the process of getting clean water?
- Do we all pay the same?
- I am not surprised by this. Do you mean Charbonneau or Donald? I guess small towns would be reasonable to include.
- Who watches what happens?
- · None.
- · Maybe that partner is why the water rates are higher.
- Shared cost and responsibility.
- I didn't know there was a partnership. Are users being charged the same rates as us?
- · None.

# **APPENDIX J/WE 9**

Make a list of any issues or concerns you have about a new water pipeline through Wilsonville. Place a \* next to your biggest concern.

### Group 1

- Construction.
- \*Construction, traffic, interruption in service, sized correctly for future growth.
- \*Who's going to pay for it? What businesses, homes, parks, and roads are going to be disturbed/disrupted to create this pipeline? How long will it take to create?
- \*Construction inconvenience. Make sure Wilsonville citizens do not incur this cost.
- \*Traffic—where they put it. Cost to Wilsonville customers.
- \*Negative effects/unintended consequences on other systems that are disrupted during construction.
- \*When will the construction start? Construction. Traffic. Cost.
- \*How will the construction affect the livability of Wilsonville? Traffic, etc. Who pays for the pipeline?

# Group 2

- No concerns.
- \*Where would this waterline be-residential? More construction?
- \*My concern is the aesthetics. I don't want to see a huge pipe put in underground.
   Cost.
- \*Where will it go? Noise; construction mess; slower traffic around Wilsonville Road; Expense? Additional cost? Need?
- Where does the pipeline go? Who pays for the maintenance and infrastructure? Does it become embedded in our rates? How big is it? Who maintains it?
- \*Cost of said pipeline—who pays and maintains? Location of pipeline?
- · \*Cost. Road closures and traffic.
- \*Additional expense for existing clients/customers (The Wilsonville community).
   Community disruption for construction.
- If it goes underground maybe the ground above has potholes, cracks, etc. and this would need resurfacing. Employment.
- · None.

# **APPENDIX K/WE 10**

Handout description of types of routes: Underline anything you find positive, strikeout anything you find negative, and put a question mark by anything you are unsure about. // Write down your reactions and any changes you would recommend to improve the routes

| Themes               | Group 1  | Group 2   |
|----------------------|--|---|
| Route                | A-The pipe is placed under a w   | ide boulevard.  |
| Positive<br>Negative | Not a good idea.   | <ul><li>OK.</li><li>Could work.</li><li>OK.</li><li>OK.</li><li>Too little for that.</li></ul>  |
| inegative            | <ul> <li>Less desirable. Interruptions.</li> <li>Awful lot of disruptions and rebuilding. How would traffic be rerouted?</li> <li>Will be very disruptive during construction.</li> <li>No way.</li> <li>"Won't even know it's there!" HA! Too much disruption, too much could go wrong.</li> <li>Disaster.</li> <li>Horrible idea—disrupts traffic and affects businesses.</li> </ul> | <ul> <li>Bad idea—disrupts people's homes and local businesses.</li> <li>Not a good idea—too much disruption.</li> <li>Sinkholes or repairs disturbing the area.</li> </ul> |
| Other                |  | How many wide boulevards are there?     NR  |

| Themes           | Group 1  | Group 2  |
|------------------|--|--|
|                  | ne pipe is placed along an unimpr  | oved two-lane road.  |
| Positive         | <ul> <li>Better idea</li> <li>Good idea.</li> <li>Not a bad idea.</li> <li>Yes, because if they are tearing up a road that needs to be improved anyways, two things are done at once.</li> <li>Good placement.</li> <li>This is a better route to start construction.</li> <li>Probably best scenario—affects less traffic and residents.</li> </ul> | <ul> <li>OK.</li> <li>Sounds like it would disrupt traffic the least.</li> <li>Best idea.</li> <li>Good idea—doesn't disrupt anything.</li> <li>OK.</li> <li>OK.</li> </ul>  |
| Negative         | How would traffic be<br>rerouted? Disruption to<br>the farming community.  | More expensive.  |
| Other            |  | <ul> <li>What would happen when development came along?</li> <li>None.</li> <li>NR</li> </ul>  |
| Route C-The pipe | e is placed under a street in a nei  |  |
| Positive         |  | • OK.<br>• OK.   |
| Negative         | <ul> <li>Not a good idea.</li> <li>Disruption—rebuilding costs. Less revenue for businesses.</li> <li>Not a good idea.</li> <li>No.</li> <li>Not so good due to maintenance, etc., disruptive.</li> <li>Disaster.</li> <li>Not a good idea—disrupts livability.</li> </ul>   | <ul> <li>No neighborhoods.</li> <li>This would be very disruptive to traffic.</li> <li>Very disruptive.</li> <li>Bad idea—people don't want to come home to construction.</li> <li>Not so good.</li> <li>Sinkholes.</li> </ul> |
| Other            | Where? Whose neighborhood?   | None.     NR   |

| Themes                            | Group 1   | Group 2  |
|-----------------------------------|---|--|
| Route D—The pipe is<br>businesses | placed under a frontage road bo   | rdered by a mix of   |
| Positive                          | <ul> <li>Medium idea.</li> <li>Good placement.</li> <li>This would be OK, but construction needs to start early. 4am.</li> </ul>  | <ul> <li>OK.</li> <li>OK.</li> <li>Could happen but put in a bike lane.</li> <li>Good idea—not as much traffic.</li> <li>OK.</li> <li>OK.</li> </ul>     |
| Negative                          | <ul> <li>Not a good idea.</li> <li>Disruption—less revenue for businesses.</li> <li>Would be hard for theses while under construction.</li> <li>No.</li> <li>No—affects business.</li> </ul>                      | <ul><li>No.</li><li>Sinkholes.</li></ul>   |
| Other                             |   | <ul><li>Who fixes the road?</li><li>NR</li></ul>   |
| Route E-The pipe is               | placed in the ground at the same  |  |
| Positive                          | <ul> <li>Perhaps a better idea.</li> <li>Good idea. Fewer interruptions in future.</li> <li>Not a bad idea.</li> <li>Good placement.</li> <li>It's OK.</li> <li>Possibly—affects a lesser used option.</li> </ul> | <ul> <li>OK.</li> <li>Could solve two problems—water pipeline and a place to work.</li> <li>OK.</li> <li>OK.</li> <li>Good idea.</li> <li>OK.</li> </ul> |
| Negative                          | • No.   | <ul> <li>Inconvenient to population temporarily.</li> <li>Sinkholes.</li> </ul>  |
| Other                             | <ul> <li>How long of a disruption<br/>is planned? Rerouting to<br/>the trail during the<br/>duration of installation?</li> </ul>  | NR     Mixed feelings—     pedestrians have needs too!   |

| Themes   | Group 1   | Group 2   |
|----------|---|---|
|          | F-The pipe is placed under a pe   |   |
| Positive | <ul> <li>The best idea.</li> <li>Good idea, less re-work.</li> <li>Good idea.</li> <li>Great idea.</li> <li>Yes, because they are already digging up that area.</li> <li>Good idea.</li> <li>Yes, it would be excellent timing and better construction time.</li> <li>Good scenario.</li> </ul> | <ul> <li>OK.</li> <li>OK.</li> <li>OK.</li> <li>Best option.</li> <li>Best idea—kills two birds with one stone.</li> <li>Best idea ever.</li> <li>Good idea, less expensive.</li> <li>OK.</li> </ul>                                  |
| Negative |   |   |
| Other    |   | <ul> <li>Probably did this when<br/>they tore up Wilsonville<br/>Road.</li> </ul>   |
|          | pe is placed under a two-lane roa   | d fronted by warehouses.  |
| Positive | Good placement.   | <ul> <li>OK.</li> <li>Industrial area is OK.</li> <li>OK.</li> <li>A choice.</li> <li>OK.</li> <li>2<sup>nd</sup> best option.</li> <li>Good idea—not as busy of an area.</li> <li>Acceptable.</li> <li>Fine.</li> <li>OK.</li> </ul> |
| Negative | <ul> <li>Not good.</li> <li>Not a good idea.</li> <li>Could be hard on businesses during construction.</li> <li>No.</li> <li>Disaster.</li> </ul>   |   |
|          | No.   |   |

| Themes   | Group 1   | Group 2   |
|--|---|---|
|  | I—The pipe is tunneled under a b  | ousy intersection.  |
| Positive   | <ul> <li>If needed, good construction technique.</li> <li>Good!</li> </ul>  | <ul> <li>OK.</li> <li>Not a bad idea.</li> <li>OK.</li> <li>Tunnels are good, but expensive, no surface interruption.</li> </ul>  |
| Negative   | <ul> <li>Worst idea.</li> <li>That's a disaster waiting to happen.</li> <li>No.</li> <li>Disaster.</li> <li>Absolutely no way.</li> </ul>   | <ul> <li>Poor—very disruptive to traffic.</li> <li>Not wise.</li> <li>Traffic.</li> <li>Super bad idea—traffic is already getting bad in Wilsonville.</li> <li>No sinkholes and if repairs needed; major chaos to areas.</li> </ul> |
| Other  | <ul> <li>"Tunneled" meaning no<br/>surface disruption?<br/>What about<br/>maintenance—would<br/>there be room in the<br/>tunnel?</li> </ul> | • NR  |
|  | placed under private property, i  |   |
| Negative  Negative  Negative  Negative  Noter  Noter  Noter  Noter | Not asked in Group 1  | <ul> <li>OK.</li> <li>OK.</li> <li>Good idea—if it doesn't cost too much.</li> <li>Fine, but again sinkholes if pipes break.</li> <li>OK.</li> </ul>  |
| Negative   |   | <ul> <li>Very bad idea.</li> <li>Not a viable option.</li> <li>Nope.</li> <li>Not going to fly. NIMBY.<br/>No way.</li> </ul>   |
| Other  |   | NR  |

# **APPENDIX L/WE 11**

When a new water pipeline is constructed to deliver water to other communities, how could it benefit Wilsonville? Put a \* next to the most important benefit.

### Group 1

- Create jobs possibly? Add a feeling of improvement, a feel good attitude to community.
- \*Cost sharing. Economy of scale. Actual moneymaking. Community influence.
- \*More revenue for Wilsonville—but at what cost? Creates "good neighbor" feelings—perhaps. What is good for one has to be good for the other.
- \*Other communities help absorb costs. If the other communities pay for it perhaps improved infrastructures or a better road over pipeline.
- · Money from other sources. Creates jobs.
- \*Sell the water and therefore reduce our water rates. Other monetary benefits that I don't know about.
- \*Brings income to our community; sharing great water to other communities.
- \*Increases revenue—hopefully decreases our current costs. The increased revenue might help increase the quality of drinking water.

### Group 2

- . They can tie off of the new line to service new neighbors.
- \*Help pay the cost for enlarging the water plant. Very neighborly.
- \*Water price reduced. Wilsonville wouldn't pay for the project.
- I suppose the other towns would really appreciate it. So it may be a neighborly idea, but most people couldn't want it.
- \*No benefit that I can think of.
- \*Nice thing to do. Only if costs/rates are reduced.
- \*Cheaper water rates of keep the water rates the same for years to come.
- \*Shared expense. Combine with required new road construction.
- \*If it goes underground, maybe the ground above has potholes, cracks, etc. and this
  would need to be resurfaced. Employment.
- \*Lower cost.

# APPENDIX M/WE 12

Present list of potential benefits to Wilsonville for a new water pipeline that serves other communities; Rank the top three benefits and add any comments.

| Maria Residence de la como de la | TOTAL | GROUP 1 | GROUP 2 |
|---|-------|---------|---------|
| Top Tier  |       |         |         |
| Cost savings for Wilsonville ratepayers   | 39    | 20      | 19      |
| Build new bicycle and pedestrian paths  | 14    | 2       | 12      |
| Upgrade Wilsonville's water, sewer and stormwater lines   | 13    | 5       | 8       |
| Restore wildlife habitat along nearby streams   | 9     | 4       | 5       |
| Open up new areas for business expansion and jobs   | 8     | 5       | 3       |
| Middle Tier   |       |         | THE ST  |
| Repave existing streets   | 7     | 1       | 6       |
| Build new parks or open space   | 6     | 4       | 2       |
| Reconstruct and widen streets   | 6     | 4       | 2       |
| Move utility lines (power, telephone, cable) underground  | 4     | 2       | 2       |
| Lower Tier  |       |         | FIRE    |
| Expand or improve existing parks  | 2     | 1       | 1       |
| Plant trees along the pipeline route  | 2     | 0       | 2       |
| Construct new streets to serve Wilsonville residents and employees  | 1     | 0       | 1       |
| Improve neighbors' driveways and sidewalks along the pipeline route   | 0     | 0       | 0       |
| Open up new areas for residential development   | 0     | 0       | 0       |

Weighted ratings: 1=3 points, 2=2 points, 3=1 point

# **APPENDIX N/WE 13**

What is your final advice about expanding the water system to serve other communities?

### Group 1

Please consider the disruptive and negative costs to current residents of Wilsonville.
 Please be totally upfront and honest not just about the benefits, but the consequences while the pipeline is being built.

 Plan for the future. Locate the waterline where it will work for long-range growth, access, and repair. Be prudent with future agreements. Keep Wilsonville protected

with our resource.

- Think long and hard on cost and disruptions. Who pays for it? Who will be disrupted in the construction and for how long? What will the cost of that disruption be to those who have to endure it? What will be the cost of lost revenue to businesses? Is it worth it?
- Be thoughtful of our own community first. Impact of cost and construction. Make sure
  we get a financial break in our water bills. Make sure we are protected and are #1 with
  water priorities.
- Please don't charge Wilsonville residents more money to help other counties—let me
  pay to reap the benefits. Don't tear up streets by homes or businesses, etc. that don't
  need to be improved. Make sure the streets are safe and kids have a place to travel.
  Wilsonville first!
- Think about cost-effectiveness first and foremost. Think about minimizing disruptions
  to get resident support for the project. Upgrade infrastructure where possible so that
  things are better than before. Use existing easements/right of way where possible.
- Make sure what you started is what was originally approved and discussed upon before construction.
- My advice is we must make sure that this additional partnership is in the best interest
  of all Wilsonville residents. The costs should be taken care of by the partners. It
  should have a low impact on the residents of Wilsonville, and most important reduce
  the current costs to Wilsonville residents!

### Group 2

Do it; it will help keep costs in line.

- Don't go through the neighborhood—it's a bad idea; under a walking path—sounds
  great; getting help to pay for the construction making sure the pipe is large so it would
  not have to be replaced; picking the best possible route; as not to be disruptive.
- I think it is fine. We have a large enough water system. The concerns are: disruption of traffic, no cost to people in Wilsonville, and revenue to the city from the parenting city. The other city will pay for the pipe.
- My advice is to not do it. If you do it, disrupt as few taxpayers, schools and businesses
  as possible. Don't dig up my streets in Rivergreen, but use the greenway, Graham's
  Oak Park trails and Bell Road to get to Tualatin directly.
- Why should I like this? Why not use I-5 for a state water supply? Use I-5 or Frontage Road. Let everyone know that this will benefit them. Make the community aware of what is happening.
- Charge the other communities enough to offset all costs, maintenance and improvements. Have an intelligent group look at a map and put the large capacity pipeline under roads, sidewalks, open space with cost-effective business practices.

- Don't make this water pipe go through neighborhoods and don't disrupt daily traffic, or 'busy areas'—maybe do construction at night time.
- Considering the expense—find the least disruptive route that will return the affected
  neighborhoods and roads back to the original condition or better. Have alternate routes
  available. Include as much as possible all communities in the decision making process.
- Make sure Wilsonville residents have the least impact during construction—just make sure everyone pays their fair share, so that Wilsonville residents don't pay for the pipe infrastructure we paid for already. If they want to use our water, they need to pay to get it. Have one person in charge of the bookkeeping, i.e., know where the money is going and make sure everyone pays their fair share.
- Lower cost.

# Willamette Water Supply Program PIO List

NAME

AGENCY / FIRM

| INMINIE         | AGENCY / FIRM                   |
|-----------------|---------------------------------|
| Bill LaMarche   | City of Beaverton               |
| Dave Winship    | City of Beaverton               |
| Tacy Steele     | City of Hillsboro               |
| Jim Meierotto   | Tualatin Valley Water District  |
| Frank Reed      | Tualatin Valley Water District  |
| Mark Jockers    | CWS                             |
| Sheri Wantland  | CWS                             |
| Jon Gail        | Wilsonville Community Relations |
| Wendy Gordon    | Washington County Health        |
| Kimberly Haughn | Washington County LUT           |
| Piseth Pich     | TVF&R                           |
| Don Hamilton    | ODOT                            |
| Maureen Wheeler | Beaverton School District       |
| Tim Heider      | Clackamas County Govt Affairs   |
| Tripp Robinson  | Intel (Emergency Manager)       |
| Mark Ottenad    | City of Wilsonville             |
| Carly Riter     | Intel (Gov Affairs Manager)     |
| Jordan Imlah    | City of Beaverton               |
| Greer Gaston    | City of Tigard                  |
| Mick Wilson     | City of Tualatin                |
| Kristen Switzer | City of Sherwood                |
| Blake Boyles    | City of North Plains            |
| Loren Rogers    | Hillsboro School District       |
| Beth Grazer     | Hillsboro School District       |
| Jeanine Hohn    | OR Dept of Corrections          |
| Steve Johnson   | Port of Portland                |
| Steve McAdoo    | Clackamas County Fire Dist 1    |
| Michael McGuire | Trimet                          |
| Cassandra Ulven | TVF&R Public Affairs            |
| Jonathan Modie  | OHA - Public Health Div         |
|                 | Metro                           |
|                 | THPRD                           |
|                 |                                 |

Attended 6-3-14 workshop Invited and did not attend New additions to the list



# CITY COUNCIL MEETING – WORK SESSION STAFF REPORT

| Meeting Date: August 4, 2014 |   | Subject: Stormwater Utility Rate Study Update  Staff Member: Nancy Kraushaar, PE, Community |   |                 |  |  |  |  |  |
|------------------------------|---|---|---|-----------------|--|--|--|--|--|
|                              |   | Deve  | elopment Director   |                 |  |  |  |  |  |
|                              |   | Depa  | artment: Community Develop  | oment           |  |  |  |  |  |
| Action Required              |   | Advisory Board/Commission Recommendation  |   |                 |  |  |  |  |  |
|                              | Motion  |   | Approval  |                 |  |  |  |  |  |
|                              | Public Hearing Date:  |   | Denial  |                 |  |  |  |  |  |
|                              |   | ☐ None Forwarded  |   |                 |  |  |  |  |  |
|                              | Department: Community Development  Advisory Board/Commission Recommendation  Motion |   |   |                 |  |  |  |  |  |
|                              | Resolution  | Comments:   |   |                 |  |  |  |  |  |
| $\boxtimes$                  | Information or Direction  |   |   |                 |  |  |  |  |  |
|                              | Information Only  |   |   |                 |  |  |  |  |  |
|                              | Council Direction   |   |   |                 |  |  |  |  |  |
|                              | Consent Agenda  |   |   |                 |  |  |  |  |  |
|                              |   |   |   | Stormwater Rate |  |  |  |  |  |
| Rec                          | commended Language for Motio  | n: N/A  |   |                 |  |  |  |  |  |
| PR                           | OJECT / ISSUE RELATES TO  | :   |   | .,              |  |  |  |  |  |
| $\boxtimes C$                | Council Goals/Priorities  |   | ⊠Adopted Master   | ☐Not Applicable |  |  |  |  |  |
| #6.                          | Well maintained infrastructure  |   | Plan(s) 2013<br>Stormwater Master<br>Plan with draft<br>amended CIP |                 |  |  |  |  |  |

# ISSUE BEFORE COUNCIL:

Staff will update Council on preliminary rate forecast scenarios for the Stormwater Operating Fund and the associated 20-year Stormwater Capital Improvement Plan. Council will provide feedback on preliminary findings and discuss potential alternate rate scenarios, and funding policies and strategies.

# **EXECUTIVE SUMMARY:**

The Stormwater Operating Utility has been monitored for financial stability for the last several years. The fund balance is now near zero after allocating a substantial portion of the annual operating revenues and fund balance reserves to two major unanticipated repair projects, the

Morey's Landing and Rivergreen bank stabilization and channel restoration projects.

As noted in the adopted 2014-15 Wilsonville Budget, the fund does not meet ending fund balance goals the City has set for enterprise funds. The fund is able to minimally meet operational needs, but is inadequate to support capital needs. The Stormwater Utility Rate Study was initiated to determine necessary actions to restore fund stability.

The study is based on the adopted budget for operational needs and an updated Stormwater Capital Improvement Plan (CIP). The CIP has been updated since its adoption with the 2013 Stormwater Master Plan. Revisions include the addition of stormwater infrastructure needs documented in the Charbonneau Consolidated Improvements Plan, reprioritizing projects over the next 20 years, and elimination of projects that are not considered mandatory at this time based on existing conditions.

Please note that the City's stormwater discharge permit (administered by the Oregon Department of Environmental Quality under their MS4 NPDES program) requires the City to complete a stormwater retrofit study by June 2015 at which time some of these projects may need to be added back to the CIP.

The City's current single-family stormwater utility rate is \$5.25. It is scheduled to increase to \$5.45 in July 2015 and \$5.60 in July 2016. Non-single family residential properties are charged a monthly fee at the single-family rate per 2,750 square feet of impervious area.

Preliminary study findings and two basic rate scenarios will be presented at the August 4, 2014 work session.

# **EXPECTED RESULTS:**

The rate study is expected to stabilize the Stormwater Operating Fund.

# TIMELINE:

Staff will modify the rate forecast scenarios based on information from the work session. Rate recommendations are expected to be available for City Council consideration at their September meeting.

# **CURRENT YEAR BUDGET IMPACTS:**

The Stormwater Rate Study was budgeted at \$20,160 in the adopted FY 2013-14 Budget. Approximately half of this was spent before July 1, 2014. A supplemental budget adjustment to the adopted FY 2014-15 Budget will recognize remaining funds to complete the study.

| FINANCIAL REVIEW / COMMEN    | NTS:          |
|------------------------------|---------------|
| Reviewed by:CAR              | Date:7/28/14  |
| LEGAL REVIEW / COMMENT:      |               |
| Reviewed by: MEK             | Date: 7/28/14 |
| NA as this is informational. |               |

# COMMUNITY INVOLVEMENT PROCESS:

After the Council has provided direction to staff on funding strategies and further analysis, public information will be prepared for distribution and community involvement.

# POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY

Stormwater management is an important component of the public works infrastructure in Wilsonville. The stormwater system protects against flooding, improves water quality by removing sediment and pollutants from urban runoff, and can protect and enhance wildlife habitat.

The rate study will provide for an increase in monthly stormwater utility rates. Increased rates will allow the City to address aging infrastructure, system deficiencies, growing system needs, and regulatory requirements.

The community will benefit from a reliable stormwater system – including operations and maintenance and well-programmed capital investments. Environmental benefits include water quality protection in the Willamette River, healthier natural resources (such as the Coffee Creek wetlands and the Boeckman Creek watershed), and protection of native plant and wildlife species.

### ALTERNATIVES:

To be determined as the rate study continues.

### CITY MANAGER COMMENT:

### ATTACHMENT

Attachment 1 - Prioritized Stormwater CIP Projects

# UPDATED STORMWATER CAPITAL IMPROVEMENT PLAN (CIP)

ATTACHMENT 1 - August 4, 2014 Work Session

JULY 2014 PRIORITIZED STORMWATER CIP PROJECTS

| PROJECT ID            | LOCATION   | EASEMENT<br>ACQUISITION<br>Required ?<br>(Yes or No) | Total Cost Est | imate | Annual Maintenance Cost Estimate | SDC % |    | SDC Cost  | Stormwater Fund % | Stormwater Fund |
|-----------------------|--|--|----------------|-------|----------------------------------|-------|----|-----------|-------------------|-----------------|
|                       |  | Short-Term Pro                                       | ojects - Imple | men   | tation 0 to 5 Years              |       |    |           |                   |                 |
| ST-5                  | Low Impact Development Design Implementation Guide   | No   | \$ 57          | ,000  | n/a                              | 50%   | \$ | 28,500    | 50%               | \$ 28,500       |
| ST-8                  | Install Two (2) Permanent Stormwater Flow Monitoring<br>Stations & Two (2) Rain Gauges       | No   | \$ 45          | ,486  | n/a                              | 50%   | \$ | 22,743    | 50%               | \$ 22,743       |
| ST-9                  | Purchase Info SWMM Model   | No   | \$ 18          | ,240  | n/a                              | 50%   | s  | 9,120     | 50%               | \$ 9,120        |
| ST-6                  | Charbonneau Infrastructure Replacement Study   | No   |                | ,000  | n/a                              | 50%   |    | 30,000    | 50%               | \$ 30,000       |
| WD-5(1)               | CCIP - Charbonneau Spot Repairs - Year 1   | No   |                | ,333  | tbd                              | 0%    |    |           | 100%              | 1. 1. 1. 1.     |
| WD-5(2)               | CCIP - Charbonneau Spot Repairs - Year 2   | No   |                | ,333  | tbd                              | 0%    |    |           | 100%              | in the second   |
| WD-5)3)               | CCIP - Charbonneau Spot Repairs - Year 3   | No   |                | ,333  | tbd                              | 0%    |    |           | 100%              |                 |
| BC-4                  | Geshellschaft Water Well Channel Restoration - Interim<br>and long term*                     | No   |                | ,774  | D. Trans                         | 20%   |    | 27,155    | 80%               | le Julian       |
| BC-8                  | Canyon Creek Estates Pipe Removal*   | No   | 7.00           | ,504  | \$ 1,500                         | 25%   |    | 32,376    | 75%               | Acres 1         |
| BC-11                 | TC Park Place Storm Line Relocation  | Yes  |                |       |                                  |       |    | 32,370    |                   |                 |
| WD-4                  | Willamette Way West - Interim and Long Term*   |  |                | 000,  | \$ 1,100                         | 0%    |    |           | 100%              | \$ 56,000       |
|                       |  | tbd  |                | ,000  | \$ 1,500                         | 25%   | \$ | 57,500    | 75%               | \$ 172,500      |
| WD-5                  | Belknap Court Outfall - Under Investigation*   | tbd  |                | nown  | tbd                              |       |    |           |                   |                 |
| WD-6                  | Morey's West Outfall - Under Investigation*  | tbd  | unki           | nown  | tbd                              |       |    |           |                   |                 |
| WD-7                  | CCIP - Old Farm Road Phase I Coffee Creek Storm Projects - Phase 1A and 1B (24-inch          | No   | \$ 900         | ,000  | \$ 1,500                         | 0%    | S  | •         | 100%              | \$ 900,000      |
| CLC-10                | pipe upgrades)   | Yes  | \$ 44          | ,000  | \$ 1,500                         | 100%  | \$ | 44,000    | 0%                | \$ -            |
| WD-6                  | CCIP - French Prairie Drive Phase II   | No   | \$ 1,319       | ,000  | \$ 1,500                         | 0%    | \$ |           | 100%              | \$ 1,319,000    |
| Short-Term            | Future Project Development and Implementation  | No   | \$ 285         | ,000  | n/a                              | 100%  | \$ | 285,000   | 0%                | \$ -            |
| Projects              | Subtotal   |  | \$ 5,789       | ,004  | \$ 10,400                        |       | \$ | 536,394   | -                 | \$ 5,252,610    |
|                       |  | Mid-Term Proj  | ects - Implen  | nenta | tion 6 to 10 Years               |       | _  |           |                   |                 |
| BC-2                  | footbridge and x)  | Maybe  | \$ 167         | ,580  | \$ 1,500                         | 20%   | \$ | 33,516    | 80%               | \$ 134,064      |
| BC-6                  | Multiple Detention Pipe Installation for 2 Outfalls (trail footbridge and x)                 | No   | \$ 1,366       | ,948  | \$ 1,100                         | 50%   | \$ | 683,474   | 50%               | \$ 683,474      |
| BC-5                  | Village at Wilsonville Outfall Rehabililitation (1 outfall) -<br>west side                   | No   | \$ 38          | 3,441 | \$ 1,300                         | 20%   | \$ | 7,688     | 80%               | \$ 30,753       |
| BC-3                  | Cascade Loop Detention Pipe Installation (1 place)   | No   | \$ 810         | ,109  | \$ 1,100                         | 50%   | \$ | 405,055   | 50%               | \$ 405,055      |
| CLC-3                 | Commerce Circle Channel Restoration  | No   | \$ 564         | ,071  | \$ 5,700                         | 75%   | \$ | 423,053   | 25%               | \$ 141,018      |
| CLC-9                 | Jobsey Lane Culvert Replacement  | No   | \$ 115         | ,028  | \$ 2,200                         | 20%   | s  | 23,006    | 80%               | \$ 92,022       |
| SD5707,<br>5709,5714, | SW Parkway Pipes Replacement   | No   | \$ 497         | ,405  | \$ 2,200                         | 0%    | s  |           | 100%              | \$ 497,405      |
| WD-8                  | Charbonneau Projects (CCIP 5-10 yr.)   | No   | \$ 5,504       |       | tbd                              | 0%    |    |           | 100%              | \$ 5,504,000    |
| CLC-10                | Coffee Creek Storm Projects - Phase 1C and 2A (WQ/Detention Pond)                            | Yes  |                | 0,000 | tbd                              | 80%   |    | 430,950   | 20%               | \$ 259,550      |
| ST-3 and 4            | Master Plan and Model Update and Survey of Open<br>Channels                                  | No   |                | 0,000 | n/a                              | 50%   |    | 199,500   | 50%               | \$ 199,500      |
| FP                    | Future Project Development and Implementation (\$60k/yr)                                     | No   |                | 0,000 | n/a                              | 50%   |    | 150,000   | 50%               |                 |
| Mid-Term<br>Projects  | Subtotal   | 140  | \$ 10,212      |       |                                  | 3076  | S  |           | 30 /6             | \$ 8,096,840    |
| Fiojects              |  | ng-Term Proje  |                |       | tion in 11 to 20 Yes             | are   | 9  | 2,356,242 |                   | \$ 0,090,040    |
| SD4021 &<br>SD4022    |  |  |                |       |                                  |       |    | 10.070    | 2004              |                 |
| 10-11                 | Boberg Road Culvert Replacement  | No   |                | 5,393 | \$ 2,200                         | 20%   |    | 13,079    | 80%               | La Consti       |
| WD-7<br>SD4025 -      | Charbonneau Projects (CCIP 11-15 yr.)  | No   | 1.0            | 5,000 | tbd                              | 0%    |    | 122.104   | 100%              |                 |
| SD4028                | Boberg Road Pipe Replacement   | No   |                | 3,590 | 1                                | 30%   |    | 220,077   | 70%               |                 |
| WD-1                  | Montgomery Way Culvert Replacement   | No   |                | 1,354 | \$ 600                           | 0%    |    | •         | 100%              | \$ 44,354       |
| WD-2                  | Rose Lane Culvert Replacement  Multiple Detention Pipe Installation - Bridge Creek           | No   | \$ 5           | ,254  | \$ 1,100                         | 0%    | \$ |           | 100%              | \$ 51,254       |
| BC-6                  | Apartments   | No   | \$ 1,05        | 2,432 | \$ 1,100                         | 50%   | \$ | 526,216   | 50%               | \$ 526,216      |
| WD-8                  | Charbonneau Projects (CCIP 16-20 yr.) Coffee Creek Storm Projects - Phase 2B and 2C (30-inch | No   | \$ 4,94        | 6,000 | tbd                              | 0%    | \$ | *         | 100%              | \$ 4,946,000    |
| CLC-10                | pipe along GF Rd)  | Yes  | \$ 69          | 0,500 |                                  | 100%  | \$ | 430,950   | 0%                | \$ 259,550      |
| CLC-1                 | Detention/Wetland Facility near Tributary to Basalt Creek                                    | Yes  | \$ 3,510       | 3,900 | \$ 4,900                         | 100%  | \$ | 3,516,900 | 0%                | s -             |
| FP<br>Long Term       | Future Project Development and Implementation (\$60k/yr)                                     | No   | \$ 600         | 0,000 | n/a                              | 100%  | \$ | 600,000   | 0%                | \$ -            |
| Projects<br>All CIP   | Subtotal   |  | \$ 16,10       | 5,423 | \$ 12,100                        |       | \$ | 5,307,222 |                   | \$ 10,798,201   |
| Projects              | Total CIP's - 20-YEAR GRAND TOTAL  |  | \$ 32,10       | 7,009 | \$ 37,600                        |       | s  | 8,199,857 |                   | \$ 24,147,652   |

<sup>\*</sup>Please Note: Detailed project scopes not developed; cost estimates subject to change especially for long term improvement

\$ 32,347,509

|          | Potential  | Future P | rojects | from NPDES | Retro | ofit Strategy St | udy |    |         |     |    |          |
|----------|--|----------|---------|------------|-------|------------------|-----|----|---------|-----|----|----------|
| BC-10    | Memorial Park Stream and Wetland Enhancement                     | No       | \$      | 84,360     | \$    | 2,900            | 25% | \$ | 21,090  | 75% | \$ | 63,2     |
| CLC-2    | SW Parkway Avenue Stream Restoration                             | Yes      | s       | 279,420    | \$    | 4,900            | 10% | \$ | 27,942  | 90% | \$ | 251,47   |
| CLC-4    | Ridder Road Wetland Restoration                                  | Yes      | s       | 283,778    | \$    | 2,900            | 5%  | \$ | 14,189  | 95% | \$ | 269,58   |
| CLC-5    | Coffee Lake Creek Stream and Riparian Enhancement                | Yes      | \$      | 339,844    | \$    | 2,900            | 5%  | \$ | 16,992  | 95% | \$ | 322,85   |
| CLC-6    | Coffee Lake Creek South Tributary Wetland Enlargement            | Yes      | \$      | 490,286    | \$    | 2,900            | 40% | \$ | 196,114 | 60% | \$ | 294,17   |
| CLC-7    | Coffee Lake Creek South Tributary Stream Restoration             | Yes      | \$      | 496,114    | \$    | 2,900            | 20% | \$ | 99,223  | 80% | \$ | 396,89   |
| CLC-8    | Coffee Lake Creek Restoration                                    | Yes      | \$      | 486,877    | \$    | 4,300            | 50% | \$ | 243,439 | 50% | \$ | 243,4    |
| LID 2    | SW Hillman Green Street Stormwater Curb Extensions               | No       | \$      | 236,938    | s     | 4,000            | 25% | \$ | 59,235  | 75% | \$ | 177,7    |
| LID 3    | SW Camelot Green Street Midblock Curb Extensions (18 extensions) | No       | \$      | 526,338    | \$    | 47,700           | 25% | \$ | 131,585 | 75% | \$ | 394,75   |
| LID 7    | SW Wilsonville Road Stormwater Planters                          | No       | \$      | 362,794    | \$    | 6,700            | 25% | \$ | 90,699  | 75% | \$ | 272,09   |
| Projects | Total CIP's  |          | \$      | 3,586,749  | s     | 82,100           |     | s  | 900,506 |     | s  | 2,686,24 |

| All CIP<br>Projects | Total CIP's   |     | s  | 5,560,350 | s  | 4,900 |     | s  | 1,132,020 |      | s  | 4,428,33 |
|---------------------|---|-----|----|-----------|----|-------|-----|----|-----------|------|----|----------|
| ST-7                | Boeckman Creek at Boeckman Road Stormwater Study -<br>to be included in master plan update scope          | No  | \$ | 57,000    |    | N/A   | 75% | \$ | 42,750    | 25%  | \$ | 14,25    |
| ST-1                | Study to analyze area north of Elligsen Rd/East of I-5 - to be included in master plan update scope       | No  | s  | 57,000    |    | N/A   | 0%  | \$ |           | 100% | \$ | 57,00    |
| CLC-1               | Wiedeman Rd Regional StW Detention/Stream Enhancement - project need to be reviewed in master plan update | Yes | s  | 5,446,350 | \$ | 4,900 | 20% | s  | 1,089,270 | 80%  | \$ | 4,357,08 |

5,560,350

# Stormwater Utility Rate and SDC Update City of Wilsonville City Council Work Session August 4, 2014

# Tonight's Agenda

- Current Financial Status of the Utility
- Future Challenges
- Capital Improvements Summary
  - ☐ Master Plan Projects
  - ☐ Charbonneau Repairs and Replacements
- Preliminary Rate Estimates 5 & 20 Year Looks
  - ☐ Revenue Bond for 3 Years of Projects then Pay as You Go
  - Revenue Bond for 3 Years of Projects and Cash Fund Remaining Projects Over 20 Years
  - ☐ Revenue Bond for 3 Years of Projects & \$500,000 Annual Capital Reserve
- Summary and Council Discussion



# **Current Utility Status**

- The City has implemented the rate increases from the 2012 Master Plan
- Rates are based on impervious area coverage with the typical single family home (equivalent residential unit or ERU @ 2,750 sq ft of impervious area) charged \$5.25 per month.
- Non-single family properties are charged based on: measured impervious area / 2,750 sq ft = ERUs x \$5.25 per month



# Current Utility Status (cont.)

- Rate revenue for FY'15 is forecast at \$1,410,000
- Operations and Maintenance expense is \$756,235; Transfers to the General Fund and Community Development Fund are \$270,000; Transfers to the Stormwater Capital Projects Fund are \$357,815 and Contingencies are \$39,233. The utility has no outstanding debt.
- Total Program Expenditures for FY'15 are \$1,423,283
- Two major and unplanned repair projects have been funded from operating revenues and reserves since adoption of the Master Plan: Rivergreen (\$1.3 million) and Morey's Landing (\$1.1 million).
- These repair costs have left the Utility with a near zero fund balance and noncompliant with City reserve requirements

# **Utility Challenges**

- Compliance with operating reserve requirements (20% of operating costs) will be \$205,000
- Charbonneau stormwater infrastructure is at or beyond its useful life...this new expense more than doubles the 2012 Master Plan CIP costs
- An additional engineer needed in FY'16 at \$113,000 annually to deliver Stormwater capital program

# Capital Program - Big Picture

- Revised Master Plan CIP Identifies <u>Project Costs of \$12,464,009</u> (through 2035)...previous Master Plan projects reviewed and reduced from \$22.5 million
- Charbonneau Contains an <u>Additional \$19,583,000</u> in "Spot and Complete Repair" Project Costs (through 2035)
- Total CIP Over 20 Year Forecast is \$32,047,009 (current dollars)
- SDC Eligible Capital Costs are Estimated To Be \$8,358,457 (based on 7/17/14 SDC allocation)
- Project Costs to be Funded through Rates are \$23,688,552

# 20 Year CIP Cost Summary

(current dollars)

| Time Period       | Master Plan<br>Projects | Charbonneau<br>Projects | Total Costs  |
|-------------------|-------------------------|-------------------------|--------------|
| Years 1 - 5       | \$1,001,004             | \$4,728,000             | \$5,729,004  |
| Years 6 -10       | \$4,708,582             | \$5,504,000             | \$10,212,582 |
| Years 11 - 20     | \$6,754,423             | \$9,351,000             | \$16,105,423 |
| 20 Year<br>Totals | \$12,464,009            | \$19,583,000            | \$32,047,009 |

This reflects an average annual CIP cost of \$1.6 million

# An Initial Focus on 3 Year CIP

- Initial Focus on 3 Years of Highest Priority Projects and Issue Debt to Pay for These Projects
- Meet City's Fiscal Policies
- Determine Financing Alternatives...Cash & Revenue Bonding
- Evaluate Preliminary Rate Impacts
- Expand Analysis to Include All Projects in 20 Year CIP

# 3 Year CIP - Revenue Bond

| MP<br>Rank | Cost in FY<br>2015 | Year | Project  |
|------------|--------------------|------|--|
| 7,00711    |                    |      | High Priority Projects - 0-3 Years   |
| ST-5       | 57,000             | 2016 | Low Impact Development Design Implementation Guide                                 |
| ST-8       | 45,486             | 2016 | Install Two (2) Permanent Stormwater Flow Monitoring Stations & Two (2) Rain Gauge |
| ST-9       | 18,240             | 2016 | Purchase Info SWMM Model   |
| BC-4       | 135,774            | 2016 | Gesellschaft Water Well Channel Restoration - Interim and long term*               |
| BC-8       | 129,504            | 2016 | Canyon Creek Estates Pipe Removal*   |
| BC-11      | 56.000             | 2016 | TC Park Place Storm Line Relocation  |
| WD-4       | 230,000            | 2016 | Willamette Way West - Interim and Long Term*                                       |
| WD-5       | 0                  | 2016 | Belknap Court Outfall - Under Investigation*                                       |
| WD-6       | 0                  | 2016 | Morey's West Outfall - Under Investigation*  |
| CLC-10     | 44,000             | 2016 | Coffee Creek Storm Projects - Phase 1A and 1B (24-inch pipe upgrades)              |
|            |                    |      | Charbonneau - Spot Repair Projects   |
| SR-1       | 174,000            | 2016 | 8000 Block of Fairway Drive  |
| SR-2       | 112,000            | 2016 | Estates Post Road  |
| SR-3       | 56,000             | 2016 | Mollala Bend SE  |
| SR-5       | 300,000            | 2016 | 7300 & 7800 Block of Fairway Drive   |
| SR-6       | 173,000            | 2016 | Armitage Road - South  |
| SR-7       | 190,000            | 2016 | Middle Greens Road   |
| SR-8       | 157,000            | 2016 | Country View Loop  |
| SR-9       | 158,000            | 2016 | Boones Bend Road   |
| SR-10      | 314,000            | 2016 | Arbor Lake Drive   |
| SR-11      | 213,000            | 2016 | Armitage Road - North  |
| SR-12      | 107,000            | 2016 | Lake Drive   |
| SR-13      | 226,000            | 2016 | Country View Lane  |
| SR-14      | 224,000            | 2016 | Juliette Drive   |
| SR-15      | 105,000            | 2016 | Country View Lane  |

Note: Projects WD-5 and WD-6 are 2 new Willamette River projects for which cost estimates are not vet available

# Preliminary Rate Forecast - Case A

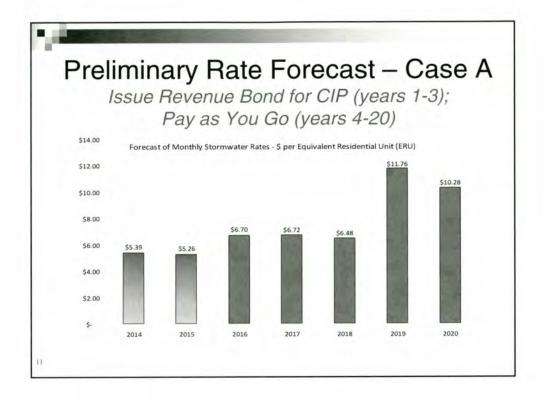
Issue Revenue Bond for CIP (years 1-3); Pay as You Go (years 4-20)

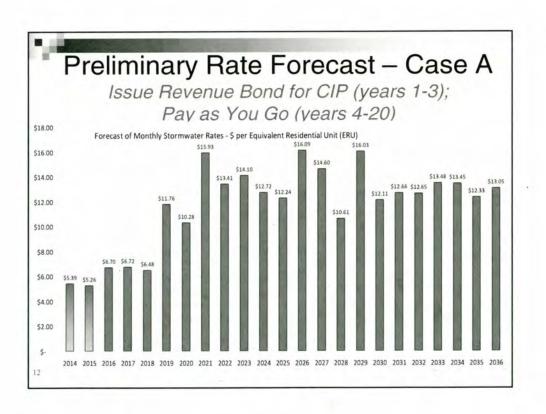
- Capital Costs Years 1 3 = \$3,321,754 (inflated to reflect 2016 costs)
- SDC Contributions = \$228,036
- Amount Borrowed = \$3,388,060 (issuance expense included)
- Cash Fund Each Year's CIP via Rate Adjustments Years 4 20
- Small Works CIP = \$200,000 per year (cash funded)
- Fund Balance = 20% of Operating Costs by FY' 17
- Other Assumptions Consistent with Sewer Rate Study
- O&M Expense Based on Budget with 2 Added FTEs

FY'16 Civil Engineer @ \$113,000 (fully burdened) FY'25 Utility Worker @ \$76,000 (fully burdened)

Note: rate profile simply overlays the CIP for years 4 -20...no rate smoothing has been done via CIP adjustments at this time

1.0





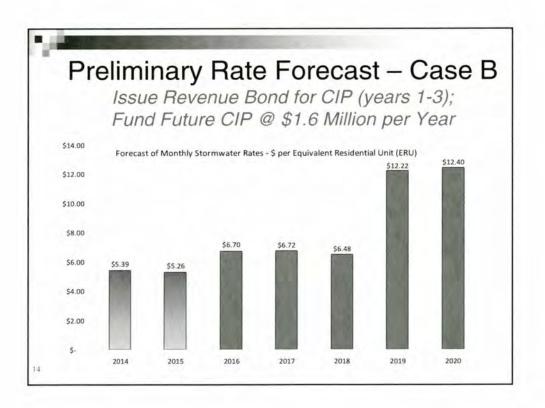
# Preliminary Rate Forecast - Case B

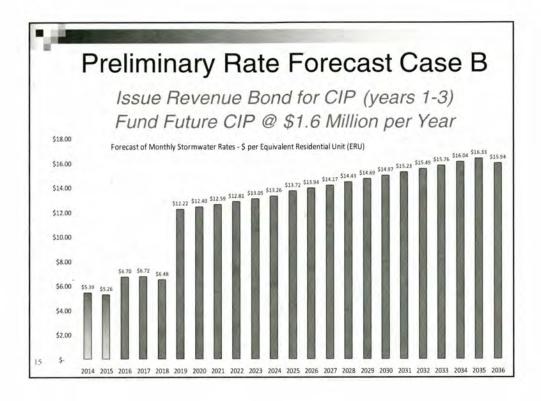
Issue Revenue Bond for CIP (years 1-3); Fund Future CIP @ \$1,600,000 Annually (years 4-20)

- Capital Costs Years 1 3 = \$3,321,754
- SDC Contributions = \$228,036
- Amount Borrowed = \$3,388,060
- Budget \$1,600,000 per year to Capital Reserve Fund beginning FY'19
- Cash Fund Each Year's CIP 2019 2036
- Small Works CIP = \$200,000 per year (cash funded)
- Fund Balance = 20% of Operating Costs by FY' 17
- · Other Assumptions Consistent with Sewer Rate Study
- O&M Expense Based on Budget with 2 Added FTEs

FY'16 Civil Engineer @ \$113,000 (fully burdened) FY'25 Utility Worker @ \$76,000 (fully burdened)

3



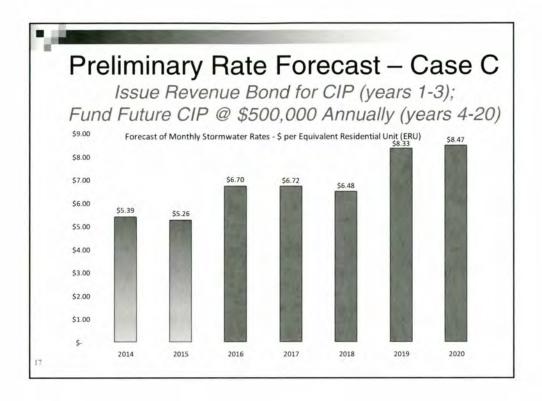


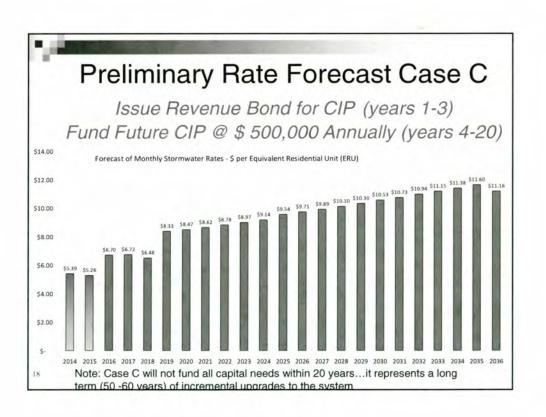
# Preliminary Rate Forecast - Case C

Issue Revenue Bond for CIP (years 1-3); Fund Future CIP @ \$500,000 Annually (years 4-20)

- Capital Costs Years 1 3 = \$3,321,754
- SDC Contributions = \$228,036
- Amount Borrowed = \$3,388,060
- Budget \$500,000 per year to Capital Reserve Fund beginning FY'19
- Cash Fund Each Year's CIP as Capital Reserve Fund Balance Allows 4 - 20
- Small Works CIP = \$200,000 per year (cash funded)
- Fund Balance = 20% of Operating Costs by FY' 17
- Other Assumptions Consistent with Sewer Rate Study
- O&M Expense Based on Budget with 2 Added FTEs

FY'16 Civil Engineer @ \$113,000 (fully burdened) FY'25 Utility Worker @ \$76,000 (fully burdened)





# Stormwater Rates in Other Cities

(cost per ERU per month)

| Portland    | \$24.88 |
|-------------|---------|
| Sherwood    | \$13.27 |
| Lake Oswego | \$11.76 |
| Oregon City | \$8.80  |
| West Linn   | \$5.58  |
| Tualatin    | \$5.47  |
| Wilsonville | \$5.25  |

9

# Summary & Council Discussion

- Wilsonville has significant stormwater capital project needs that cannot be addressed within the current rate
- Charbonneau infrastructure is at or beyond its useful life...a comprehensive replacement program is required
- 3. The stormwater utility will need to incur debt to begin this process
- 4. The funding approaches evaluated to date reflect the "1 City" concept
- 5. Other Options for Charbonneau:
  - Local Improvement District
  - Rate Surcharge (Charbonneau represents 6.5% of citywide ERUs)
  - Reduce Levels of Service (allow deterioration; respond to failures or property damage)

20



# CITY COUNCIL MEETING – WORK SESSION STAFF REPORT

| Meeting Date:                             | Subject: Urban Renewal Strategic Plan   |
|---|---|
| August 4, 2014                            | Staff Member: Kristin Retherford, Economic Development Manager  Department: Community Development |
| Action Required                           | Advisory Board/Commission Recommendation  |
| ☐ Motion                                  | ☐ Approval  |
| ☐ Public Hearing Date:                    | ☐ Denial  |
| ☐ Ordinance 1 <sup>st</sup> Reading Date: | ☐ None Forwarded  |
| ☐ Ordinance 2 <sup>nd</sup> Reading Date: |   |
| ☐ Resolution                              | Comments: N/A   |
| ☑ Information or Direction                |   |
| ☐ Information Only                        |   |
| ☐ Council Direction                       |   |
| ☐ Consent Agenda                          |   |
| Staff Recommendation: Staff reco          | mmends the City Council review and discuss the scenarios  |
| presented in this staff report.           |   |
| Recommended Language for Moti             |   |
| PROJECT / ISSUE RELATES TO                | ):  |
| ⊠Council Goal: Economic                   |   |
| Development                               |   |

# ISSUE BEFORE THE CITY COUNCIL:

In response to concerns expressed by the City Council during the May 19, 2014 discussion of the draft Urban Renewal Strategic Plan, Staff and consultants have prepared alternate scenarios for Council's consideration.

# **EXECUTIVE SUMMARY:**

At the May 19, 2014 Council discussion regarding the Draft Urban Renewal Strategic Plan ("Draft Plan"), Council members expressed two primary concerns regarding the Draft Plan and the recommendations made by Urban Renewal Strategic Plan Task Force ("Task Force").

The Task Force recommendations presented on May 19 were as follows:

# West Side Plan:

- Amend plan to increase maximum indebtedness from \$40 million to \$49.4 million, to allow funding of the critical infrastructure projects that the city is contractually obligated to fund.
- Formal concurrence of overlapping taxing districts is not required for this amendment, and should not be sought.
- Following precedent from previous plan amendment processes, do not seek an advisory vote of the public.
- Do not add any new projects to the project list; doing so would increase the life of the district and require a larger increase in maximum indebtedness.
- Do not fund the Old Town Escape project with TIF dollars (though other funding sources could be used). This project is not a contractually obligated project.

# Year 2000 Plan:

- Do not amend financial aspects of the plan (though an amendment to remove acreage is necessary to support the formation of Coffee Creek). Make no changes to the project list or maximum indebtedness.
- Close down the area in a phased approach that limits negative compression impacts on the West Linn – Wilsonville School District

# Coffee Creek Industrial Area:

- Pursue feasibility analysis and planning for a new urban renewal area to fund critical infrastructure in Coffee Creek.
- Remove land from the Year 2000 and/or West Side plans as necessary to free up sufficient acreage for the proposed Coffee Creek urban renewal area.
- Following precedent, as this is a new urban renewal area formation process, pursue citywide advisory vote during plan adoption.
- Pursue formal concurrence of overlapping taxing districts during plan adoption.
- The use of TIF should be limited to development-supportive infrastructure projects

# Frog Pond Area:

 Do not pursue feasibility analysis and planning for a new urban renewal area for Frog Pond at this time. Re-evaluate after the master planning effort is completed.

The first concern expressed by Council members dealt with the fact that the Draft Plan removes the Old Town Escape from the West Side Urban Renewal Plan ("West Side Plan") project list. This recommendation was based on the fact that there is a limit to how much the Urban Renewal Agency can increase maximum indebtedness for this district to complete plan projects, without triggering the requirement for concurrency from overlapping taxing districts. The Old Town Escape is the only remaining project in the West Side Plan that is not subject to a Development Agreement or Intergovernmental Agreement. Removing this project from the West Side Plan project list allows for an increase in maximum indebtedness that is sufficient to complete the remaining projects in the plan without triggering concurrence. Further, Chief Duyck of TVFR commented during the final Task Force meeting that, based on the fire district's traffic modeling, this project would not significantly improve service delivery and response times to the Old Town

neighborhood. While Task Force members expressed that the project has importance, they concluded that the City should look to other funding sources to pay for this project.

The second concern expressed on May 19<sup>th</sup> concerned the future redevelopment of Town Center and a desire to have funding available for planning efforts and possible future investment to guide redevelopment of this area. The Task Force had considered these issues and ultimately decided not to recommend adding a Town Center redevelopment project to the Year 2000 Urban Renewal Plan ("Year 2000 Plan"). This decision was based on opinions that Town Center redevelopment is a remote and speculative endeavor and better left to the private sector. Additionally, the Task Force placed great importance on terminating the Year 2000 Plan as expeditiously as feasible, with consideration to be given to the impact of compression on the West Linn-Wilsonville School District.

Staff has since developed four alternate scenarios without the benefit of Task Force input to address these two projects and Council's concerns while at the same time trying to honor and stay true to the intent of the recommendations made by the Task Force. The recommendations regarding the Coffee Creek Industrial Area and Frog Pond remain unchanged at this time.

The following table indicates the remaining outstanding projects in the Year 2000 and West Side Plans that were considered by the Task Force. The costs shown below reflect the urban renewal funding component of each project and not necessarily the total project cost estimate. Costs indicated in bold italics represent projects that have more than one funding source, with the urban renewal amount identified in the table.

|   | Remaining Projects<br>From Existing Plans -<br>Status Quo |              |
|---|---|--------------|
|   | Year 2000   | West Side    |
| Old Town Escape (UR)                                      |   | \$9,006,900  |
| Tooze Road - 110th to Grahams Ferry (UR, SDCs, Developer) |   | \$2,811,400  |
| Villebois Sprinklers SDC Reimb. (All UR)                  |   | \$2,376,900  |
| Villebois Parks (UR)                                      |   | \$1,129,500  |
| Brown Road - WV Road to Barbe (UR, SDCs)                  |   | \$3,935,800  |
| Barber Street Extension (UR, SDCs, Federal)               |   | \$4,908,800  |
| Old Town Streets and Streetscape Improvements (UR)        | \$3,868,300   | )            |
| Canyon Creek Road Extension to Town Center Loop (UR)      | \$6,125,300   | ).           |
| Livability Projects (UR)                                  | \$275,600   | )            |
| Landover Medians (UR)                                     | \$289,400   | )            |
| Murase Plaza Improvements (UR)                            | \$441,000   | )            |
|   |   |              |
| TOTAL   | \$10,999,600  | \$24,169,300 |

This scenario does not increase the total debt for either district above what was included in the Draft Strategic Plan as recommended by the Task Force (a \$9.4 million increase in West Side Plan Maximum Indebtedness). Under Scenario 1, the Year 2000 Plan could be paid off as early as 2018, depending on how school district compression impacts are addressed.

# Old Town Escape

- Scenario 1 moves the Old Town Escape project from the West Side Plan to the Year 2000 Plan, but funds only \$2 million of the estimated project cost using urban renewal, rather than the estimated \$9 million total project cost.
- This project reassignment would be done by adding up to 5.7 acres of Old Town Escape road alignment to the Year 2000 Plan boundary through a minor amendment to that plan.
- This \$2 million contribution is offset by reducing the Old Town Streets and Streetscapes Improvement Project contribution by \$2 million; from \$3.86 million to \$1.86 million

# Town Center Redevelopment

- The Draft Strategic Plan includes a Year 2000 Plan project called "Livability Projects" with an associated budget of \$275,600.
- Under Scenario 1, this project, which has been used for crosswalk improvements, sidewalk improvements, fencing, etc., is reallocated to concept planning efforts for future Town Center Redevelopment.

|   | Scenario 1 No additional increase to total debt, does not lengthen life of districts Year 2000 West Side |              |
|---|--|--------------|
| Old Town Escape (UR)                                      | \$2,000,000  | \$0          |
| Tooze Road - 110th to Grahams Ferry (UR, SDCs, Developer) |  | \$2,811,400  |
| Villebois Sprinklers SDC Reimb. (All UR)                  |  | \$2,376,900  |
| Villebois Parks (UR)                                      |  | \$1,129,500  |
| Brown Road - WV Road to Barbe (UR, SDCs)                  |  | \$3,935,800  |
| Barber Street Extension (UR, SDCs, Federal)               |  | \$4,908,800  |
| Old Town Streets and Streetscape Improvements (UR)        | \$1,868,300  |              |
| Canyon Creek Road Extension to Town Center Loop (UR)      | \$6,125,300  |              |
| Livability Projects (Town Center Redevelopment) (UR)      | \$275,600  |              |
| Landover Medians (UR)                                     | \$289,400  |              |
| Murase Plaza Improvements (UR)                            | \$441,000  |              |
| TOTAL   | \$10,999,600   | \$15,162,400 |

Scenario 2 increases the overall debt of the Year 2000 Plan by approximately \$4 million and adds no additional debt to the West Side Plan beyond the planned \$9.4 million increase in Maximum Indebtedness. This increase will extend the life of the Year 2000 Plan by approximately one year. Under Scenario 2, the Year 2000 Plan could be paid off as early as 2019, depending on how school district compression impacts are addressed.

# Old Town Escape

- Scenario 2 moves the Old Town Escape project in the West Side Plan to the Year 2000 Plan and funds \$6 million of the estimated project cost using urban renewal, rather than the estimated \$9 million total project cost.
- This \$6 million is comprised of the \$2 million contribution described in Scenario 1 and commensurate reduction to the Old Town Streets and Streetscapes Improvement Project, as well as \$4 million in additional debt. This can be completed within the Year 2000 Plan's remaining Maximum Indebtedness.

# Town Center Redevelopment

Scenario 2's recommendation for Town Center Redevelopment is identical to that
presented in Scenario 1, and reallocates the \$275,600 contribution for Livability Projects
to concept planning for Town Center Redevelopment.

|  | 4 million<br>total d | Scenario 2 4 million increase to total debt, 1 year extension of district |  |
|--|----------------------|---|--|
|  | Year 2000            | West Side   |  |
| Old Town Escape (UR)                             | \$6,000,00           | 0 \$0   |  |
| Tooze Road - 110th to Grahams Ferry (UR, SDCs, I |                      | \$2,811,400   |  |
| Villebois Sprinklers SDC Reimb. (All UR)         | revelopery           | \$2,376,900   |  |
| Villebois Parks (UR)                             |                      | \$1,129,500   |  |
| Brown Road - WV Road to Barbe (UR, SDCs)         |                      | \$3,935,800   |  |
| Barber Street Extension (UR, SDCs, Federal)      |                      | \$4,908,800   |  |
| Old Town Streets and Streetscape Improvement:    | s (UR) \$1,868,30    |   |  |
| Canyon Creek Road Extension to Town Center Lo    |                      |   |  |
| Livability Projects (Town Center Redevelopment   |                      |   |  |
| Landover Medians (UR)                            | \$289,40             |   |  |
| Murase Plaza Improvements (UR)                   | \$441,00             |   |  |
|  |                      |   |  |
| 1  | OTAL \$14,999,60     | 0 \$15,162,400  |  |

Scenario 3 increases the overall debt of the Year 2000 Plan by approximately \$4.775 million and adds no additional debt to the West Side Plan beyond the planned \$9.4 million increase in Maximum Indebtedness. This increase will extend the life of the Year 2000 Plan by approximately one year. Under Scenario 3, the Year 2000 Plan could be paid off between 2019 and 2020, depending on how school district compression impacts are addressed.

# Old Town Escape

• Scenario 2 and Scenario 3 are identical with regard to the Old Town Escape project.

# Town Center Redevelopment

 Scenario 3 reallocates funding for Livability Projects and increases the amount allocated to \$350,000.

# Boeckman Road/Frog Pond Property Acquisition

- The Year 2000 Plan currently includes a project to improve Boeckman Road from Canyon Creek Road East to Wilsonville Road. Because the timing of this project is a number of years out and the Task Force focused on projects that could be completed within the next five to seven years so that the Year 2000 Plan can be terminated, this project was not considered during Task Force discussions. However, since the last Task Force meeting and as Frog Pond master planning efforts have begun, it has become apparent to staff that there may be a benefit to the City in completing some of the needed property acquisitions for this project well in advance of project construction.
- To that end, Scenario 3 allocates \$700,000 for early property acquisition efforts.

|   | \$4,775,000<br>total debt<br>extension | ario 3<br>increase to<br>, 1.25 year<br>to district<br>West Side |
|---|--|--|
| Old Town Escape (UR)                                      | \$6,000,000                            | \$0  |
| Tooze Road - 110th to Grahams Ferry (UR, SDCs, Developer) |  | \$2,811,400  |
| Villebois Sprinklers SDC Reimb. (All UR)                  |  | \$2,376,900  |
| Villebois Parks (UR)                                      |  | \$1,129,500  |
| Brown Road - WV Road to Barbe (UR, SDCs)                  |  | \$3,935,800  |
| Barber Street Extension (UR, SDCs, Federal)               |  | \$4,908,800  |
| Old Town Streets and Streetscape Improvements (UR)        | \$1,868,300                            |  |
| Canyon Creek Road Extension to Town Center Loop (UR)      | \$6,125,300                            |  |
| Livability Projects (Town Center Redevelopment) (UR)      | \$350,000                              |  |
| Landover Medians (UR)                                     | \$289,400                              |  |
| Murase Plaza Improvements (UR)                            | \$441,000                              |  |
| Boeckman Road/Frog Pond - Early Property Acquisitions     | \$700,000                              |  |
| TOTAL   | \$15,774,000                           | \$15,162,400   |

Scenario 4 increases the overall debt of the Year 2000 Plan by approximately \$5.77 million and adds no additional debt to the West Side Plan beyond the planned \$9.4 million increase in Maximum Indebtedness. This increase will extend the life of the Year 2000 Plan by approximately 1.5 years. Under Scenario 4, the Year 2000 Plan could be paid off between 2019 and 2020, depending on how school district compression impacts are addressed

# Old Town Escape

 Scenario 5 increases the urban renewal contribution to the Old Town Escape project by \$1 million for a total of \$7 million.

# Town Center Redevelopment

 Scenario 4 is identical to Scenario 3 which allocates \$350,000 for Town Center Redevelopment concept planning efforts.

# Boeckman Road/Frog Pond Property Acquisition

 Scenario 4 is identical to Scenario 3 and allocates \$700,000 for early property acquisition efforts for this project.

|   | Scenario 4<br>\$5,774,400 increase to         |              |
|---|---|--------------|
|   | total debt, 1.5 year<br>extension of district |              |
|   | Year 2000 West Side                           |              |
|   |   |              |
| Old Town Escape (UR)                                      | \$7,000,000                                   | \$0          |
| Tooze Road - 110th to Grahams Ferry (UR, SDCs, Developer) | \$2,811,400                                   |              |
| Villebois Sprinklers SDC Reimb. (All UR)                  | \$2,376,900                                   |              |
| Villebois Parks (UR)                                      |   | \$1,129,500  |
| Brown Road - WV Road to Barbe (UR, SDCs)                  |   | \$3,935,800  |
| Barber Street Extension (UR, SDCs, Federal)               |   | \$4,908,800  |
| Old Town Streets and Streetscape Improvements (UR)        | \$1,868,300                                   | E            |
| Canyon Creek Road Extension to Town Center Loop (UR)      | \$6,125,300                                   |              |
| Livability Projects (Town Center Redevelopment) (UR)      | \$350,000                                     |              |
| Landover Medians (UR)                                     | \$289,400                                     |              |
| Murase Plaza Improvements (UR)                            | \$441,000                                     |              |
| Boeckman Road/Frog Pond - Early Property Acquisitions     | \$700,000                                     |              |
| TOTAL   | \$16,774,000                                  | \$15,162,400 |

# **Additional Funding Options**

In addition to the scenarios described above, Council has another urban renewal option at its disposal for funding the Old Town Escape and Town Center Redevelopment projects.

The Urban Renewal Agency and City own a number of properties acquired by the Urban Renewal Agency that could be considered to sell. Revenue from the disposition of these properties would be Urban Renewal Program Income, which could be used for projects within the urban renewal area boundary.

The City has a Facilities Master Plan project budgeted for this fiscal year to identify long term facility needs. If it is determined that these properties are not needed for future City use, then urban renewal program income could be achieved through the sale of any of these properties:

- Wesleyan Church Property (Town Center School site)
- City Hall remnant parcel on Courtside adjacent to the Kaiser property
- Canyon Creek Road surplus property

Additionally, the development agreement with Mentor Graphics for construction of the Canyon Creek Road extension includes a future project reimbursement, which would be received as urban renewal program income.

Any of these potential funds could be earmarked for future Town Center Redevelopment without incurring any additional urban renewal debt or extending the life of the Year 2000 Plan.

# EXPECTED RESULTS:

TIMELINE:

Staff is seeking input on which of these alternate Scenarios, if any, Council would like to use as a basis for modifying the Draft Strategic Plan. Once input is received, Staff will update the Draft Strategic Plan and return it to Council for adoption in September 2014.

| N/A                          |                 |  |
|------------------------------|-----------------|--|
| CURRENT YEAR BUDGET I<br>N/A | IMPACTS:        |  |
| FINANCIAL REVIEW / COM       | IMENTS:         |  |
| Reviewed by:CAR              | Date:7/28/14    |  |
| LEGAL REVIEW / COMMEN        | NT:             |  |
| Reviewed by: MEK_            | Date: 7/28/2014 |  |

There has been a lot of work in coming up with the alternatives for Council direction by the urban Renewal Manager and the Task Force. The legal department has provided review during the development of the alternatives and the report correctly identifies the legal outcomes. The Canyon Creek extension south project property is being conveyed by Mentor to the City to own and maintain with a Reimbursement District to be formed for Mentor's contribution to the project. There is a provision in the 2014 Development Agreement involving Mentor, the URA, and the City that should the district be terminated prior to Mentor' full reimbursement to the URA any unpaid balance and interest shall be paid to the City as Mentor can use the full ten year reimbursement period should it chose to do so. The reimbursement period begins on formation of the Reimbursement District, which is estimated to occur in late 2014 or early 2015 as it is based on final cost of the completed project. Thus, any potential outstanding obligation by Mentor in this regard is not a consideration in any district closure decision.

# COMMUNITY INVOLVEMENT PROCESS:

This process included three Task Force meetings, one public open house, and stakeholder interviews, including interviews with affected taxing districts.

# POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses,

neighborhoods, protected and other groups):

Adoption of the Urban Renewal Strategic Plan will provide staff with guidance in managing future urban renewal activities in the City. It will expedite completion of projects in the West Side URA by increasing maximum indebtedness and will chart a course for closure of the Year 2000 URA. It will also set the framework for staff to pursue developing a new URA in the

Coffee Creek Industrial Area to spur economic development.

**ALTERNATIVES:** 

N/A

CITY MANAGER COMMENT:

**ATTACHMENTS** 

N/A

# RESOLUTION NO. 2471

# A RESOLUTION OF THE WILSONVILLE CITY COUNCIL ADOPTING THE WILSONVILLE URBAN RENEWAL STRATEGIC PLAN, MAY 2014

WHEREAS, the City of Wilsonville currently has eight urban renewal areas (URAs), including the Year 2000 URA, the West Side URA, and six single-property URAs referred to as Tax Increment Finance (TIF) Zones created to support economic development in the City; and

WHEREAS, after conducting a competitive selection process in the summer of 2013, the City through its Urban Renewal Agency, retained the urban renewal consultants ECONorthwest and Elaine Howard to facilitate the development of an urban renewal strategic plan to guide the City's future use of urban renewal and address a variety of issues and challenges facing existing and potential URAs; and

WHEREAS, in the fall of 2013 the City Manager convened a volunteer task force to assist with the development of this urban renewal strategic plan; and

WHEREAS, City Council President Scott Starr served in an ex-officio position to chair the task force;

WHEREAS, the 17-member task force was comprised of a wide range of stakeholders, including residents, business owners and representatives from both large and small businesses, real estate developers, and representatives of other taxing districts.

WHEREAS, the urban renewal strategic planning effort involved extensive public engagement including three task force meetings, one public open house, and several stakeholder interviews including meetings with other taxing districts; and

WHEREAS, the Urban Renewal Task Force has reviewed and accepted the Wilsonville Urban Renewal Strategic Plan, May 8, 2014, and recommends its adoption by City Council.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

- Based on the above recitals, which are incorporated herein, the City Council thanks and commends the members of the Urban Renewal Task Force for their work on the Wilsonville Urban Renewal Strategic Plan.
- 2. The Wilsonville Urban Renewal Strategy, May 8, 2014, shall be an official document of the City of Wilsonville.

| 3. | This  | Resol | lution | ic | effective | unon | adoption. |
|----|-------|-------|--------|----|-----------|------|-----------|
| J. | LIIIS | ICOO  | lullon | 10 | CHICCHIVE | upon | adoption. |

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 4th day of August, 2014, and filed with the Wilsonville City Recorder this date.

|         | TIM KNAPP, MAYOR |     |
|---------|------------------|-----|
| ATTEST: |                  |     |
|         |                  | 111 |
|         |                  |     |

SUMMARY OF VOTES:

Mayor Knapp

Councilor Goddard

Councilor Starr

Councilor Fitzgerald

Councilor Stevens

# CITY COUNCIL ROLLING SCHEDULE Board and Commission Meetings 2014-15

August

| DATE | DAY       | TIME      | MEETING  | LOCATION         |
|------|-----------|-----------|--|------------------|
| 8/4  | Monday    | 7 p.m.    | Council Meeting                                      | Council Chambers |
| 8/11 | Monday    | 6:30 p.m. | DRB Panel A  | Council Chambers |
| 8/13 | Wednesday | 1 p.m.    | Wilsonville Community Seniors<br>Inc. Advisory Board | Community Center |
| 8/13 | Wednesday | 6 p.m.    | Planning Commission                                  | Council Chambers |
| 8/18 |           |           | Council Meeting Cancelled                            |                  |
| 8/25 | Monday    | 6:30 p.m. | DRB Panel B  | Council Chambers |
| 8/27 | Wednesday | 6:30 p.m. | Library Board  | Library          |

### **COMMUNITY EVENTS**

#### Wilsonville Farmers Market every Thursday

August 7, 14, 21, 28– 4-8 p.m. Villebois, 28836 SW Costa Circle West

#### Movie in the Park: Memorial Park River Shelter

August 8 - The LEGO Movie

All movies are free and will be shown on an inflatable big screen. Lawn opens at 8:15 p.m., movie starts at dusk. Bring a blanket to sit on.

#### Rotary Concerts: Town Center Park

Big Night Out - August 7 - 6:30 p.m.

Tony Starlight – August 14 – 6:30 p.m.

#### Neighborhood BBQ - Canyon Creek

Canyon Creek Park August 20 – 5 -7 p.m.

#### Fun in the Park

August 2 – 10 a.m. – 5 p.m. Town Center Park



# CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:30 p.m. on Monday, July 21, 2014. Mayor Knapp called the meeting to order at 7:36 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp

Council President Starr

Councilor Goddard

Councilor Fitzgerald - Excused

Councilor Stevens - Excused

#### Staff present included:

Bryan Cosgrove, City Manager

Barbara Jacobson, Assistant City Attorney

Sandra King, City Recorder

Jon Gail, Community Relations Coordinator

Nancy Kraushaar, Community Development Director

Motion to approve the order of the agenda.

Motion: Councilor Starr moved to approve the order of the agenda. Councilor Goddard

seconded the motion.

Vote: Motion carried 3-0.

#### MAYOR'S BUSINESS

A. Proclamation Declaring the Month of August 2014 as "Wilsonville Rotary / End Polio Now Month" (Mary Stewart, President of Wilsonville Rotary)

Mayor Knapp read the proclamation declaring the month of August 2014 as Wilsonville Rotary/End Polio Now Month.

Mary Stewart, President of Wilsonville Rotary talked about Rotary's goal to eradicate Polio by the year 2018 worldwide. The Wilsonville Summer Concerts are a catalyst to raise funding to accomplish that goal. Jake McMichael, Mr. Holly. Ms. Stewart read from a statement.

Councilor Goddard shared a family member suffered from Polio and was the reason he continued to work for accessibility to facilities and supported the efforts of the Rotary to eradicate the disease.

## B. Upcoming Meetings

The Mayor announced future meetings and the events he attended on behalf of the City. Regional Mayor's Ad Hoc group discussed land use approvals and UGB process, no decisions were made but mayors expressed their perspectives.

CITY COUNCIL MEETING MINUTES JULY 21, 2014

PAGE 1 OF 3

# CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

#### CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Doris Wehler, 6855 SW Boeckman Road, commented the current Metro report states the housing needs are met for the next 20 years without bringing additional land into the UGB. She wanted to know if the City was going to proceed with asking the Advance Road area to be brought into the UGB.

Mr. Cosgrove stated this was a topic at the OCCMA meeting and depending on what happens with Damascus the Metro report may or may not be correct.

Mayor Knapp added the Metro Council had not voted on the technical analysis report. The situation in Damascus, infill expectations and redevelopment are components the Metro Council will be considering. Mayor Knapp expected additional discussion will happen; he thought it was prudent for the City to proceed with the project to fill Wilsonville's needs for housing.

#### COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Council President Starr – (Park & Recreation Advisory Board Liaison) reported the Recreation and Aquatic Center Task Force recently reviewed a draft operational pro forma for a proposed aquatic center. A two week review and comment period followed by another two week period for the consulting team to respond to concerns raised during the comment period. The consultant team recommended that Wilsonville proceed with building an aquatic center and recreational facility. In addition four architectural firms were interviewed for the Memorial Park Master Plan project, and the renovation of the new Parks and Recreation offices is nearly complete. The Councilor called attention to community events including the Villebois Farmers Market, Movie in the Park, and the first Rotary Concert in Town Center Park.

Councilor Goddard – (*Library Board Liaison*) announced the next Library Board meeting date as well as the Kiwanis Kids Fun Run, the Library Party in the Park in Murase Plaza, and the date of the second Rotary Concert.

Mayor Knapp announced the upcoming standing board meetings and the cancellation of the DRB Panel B meeting. He shared that the Heart of the City Award Volunteering Service Award nominations were open with a deadline of July 31<sup>st</sup>. Nominations should be sent to Patty Brescia at the Community Center.

#### CONSENT AGENDA

Ms. Jacobson, read the Consent Agenda title into the record.

A. Minutes of the June 2, 2014 and July 7, 2014 Council Meetings.

CITY COUNCIL MEETING MINUTES
JULY 21, 2014

PAGE 2 OF 3

# CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

| Motion:    | seconded the motion.                    |
|------------|---|
| Vote:      | Motion carried 3-0.                     |
| CITY MAN   | NAGER'S BUSINESS – There was no report. |
| LEGAL BU   | USINESS – There was no report.          |
| ADJOURN    | 1                                       |
| The Counci | Il meeting adjourned at 8:02 p.m.       |
|            | Respectfully submitted,                 |
|            | Sandra C. King, MMC, City Recorder      |
| ATTEST:    |   |
|            |   |
| Tim Knapp  | , Mayor                                 |



## CITY COUNCIL MEETING STAFF REPORT

| Meeting Date: August 4, 2014                                  | Street Maintenance Co                  | val, CIP 4014 – 2014 Annual contract  Ward, P.E., Civil Engineer                                     |  |  |  |  |
|---|--|--|--|--|--|--|
| Action Required   | Advisory Board/Com                     | nmission Recommendation  |  |  |  |  |
|   | Approval Denial None Forwarded         | <ul> <li>□ Approval</li> <li>□ Denial</li> <li>□ None Forwarded</li> <li>☑ Not Applicable</li> </ul> |  |  |  |  |
| Staff Recommendation:<br>Staff recommends approval of R       | esolution No. 2482.                    |  |  |  |  |  |
| Recommended Language for M<br>I move to approve Resolution 24 |  |  |  |  |  |  |
| PROJECT / ISSUE RELATES                                       | STO: [Identify which goal(s), master p | plans(s) issue relates to.]  |  |  |  |  |
|   | Adopted Master Plan(s)                 | Not Applicable   |  |  |  |  |

#### ISSUE BEFORE COUNCIL:

This resolution will approve a change order to the existing contract with North Santiam Paving Co. for the 2014 Annual Street Maintenance project to add micro-surfacing treatment for Town Center Loop East.

#### EXECUTIVE SUMMARY:

Staff had previously planned to "piggy-back" the City of Hillsboro's contract for micro-surfacing treatments for sections of Town Center Loop East this summer. However, the City of Hillsboro has altered their contract language to no longer include a "piggy-back" clause.

There are no in-state (Oregon) contractors who perform micro-surfacing. Hillsboro received three bids for their micro-surfacing contract, of which Intermountain Slurry Seal was the lowest responsible bidder (at a unit price of \$3.15/square yard or \$0.35/square foot). They will be in state over the coming month to perform the work for the City of Hillsboro. As the City already has North Santiam Paving in town performing other street maintenance work this summer and coordinating traffic control and striping, staff has asked North Santiam to submit a change order proposal to perform the work. They have coordinated with Intermountain Slurry Seal to submit a price for micro-surfacing equal to the unit cost in the bid received by the City of Hillsboro.

Because North Santiam Paving is in town performing similar work for which they were low bidder, and Intermountain Slurry Seal is in Oregon performing work for which they were low bidder, Staff does not believe a better price can be achieved. Specifically, the mobilization cost in the Hillsboro contract is a separate bid item from the unit cost for micro-surfacing. In the time the City would publicly advertise for bids for the micro-surfacing work, Intermountain will have left the state and would need to increase the bid to cover remobilization. Through this change order rather than a bid solicitation, the City is saving mobilization costs.

#### EXPECTED RESULTS:

Preventative maintenance will be performed which lengthens the useful life of the City's streets, reducing the amount of street reconstruction and long range maintenance costs.

#### TIMELINE:

Staff intends to sign the change order immediately following the approval of Council with substantial completion by September 30, 2014. Information will be posted weekly on the City's website and Facebook page.

#### **CURRENT YEAR BUDGET IMPACTS:**

The current approved contract with North Santiam Paving is for \$426,333.50. The change order is \$125,232.50. The added work will be within the adopted Wilsonville FY 2014-15 Budget which identifies \$690,000 for the 2014 Annual Street Maintenance Program and preparation for the 2015 Annual Street Maintenance Program.

| FINANCIAL REVIEW / COMME   | ENTS:   |
|--|---|
| Reviewed by:CAR  | Date:8/4/14   |
| LEGAL REVIEW / COMMENT:  |   |
| Reviewed by: MEK   | Date: 8/4/2014  |
| contract amount from competitive bid<br>(City Council) and the Contracting A | dding if approved by the Local Contract Review Board agency (Community Development/City Manager). In this   |
| contractors that do this work and there                                      | on would be substantially affected as there are no in state re is no substantial increase in cost as it was bid by Hillsboro passed on. Time is also of the essence as the overlay work is additional mobilization is needed. |

#### POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses,

neighborhoods, protected and other groups):

Micro-surfacing allows vehicles to drive perpendicularly across the seal approximately 10 minutes after placement, weather dependent, and to travel on the road 1 hour after placement. This permits the traveling public on the road with minimal interruptions. Staff will work with contractor to minimize disruptions and will use Portable Changeable Message Signs to alert drivers of upcoming work once a date has been established.

Benefits to the City are longer lasting streets and reduced overall costs associated with major pavement reconstruction. As part of the Street Maintenance Program, the City had a Pavement Condition Index (PCI) assessment performed, which helps identify streets the program will work on over the coming five years.

#### CITY MANAGER COMMENT:

#### **ATTACHMENTS**

Change Order Proposal City of Hillsboro Bid Summary Resolution No. 2482

#### **RESOLUTION NO. 2482**

A RESOLUTION OF THE CITY OF WILSONVILLE ACTING AS THE LOCAL CONTRACT REVIEW BOARD AUTHORIZING THE CITY MANAGER TO EXECUTE A CHANGE ORDER TO AN EXISTING CONTRACT WITH NORTH SANTIAM PAVING CO. FOR THE 2014 ANNUAL STREET MAINTENANCE PROJECT (CAPITAL IMPROVEMENT PROJECT 4014).

WHEREAS, the City has planned, designed, and budgeted for the completion of Capital Improvement Project #4014, known as the Annual Street Maintenance project (the Project); and WHEREAS, North Santiam Paving Co. was awarded a contract for this work through a

competitive bidding process; and

WHEREAS, the City had planned to piggy-back on a City of Hillsboro paving contract for micro-surfacing planned for the 2014 Annual Street Maintenance program; and

WHEREAS, the City of Hillsboro's contract did not include piggy-back language as had been expected; and

WHEREAS, Intermountain Slurry Seal was awarded a contract for micro-surfacing treatment though a competitive bidding process in the City of Hillsboro; and

WHEREAS, Intermountain Slurry Seal has agreed to perform the work as a subcontractor to North Santiam Paving Co. for the same \$3.15/square yard unit price as in the Hillsboro contract; and

WHEREAS, the City of Wilsonville is receiving a competitive unit price for the microsurfacing as documented by the City of Hillsboro's bid schedule (see Exhibit A) and will not be required to pay the mobilization costs in the Hillsboro contract; and

WHEREAS, North Santiam Paving Co. has submitted a change order request (see Exhibit B) that includes the micro-surfacing and for which Wilsonville staff does not believe a better price can be achieved.

# NOW, THEREFORE, THE CITY OF WILSONVILLE ACTING AS THE LOCAL CONTRACT REVIEW BOARD RESOLVES AS FOLLOWS:

- A change order for the North Santiam Paving Co. contract is needed to complete the micro-surfacing work planned for the 2014 Street Maintenance program.
- The City of Wilsonville City Council, acting as the Local Contract Review Board, authorizes the City Manager to enter into, on behalf of the City of Wilsonville, a

change order to the existing contract with North Santiam Paving Co. for a stated value of \$125,232.50.

3. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 4th day of August 2014, and filed with the Wilsonville City Recorder this date.

|                         |             | TIM KNAPP, MAYOR |  |
|-------------------------|-------------|------------------|--|
| ATTEST:                 |             |                  |  |
| Sandra C. King, MMC, Ci | ty Recorder | _                |  |
| SUMMARY of Votes:       |             |                  |  |
| Mayor Knapp             |             |                  |  |
| Council President Starr |             |                  |  |
| Councilor Goddard       | -           |                  |  |
| Councilor Fitzgerald    | ( <u>-</u>  |                  |  |
| Councilor Stevens       | -           |                  |  |
|                         |             |                  |  |

| SCHEDULE "B": MICRO-SURFACING 2014 PAVEMENT MANAGEMENT PROGRAM (#20552222-6102) |  |         | ENGINEER'S ESTIMATE |          |      |            | Intermountain Slurry<br>Seal |      |              |    | VSS International |       |          |    | Telfer Highway<br>Technologies* |     |          |     |            |
|---|--|---------|---------------------|----------|------|------------|------------------------------|------|--------------|----|-------------------|-------|----------|----|---------------------------------|-----|----------|-----|------------|
| ITEM #  | # DESCRIPTION  |         | QUANTITY            | PRIC     |      | AMOUNT     |                              |      | UNIT<br>RICE | 15 | AMOUNT            |       | UNIT     |    | AMOUNT                          |     | UNIT     |     | AMOUNT     |
| 1.  | Move-in, Bond, Insurance, Clean-up   | L.S.    | All                 | \$30,000 | .00  | \$ 30,000  | .00                          | \$40 | ,000.00      | \$ | 40,000.00         | \$ 3  | 3,004.38 | \$ | 3,004.38                        | \$2 | 5,000.00 | \$  | 25,000.00  |
| 2.  | Traffic Control and Public Notification  | L.S.    | All                 | \$40,000 | .00  | \$ 40,000  | .00                          | \$64 | ,719.00      | \$ | 64,719.00         | \$ 58 | 3,538.00 | \$ | 58,538.00                       | \$7 | 5,000.00 | \$  | 75,000.00  |
| 3.  | Portable Changeable Message Sign   | EA.     | 8                   | \$ 1,500 | .00  | \$ 12,000  | .00                          | \$ 1 | ,300.00      | \$ | 10,400.00         | \$ :  | 1,400.00 | \$ | 11,200.00                       | \$  | 2,000.00 | \$  | 16,000.00  |
| 4.  | Street Preparation and Application of Type III Micro-Surfacing                     | Sq. Yd. | 100,856             | \$ 3     | .10  | \$ 312,653 | .60                          | \$   | 3.15         | \$ | 317,696.40        | \$    | 4.53     | \$ | 456,877.68                      | \$  | 3.15     | \$  | 317,696.40 |
| 5.  | Instali/Replace Pavement Markings per Manual<br>of Uniform Traffic Control Devices |         |                     |          |      |            |                              |      |              |    |                   |       |          |    |                                 |     |          |     |            |
|   | A. Thermoplastic Left/Thru Arrow   | EA.     | 2                   | \$ 320   | .00  | \$ 640     | .00                          | \$   | 295.00       | \$ | 590.00            | \$    | 310.00   | \$ | 620.00                          | \$  | 295.00   | \$  | 590.00     |
|   | B. Thermoplastic Left Turn Arrow   | EA.     | 73                  | \$ 220   |      | \$ 16,060  |                              | \$   | 195.00       | \$ |                   | \$    |          | \$ | 14,965.00                       | \$  | 195.00   | _   | 14,235.00  |
|   | C. Thermoplastic Right Turn Arrow  | EA.     | 28                  | \$ 220   |      | \$ 6,160   |                              | \$   | 195.00       | \$ |                   | \$    |          | \$ | 5,740.00                        | \$  | 195.00   | \$  | 5,460.00   |
|   | D. Thermoplastic Right/Thru Arrow  | EA.     | 4                   | \$ 320   |      | \$ 1,280   |                              | \$   | 295.00       | \$ | 1,180.00          | \$    |          | \$ | 1,240.00                        | \$  | 295.00   | \$  | 1,180.00   |
|   | E. Thermoplastic Bicycle Symbol w/Arrow  | EA.     | 24                  | \$ 250   | .00  | \$ 6,000   | .00                          | \$   | 225.00       | \$ | 5,400.00          | \$    |          | \$ | 5,688.00                        | \$  | 225.00   | \$  | 5,400.00   |
|   | F. Thermoplastic Railroad Crossing   | EA.     | 4                   | \$ 1,000 | .00  | \$ 4,000   | .00                          | \$   | 900.00       | \$ | 3,600.00          | \$    | 1,000.00 | \$ | 4,000.00                        | \$  | 900.00   | \$  | 3,600.00   |
|   | G. Thermoplastic ADA Accessible Parking Symbol                                     | EA.     | 5                   | \$ 300   | .00  | \$ 1,500   | .00                          | \$   | 175.00       | \$ | 875.00            | \$    | 184.00   | \$ | 920.00                          | \$  | 175.00   | \$  | 875.00     |
|   | H. Reflective two-way raised pavement markers                                      |         |                     |          |      |            |                              |      |              |    |                   |       |          |    |                                 |     |          |     |            |
|   | a. Yellow  | EA.     | 783                 |          |      | \$ 3,288   | .60                          | \$   | 4.00         | \$ | 3,132.00          | \$    | 4.20     | \$ | 3,288.60                        | \$  | 4.00     | \$  | 3,132.00   |
|   | b. Blue  | EA.     | 52                  | \$ 13    | .00  | \$ 676     | .00                          | \$   | 7.00         | \$ | 364.00            | \$    | 8.00     | \$ | 416.00                          | \$  | 7.00     | \$  | 364.00     |
|   | b. White   | EA.     | 280                 | \$ 4     | .20  | \$ 1,176   | .00                          | \$   | 4.00         | \$ | 1,120.00          | \$    | 5.00     | \$ | 1,400.00                        | \$  | 4.00     | \$  | 1,120.00   |
|   | I. 4" Wide Yellow Stripe, Thermoplastic  | L.F.    | 31,498              |          |      | \$ 23,623  | .50                          | \$   | 0.68         | \$ | 21,418.64         | \$    | 0.73     | \$ | 22,993.54                       | \$  | 0.68     | \$  | 21,418.64  |
|   | J. 4" Wide White Stripe, Thermoplastic   | L.F.    | 13,469              |          |      | \$ 12,122  |                              | \$   | 0.68         | \$ | 9,158.92          |       | 0.80     |    | 10,775.20                       | \$  | 0.68     |     | 9,158.92   |
|   | K. 8" Wide White Stripe, Thermoplastic   | L.F.    | 13,359              |          |      | \$ 20,038  |                              | \$   | 1.30         | \$ | 17,366.70         |       | 1.40     |    | 18,702.60                       | \$  | 1.30     | \$  | 17,366.70  |
|   | L. 12" Wide White Stripe, Thermoplastic  | L.F.    | 2,105               | \$ 7     | .50  | \$ 15,787  | .50                          | \$   | 6.85         | \$ | 14,419.25         | \$    | 7.20     | \$ | 15,156.00                       | \$  | 6.85     | \$  | 14,419.25  |
|   |  |         |                     | тот      | AL   | \$ 507,005 | 80                           |      |              | \$ | 531,134.91        |       |          | \$ | 635,525.00                      |     |          | \$5 | 32,015.91  |
|   |  |         |                     | 0        | RIGI | NAL BID TO | AL                           |      |              | \$ | 531,135.00        |       |          | \$ | 635,525.00                      |     |          | \$  | 532,015.91 |

<sup>\*</sup>Non-responsive due to not submitting requirements of special specification #4 on page B.1.

Site Development and Roadway Contractors

# NORTH SANTIAM PAVING CO. CONSTRUCTION • ENGINEERING • SURVEYING • CCB# 53247 41203 Kingston-Lyons Drive - PO Box 516 - Stayton, OR 97383 Office: 503-769-3436 - Fax: 503-769-7358

Date: 7/31/2014

## **Change Order Request**

No. 0003

To: Michael Carr City Of Wilsonville 29799 SW Town Center Loop E. Wilsonville, Oregon 97070

Phone: 503-982-4188 Fax: 503-982-0390

Project: 2014 Street Maintenance Program #4014

Issue No:

Subject: COR #3 Micro Seal Town Center Loop

From: Pete Sipos

1. Contract time being extended (15) Calendar days.

2. Please process and return no later than our deadline date of ( ).

## For work described below, we offer the following quotation:

The price for Microsurfacing Town Center Loop and TO Parkway Court with a Type II Micro -Surfacing Approximately 193,150 sf @ \$0.35/sf = \$67,602.50

Additional crew mobilization, traffic control, lighting equipment, signs, survey/layout for striping, temporary stripe, cleaning, project management and overhead Lump sum \$57,630.00

Note: all flagging and permanent striping to be done per original bid pricing. Does not include any testing or inspection, utility adjustments, notifications or message boards

Unit Cost: See above

| Accepted By:                       | Accepted By:        |  |
|------------------------------------|---------------------|--|
| North Santiam Paving Co Pete Sipos | City of Wilsonville |  |
| Date: 7/31/14                      | Date:               |  |



# CITY COUNCIL MEETING STAFF REPORT

| Meeting Date: August 4, 2014  | Plan  Staff Member: Nancy | Consolidated Improvement  Kraushaar, PE, Community & Zachary Weigel, PE, Civil |  |  |  |  |  |
|---|---------------------------|--|--|--|--|--|--|
| Action Required   |                           | mission Recommendation   |  |  |  |  |  |
| ☐ Motion  | ☐ Approval                |  |  |  |  |  |  |
| ☐ Public Hearing Date:  | ☐ Denial                  |  |  |  |  |  |  |
| ☐ Ordinance 1 <sup>st</sup> Reading Date:   | ☐ None Forwarded          |  |  |  |  |  |  |
| ☐ Ordinance 2 <sup>nd</sup> Reading Date:   |                           | Not Applicable     ■   |  |  |  |  |  |
| ⊠ Resolution  | Comments:                 | Comments:  |  |  |  |  |  |
| ☐ Information or Direction  |                           |  |  |  |  |  |  |
| ☐ Information Only  |                           |  |  |  |  |  |  |
| □ Council Direction   |                           |  |  |  |  |  |  |
| □ Consent Agenda  |                           |  |  |  |  |  |  |
| Staff Recommendation: Staff recommends approval of Res Recommended Language for Mo I move to approve Resolution No. | tion:<br>2481.            |  |  |  |  |  |  |
| PROJECT / ISSUE RELATES T   |                           |  |  |  |  |  |  |
| ⊠Council Goals/Priorities     Goal 6 – Well Maintained     Infrastructure   | Adopted Master Plan(s)    | □Not Applicable  |  |  |  |  |  |

#### ISSUE BEFORE COUNCIL:

A City of Wilsonville resolution acknowledging the findings of the Charbonneau Consolidated Improvement Plan (Plan) and amending the capital improvement project lists of the 2012 Stormwater Master Plan, 2012 Water System Master Plan, 2013 Transportation System Plan, and

2013 Pavement Management Program by including the high priority spot repair and complete repair projects for the sewer, storm, streets, and water infrastructure and the short-term repair plan for the French Prairie Drive pathway as documented in the Plan.

#### EXECUTIVE SUMMARY:

The Charbonneau District was developed in the 1970s and 1980s as one of the first master planned communities in Oregon. While much of the infrastructure has been in service for 30 to 40 years, the infrastructure is wearing out and is in need of repair or replacement. This is a shorter service life than would be expected using Wilsonville's current and more robust design and construction standards. Due to the number of utility deficiencies in Charbonneau, individual utility repairs are not practical. A comprehensive analysis of the Charbonneau District was needed to develop an efficient and economically viable asset repair and replacement program.

The Charbonneau Consolidated Improvement Plan identifies a 20-year infrastructure repair program that provides three key functions.

- 1. Clearly identifies and prioritizes the infrastructure deficiencies within the District.
- 2. Devises an efficient infrastructure repair and replacement plan aimed at reducing costs to ratepayers and impacts to residents.
- 3. Provides infrastructure repair costs to guide future analysis of utility rates and fees.

The Plan includes 15 spot utility repair and 38 large infrastructure repair projects. These projects have been prioritized based on the length and severity of utility deficiencies within each project area. As a result, the highest priority repairs are completed first.

The Plan also includes a short-term repair plan and reviews several long-term proposals for the French Prairie Drive pathway. Staff recommends that the short-term repair plan be undertaken in the next six to 18 months. A preferred alternative for the long-term proposals is not included in the Plan at this time. Additional analysis and public input will be needed in the future to determine the best long-term solution.

Planning level cost estimates for the projects were developed to use in funding analyses and future inclusion in the City's Capital Improvement Program and annual budgets. An investment of approximately \$44.5 million is needed to correct deficiencies identified in the Plan.

Based on comments received from Council during the July 21, 2014 work session, the Plan has been modified to remove the staff recommendation for long term replacement of the French Prairie Drive pathway. The resulting modifications are illustrated in Attachment A. The resolution has been modified to change the Plan costs from "\$46.2 million" to "\$44.5 million" and the Plan timeframe from "20 years" to "20 or more years."

#### EXPECTED RESULTS:

The Plan lays out a program for maintaining reliable infrastructure services in Charbonneau. After work session discussions in July, the City Council is being asked to acknowledge the Charbonneau Consolidated Improvement Plan and adopt the project list by resolution. This action will allow for the identified projects to be added to each of the associated utility master

plans.

#### TIMELINE:

Inclusion of the Charbonneau District stormwater repair projects in the Stormwater Master Plan is needed to guide the upcoming Stormwater Utility Fee update. The stormwater fee update is scheduled for City Council update and consideration in August and September 2014.

The repair projects for sewer will be included in the ongoing Sanitary Sewer Collection System Master Plan update (adoption scheduled for late 2014). Sewer utility rates will be reviewed upon master plan completion.

#### **CURRENT YEAR BUDGET IMPACTS:**

The adopted 2013-14 Wilsonville Budget includes \$24,500 for the Charbonneau Consolidated Improvement Plan. The document was created using in-house resources for which the budget has been sufficient. Funding to implement the Plan was not included in the adopted 2014-15 budget because the Plan is just now being considered by the City Council.

Please note that the Plan is primarily a technical document identifying infrastructure improvement needs. It is not intended to identify funding sources or future budget impacts, but is meant to lay the groundwork for future analysis in determining utility rates or other funding mechanisms. As a result, there are no current fiscal year budget impacts resulting from the acceptance of the Charbonneau Consolidated Improvement Plan.

| te: 7/28/14 |
|-------------|
|             |

#### COMMUNITY INVOLVEMENT PROCESS:

Staff met with two Charbonneau representatives on June 23, 2014. A meeting with Charbonneau residents is scheduled for July 30, 2014.

#### POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Acceptance of the Charbonneau Consolidated Improvement Plan provides a blueprint for an asset repair and replacement program for use in providing quality urban utility service in Wilsonville. Inclusion of the recommended infrastructure improvement projects into the utility master plans will guide scheduling of construction projects as part of the City's Capital Improvement Program. The Charbonneau District will experience an increase in construction activity as the infrastructure improvement projects are built. However, the Plan has prioritized the projects in such a way as to reduce construction impacts to Charbonneau residents as much as possible.

The Wilsonville community will benefit from the Plan by implementing an infrastructure

rehabilitation program that can be expected to remain in good working condition for the next 75+ years.

#### **ALTERNATIVES:**

City staff considered a number of alternatives regarding what utilities and associated deficiencies should be included within the 20-year time frame of the Charbonneau Consolidated Improvement Plan. The Plan represents the improvements necessary to maintain the Charbonneau District infrastructure in good working condition. As an affordable funding strategy is developed for the plan, staff will present alternative (longer) time frames for Council consideration.

#### CITY MANAGER COMMENT:

#### **ATTACHMENTS**

Attachment A (July 22, 2014 Redline Plan Changes) Attachment B (July 22, 2014 Replacement Plan Pages)

#### **RESOLUTION NO.2481**

A RESOLUTION OF THE CITY OF WILSONVILLE ACKNOWLEDGING THE FINDINGS OF THE CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN (PLAN) AND AMENDING THE CAPITAL IMPROVEMENT PROJECT LISTS OF THE 2012 STORMWATER MASTER PLAN, 2012 WATER SYSTEM MASTER PLAN, 2013 TRANSPORTATION SYSTEM PLAN, AND 2013 PAVEMENT MANAGEMENT PROGRAM BY INCLUDING THE SPOT REPAIR AND COMPLETE REPAIR PROJECTS FOR THE SEWER, STORM, STREET, AND WATER INFRASTRUCTURE AND THE SHORT-TERM REPAIR FOR THE FRENCH PRAIRIE DRIVE PATHWAY AS DOCUMENTED IN THE PLAN.

WHEREAS, the Charbonneau District was developed in the 1970s and 1980s; and WHEREAS, a significant portion of Charbonneau District infrastructure has been in service for more than 30 to 40 years which approaches or exceeds the service life of many of the materials and methods used for their construction at that time; and

WHEREAS, the infrastructure conditions have been comprehensively inventoried through inspections and reviewing the adopted City of Wilsonville Stormwater and Water Master Plans and Transportation System Plan and the Pavement Management Program; and

WHEREAS, the inventory has confirmed that deterioration has occurred and structural and capacity deficiencies are present throughout the aging infrastructure; and

WHEREAS, the level of infrastructure deterioration make utility improvement on an individual basis impractical and created the need for the Charbonneau Consolidated Improvement Plan (Plan), attached and included as reference herein, that provides a strategic plan to repair and replace the utilities and retain reliable public works services; and

WHEREAS, the Plan provides a clear understanding of the infrastructure repair and replacement program to be implemented over the next 20 or more years; and

WHEREAS, the Plan provides for utility improvements to be completed efficiently at the least cost and impact to residents; and

WHEREAS, the Plan identifies utility improvement costs to guide future analysis of utility rates and fees; and

WHEREAS, the Plan concludes that a long-term investment of approximately \$44.5 million is needed to improve the deficient infrastructure in the Charbonneau District; and

WHEREAS, the City currently has a Stormwater Master Plan that was adopted by City Council (Ordinance No. 700) on February 6, 2012 that includes a Capital Improvement Program; and

WHEREAS, the City currently has a Water System Master Plan that was adopted by City Council (Ordinance No. 707) on September 7, 2012 that includes a Capital Improvement Plan; and

WHEREAS, the City currently has a Transportation System Plan that was adopted by City Council (Ordinance No. 718) on June 17, 2013, that includes a Higher Priority Projects List.

WHEREAS, the Community Development Department implements a Pavement Management Program to evaluate and track future pavement rehabilitation needs; and

WHEREAS, the existing Stormwater Capital Improvement Program, the Water Capital Improvement Plan, and the Pavement Management Program need to be amended to include the projects identified in the Plan, specifically those documented in Table 4 – Charbonneau Project Cost Summary, High Priority Spot Repair Scenario (see Exhibit A); and

WHEREAS, the existing Transportation System Plan Higher Priority Projects List needs to be amended to include the short term repair plan identified in the Plan for the French Prairie Pathway; and

WHEREAS, such amendments may result in replacement or refinement of similar projects that are already included in those existing master plans or programs.

#### NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

- The City Council incorporates herein the above recitals and acknowledges the findings and conclusions of the Charbonneau Consolidated Improvement Plan.
- A copy of the Charbonneau Infrastructure Report, dated August 4, 2014 is on file with the City Recorder and made a part of the record hereof; and
- 3. The City Council finds and concludes that the Spot Repair and associated infrastructure repair projects are necessary to help protect the public health, safety and welfare of the Charbonneau community by extending the reliability and serviceability of the infrastructure.

- The Capital Improvement Program included in the City's current Stormwater
   Master Plan is hereby amended to include the stormwater improvement projects identified in the Plan.
- The Capital Improvement Plan included in the City's current Water System
   Master Plan is hereby amended to include the water system improvement projects identified in the Plan.
- The Capital Improvement Plan included in the City's current Transportation
   System Plan is hereby amended to include the short term repair plan for the
   French Prairie Drive Pathway identified in the Plan.
- The identified street system improvement projects are hereby added to the City's Pavement Management Program.
- 8. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 4<sup>th</sup> day of August, 2014, and filed with the Wilsonville City Recorder this date.

|  | TIM KNAPP, MAYOR   |
|--|--------------------|
| ATTEST:  | TIWI KINALI, MATOK |
| Sandra C. King, MMC, City Recorder   |                    |
| SUMMARY OF VOTES:  Mayor Knapp  Council President Starr  Councilor Goddard |                    |
| Councilor Fitzgerald Councilor Stevens                                     |                    |

#### Table 4 - Charbonneau Project Cost Summary High Priority Spot Repair Scenario June 20, 2014

Exhibit A to Resolution No. 2481

#### **Spot Repair Projects**

| Ь      | Project |                                       | Project Costs |             |             |  |
|--------|---------|---------------------------------------|---------------|-------------|-------------|--|
| CI     | Rank    | Project Location                      | Sewer         | Storm       | Total       |  |
|        | SR-1    | 8000 Block of Fairway Drive           | \$87,000      | \$174,000   | \$261,000   |  |
|        | SR-2    | Estates Post Road                     | \$70,000      | \$112,000   | \$182,000   |  |
|        | SR-3    | Mollala Bend SE                       | \$43,000      | \$56,000    | \$99,000    |  |
|        | SR-4    | French Prairie Dr. Near Del Monte Dr. | \$242,000     | -           | \$242,000   |  |
|        | SR-5    | 7300 & 7800 Block of Fairway Drive    | -             | \$300,000   | \$300,000   |  |
|        | SR-6    | Armitage Road - South                 |               | \$173,000   | \$173,000   |  |
| . 21   | SR-7    | Middle Greens Road                    | 1.            | \$190,000   | \$190,000   |  |
| YEAR 0 | SR-8    | Country View Loop                     | 1.4           | \$157,000   | \$157,000   |  |
|        | SR-9    | Boones Bend Road                      | -             | \$158,000   | \$158,000   |  |
|        | SR-10   | Arbor Lake Drive                      | -             | \$314,000   | \$314,000   |  |
|        | SR-11   | Armitage Road - North                 | -             | \$213,000   | \$213,000   |  |
|        | SR-12   | Lake Drive                            |               | \$107,000   | \$107,000   |  |
|        | SR-13   | Country View Lane                     | - 4           | \$226,000   | \$226,000   |  |
|        | SR-14   | Juliette Drive                        | 1.5           | \$224,000   | \$224,000   |  |
|        | SR-15   | Louvonne Drive                        |               | \$105,000   | \$105,000   |  |
|        |         | Spot Repair Project Total             | \$442,000     | \$2,509,000 | \$2,951,000 |  |

Complete Repair Projects (Re-ranked based on addition of Spot Repair projects)

| <b>a</b> | Project | Project                                |             |             | Project Costs |             |              |
|----------|---------|--|-------------|-------------|---------------|-------------|--------------|
| CI       | Rank    | Name                                   | Sewer       | Storm       | Streets       | Water       | Total        |
|          | 1       | French Prairie Drive Phase II          | \$491,000   | \$1,319,000 | \$670,000     | -           | \$2,480,000  |
| 0 - 5    | 2       | Old Farm Road Phase I                  | \$342,000   | \$900,000   | \$448,000     | \$191,000   | \$1,881,000  |
|          | 3       | Village Greens Circle                  | \$243,000   | \$662,000   | \$323,000     |             | \$1,228,000  |
| AR       | 4       | Edgewater Lane                         | \$551,000   | \$785,000   | \$376,000     | \$81,000    | \$1,793,000  |
| YE       | 5       | French Prairie Drive Phase III         | \$182,000   | \$1,148,000 | \$462,000     | \$313,000   | \$2,105,000  |
|          |         | Year 0 -5 Total (Includes SR Projects) | \$2,251,000 | \$7,323,000 | \$2,279,000   | \$585,000   | \$12,438,000 |
|          | 6       | Boones Bend Road Phase II              | \$399,000   | \$621,000   | \$375,000     | \$515,000   | \$1,910,000  |
|          | 7       | Mollala Bend Road                      | \$67,000    | \$338,000   | \$227,000     | \$442,000   | \$1,074,000  |
| . 10     | 8       | Country View Loop                      | \$179,000   | \$541,000   | \$260,000     | \$32,000    | \$1,012,000  |
|          | 9       | Country View Lane Phase II             | \$145,000   | \$474,000   | \$195,000     | \$33,000    | \$847,000    |
| R 6      | 10      | French Prairie Drive Phase V           | \$138,000   | \$294,000   | \$146,000     | \$87,000    | \$665,000    |
| YEAR     | 11      | French Prairie Drive Phase IV          |             | \$641,000   | \$185,000     | \$62,000    | \$888,000    |
| ٨        | 12      | Sacajawea Lane                         | \$249,000   | \$306,000   | \$355,000     | \$452,000   | \$1,362,000  |
|          | 13      | French Prairie Drive Phase I           | \$98,000    | \$970,000   | \$785,000     | \$548,000   | \$2,401,000  |
|          |         | Year 6 - 10 Total                      | \$1,275,000 | \$4,185,000 | \$2,528,000   | \$2,171,000 | \$10,159,000 |

# **Complete Repair Projects Continued**

| а.   | Project<br>Rank |                                     | Project Costs |              |              |             |              |
|------|-----------------|-------------------------------------|---------------|--------------|--------------|-------------|--------------|
| CI   |                 |                                     | Sewer         | Storm        | Streets      | Water       | Total        |
|      | 14              | Old Farm Road Phase II              | \$119,000     | \$737,000    | \$304,000    | \$18,000    | \$1,178,000  |
|      | 15              | Lafayette Way                       | +             | \$271,000    | \$196,000    |             | \$467,000    |
| 15   | 16              | Curry Drive                         | \$171,000     | \$381,000    | \$73,000     | 25          | \$625,000    |
|      | 17              | Arbor Lake Drive Phase I            | \$342,000     | \$180,000    | \$364,000    | \$481,000   | \$1,367,000  |
|      | 18              | East Lake Court                     | \$384,000     | \$718,000    | \$367,000    | \$394,000   | \$1,863,000  |
| 11   | 19              | Armitage Road Phase I               | \$227,000     | \$207,000    | \$400,000    | \$292,000   | \$1,126,000  |
|      | 20              | Arbor Lake Drive Phase II           | \$414,000     | \$171,000    | \$301,000    | \$556,000   | \$1,442,000  |
| YEAR | 21              | Country View Lane Phase I           | \$144,000     | \$177,000    | \$165,000    |             | \$486,000    |
|      | 22              | Lake Drive                          | \$118,000     | \$287,000    | \$134,000    |             | \$539,000    |
|      | 23              | Illahee Drive                       | \$418,000     | -            | \$52,000     | \$289,000   | \$759,000    |
|      | 24              | Middle Greens Road                  | \$121,000     | \$230,000    | \$318,000    | \$362,000   | \$1,031,000  |
|      |                 | Year 11 -15 Total                   | \$2,458,000   | \$3,359,000  | \$2,674,000  | \$2,392,000 | \$10,883,000 |
|      | 25              | Boones Bend Road Phase I            | \$215,000     | \$640,000    | \$370,000    | \$483,000   | \$1,708,000  |
|      | 26              | Fairway Drive Phase I               | \$73,000      | \$178,000    | \$414,000    | \$550,000   | \$1,215,000  |
|      | 27              | Fairway Drive Phase II              | \$116,000     | \$638,000    | \$175,000    | 4           | \$929,000    |
|      | 28              | Armitage Road Phase II              | \$70,000      | +            | \$369,000    | \$355,000   | \$794,000    |
|      | 29              | Lake Bluff Court                    | -             | \$419,000    | \$206,000    | \$355,000   | \$980,000    |
| 0    | 30              | Del Monte Drive                     |               | -            | \$50,000     | \$228,000   | \$278,000    |
| 2    | 31              | Lakeside Loop & Village Green Court | \$167,000     | \$525,000    | \$172,000    | \$34,000    | \$898,000    |
| 16   | 32              | French Prairie Drive Phase VI       | \$73,000      | \$884,000    | \$320,000    |             | \$1,277,000  |
| YEAR | 33              | Arbor Lake Drive Phase III          | \$121,000     | \$545,000    | \$134,000    | -           | \$800,000    |
| Α    | 34              | Estates Post Road                   |               | \$51,000     | \$247,000    | \$307,000   | \$605,000    |
|      | 35              | Charbonneau Storm Improve. Phase I  | -             | \$307,000    | -            | -           | \$307,000    |
|      | 36              | Charbonneau Storm Improve. Phase II |               | \$529,000    | -            | -           | \$529,000    |
|      | 37              | Mariners Drive Water Improvements   | *             | -            | \$89,000     | \$486,000   | \$575,000    |
|      | 38              | Louvonne & Juliette Street          | -             | -            | \$32,000     | -           | \$32,000     |
|      |                 | Year 16 - 20 Total                  | \$835,000     | \$4,716,000  | \$2,578,000  | \$2,798,000 | \$10,927,000 |
|      |                 | Complete Repair Project Total       | \$6,377,000   | \$17,074,000 | \$10,059,000 | \$7,946,000 | \$41,456,000 |
|      |                 | 20 Year Total                       | \$6,819,000   | \$19,583,000 | \$10,059,000 | \$7,946,000 | \$44,407,000 |

# **CHARBONNEAU**

# CONSOLIDATED IMPROVEMENT PLAN

Julyne 220, 2014



City of





#### PREPARED BY:

Office of the City Engineer

City of Wilsonville

29799 SW Town Center Loop EastAST

Wilsonville, OR 97070

(503\_)-682-4960

www.ci.wilsonville.or.us

# CREDITS:

Zachary J. Weigel, PE, Civil Engineer
Office of the City Engineer
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
www.ci.wilsonville.or.us
503-570-1565
weigel@ci.wilsonville.or.us

# CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN

Julyne 220, 2014

# TABLE OF CONTENTS

| SECTION  | PAGE |
|--|------|
| Executive Summary  | 1    |
| Introduction   | 7    |
| Infrastructure Deficiency  | 8    |
| Infrastructure Project Development & Prioritization                              | 17   |
| Infrastructure Project Costs & Assumptions                                       | 2319 |
| French Prairie Drive Pathway   | 313  |
| Summary  | 353  |
| Appendix A: Detailed Project Priority List                                       | A-1  |
| Appendix B: Project Details & Estimated Costs Complete Repair Scenario           | B-1  |
| Appendix C: Project Details & Estimated Costs High Priority Spot Repair Scenario | C-2  |
| Appendix D: Project Details & Estimated Costs French Prairie Drive Walking Path  | D-2  |

<u>French Prairie Pathway</u>: In addition to the four main utilities, an analysis of the existing pathway along French Prairie Drive is included in the Plan. The analysis includes identification of short term repairs needed to correct existing trip hazards and eroded surface conditions along the pathway.

The Plan also suggests a long term path replacement strategy. Three alternative designs were analyzed to establish a range of costs needed to replace the pathway. The preferred design will be determined as part of a public involvement process with the Charbonneau community. The proposal converts one of the two travel lanes (both directions) on French Prairie Drive into a shared bike and pedestrian lane that is separated from vehicles with curbing.



<u>Proposed Construction Phasing Approach</u>. Staff considered several approaches to correcting the deficiencies identified for each utility. In order to approach repairs in an efficient manner and avoid haphazard construction, the Charbonneau District was divided into 38 project areas. The boundaries were developed by determining areas with the highest priority deficiencies across the most number of utilities. In an effort to limit impact to residents and reduce costs, the consolidated plan combines all repairs in a designated area under one construction project.

The project areas were numbered chronologically based on the length and severity of the utility deficiencies within the project limits. As a result, the utilities in the worst condition will be

Estimated Capital Investment. In order to help guide future funding analysis of the City's Capital Improvement Program, planning level cost estimates have been assigned to the projects. These are subject to refinement upon preliminary engineering and project scoping. An investment of approximately \$44.56.2 million is needed to improve the deficient infrastructure in the Charbonneau District. This includes approximately \$3 million for spot repairs proposed for completion in the next five years and approximately \$75,000 for short-term repairs to the French Prairie Drive pathway. The investment for each individual utility is:

| Sewer         | Storm          | Streets        | Water         | Walking Path    |
|---------------|----------------|----------------|---------------|-----------------|
| \$6.8 million | \$19.6 million | \$10.0 million | \$8.0 million | \$0.1.8 million |

**Next Steps**: In the upcoming weeks, the City Council will consider adopting by resolution the projects from the Charbonneau Consolidated Improvement Plan to each of the utility master plans. Upon adoption, the resulting capital improvement plans will guide future rate studies to fund the design and construction of these projects. The projects will then be programmed for incorporation into annual budgets.

#### Introduction

Beginning in 1972 and continuing throughout the 1980's, the area now known as the Charbonneau District was developed as a unique design concept. As one of the first master planned communities in Oregon, many elements of the infrastructure were designed and installed according to codes and standards not typical for other parts of Wilsonville. Street section design (depth of base rock and asphalt) is less than standard, and utilities such as water and storm infrastructure are undersized and were constructed of less durable materials. Such substandard infrastructure ultimately results in a reduced life and lower standard of service for the Charbonneau District.

The infrastructure in Charbonneau has either surpassed or is approaching 40 years in age. As a result, much of the infrastructure has already or will exceed its expected design life within the next 10 - 15 years. Numerous deficiencies within the Charbonneau District have been identified by adopted Wilsonville master plans for each of the utilities. The majority of these deficiencies are a result of both the age and the original substandard design and construction.

Although the infrastructure deficiencies in the Charbonneau District have been documented in the master plans for each of the utilities, the master plans do not compare the needs of one utility to that of another within the same area. Grouping projects to repair infrastructure deficiencies across multiple utilities in the same area will reduce construction costs and overall impact to adjacent properties. However, grouping and prioritizing repair projects using only the utility master plans can be difficult. As a result, a detailed, comprehensive analysis of the Charbonneau District infrastructure as a complete system is needed.

The Charbonneau Consolidated Plan is a 20-year planning document that accomplishes two tasks. First, this document evaluates, ranks, and prioritizes infrastructure deficiencies within each utility system. Second, the Plan groups multiple infrastructure deficiencies in the same general location into 38 prioritized replacement projects. Each project is assigned a design and construction planning level cost based on current Wilsonville public works standards. The resulting Charbonneau District-specific plan identifies projects to replace the aging, substandard infrastructure over the next 20 or more years in a way that increases efficiencies and cost savings, while reducing impacts to the adjacent properties.

This Plan is primarily a technical document. The Plan does not consider funding source(s) or Capital Improvement Program (CIP) budget impacts, and there has been no community outreach as yet. While these criteria are critically important to developing a final implementation plan, they are beyond the current scope of this document.

Pipe sections that were rated Level 2 and 1 as part of the video inspection are considered in good condition and do not warrant replacement within the planning period of this document. Typical deficiencies reported for Level 2 and 1 sewer pipes consist of minor offset joints, minor root intrusion, and minor pipe sag (belly) that do not significantly affect the capacity or operation of the sewer system.

As shown in Figure 1, the Charbonneau sewer system is in generally fair to good condition. Less than a third of the sewer system requires replacement over the <u>planning period of this</u> <u>documentnext 20 years</u>. The Priority 1 and 2 projects combine to represent less than 10% of the Charbonneau sewer system.

#### Storm

The Charbonneau District storm system is comprised of approximately 10 miles of storm main, 220 manholes, 360 catch basins, and 15 outfalls. The storm mains range in size between 8-inch and 36-inch in diameter.

Numerous storm system deficiencies in the Charbonneau District were documented in the 2013 Stormwater Master Plan. The majority of the storm system was constructed of corrugated metal pipe that is decayed and at the end of its design life. There have been few replacements since the original installations.

In addition, flooding has been reported throughout the community during major rain events. The flood analysis model predicts flooding potential in the northern portion of Charbonneau, indicating portions of the storm system are undersized. Further, catch basin spacing throughout Charbonneau is roughly twice the distance required by current standards, resulting in additional localized flooding during rain events. Due to the pipe condition and flooding potential, the Master Plan recommends upgrade and replacement of the entire Charbonneau storm system.

In addition to the deficiencies reported by the Master Plan, a video inspection of the Charbonneau storm system is ongoing and is approximately 50% complete. The video inspection includes a report rating the condition of each pipe section and the length of pipe between manholes. The rating system is based on the condition of the pipe and ranges from Level 1, best condition, to Level 5, worst condition.

The replacement priority of each section of storm pipe is based on both the findings and recommendations of the Stormwater Master Plan and the video inspection report rating system. For consistency with the other utilities, the storm pipe sections and associated deficiencies are separated into three priority levels.

Priority 1: Pipe sections under this category received a rating of Level 5 and Level 4 on the video inspection report. These pipe sections are considered to be in very poor condition and deficiencies consist of collapsed and blocked pipes that significantly

## Infrastructure Project Development & Prioritization

#### **Project Development**

As previously discussed, a significant portion of the Charbonneau District infrastructure has been determined to be deficient. These deficiencies are not specific to certain areas of the district, but are spread throughout the entirety of Charbonneau. To correct these deficiencies efficiently, it was necessary to separate the infrastructure improvements into smaller, more manageable projects. Discreet projects were developed by grouping infrastructure repairs to multiple utilities located within a defined work area, generally identified by a length of street. For the purposes of this plan, the project boundaries were determined using a total length of infrastructure improvement of approximately 1800 lineal feet, creating practicable sized projects.

#### **Project Prioritization**

In order to efficiently prioritize the broad range of infrastructure improvements needed in the Charbonneau District, each project was ranked in order of its importance. The ranking was determined by considering both the importance of each utility and the priority of each deficiency within the project limits. Generally, sewer facilities were given top priority due to health hazards from raw sewage leakage, followed by storm facilities due to the moderate hazards associated with localized flooding. The street network followed by water facilities were given the lowest priority due to the generally low hazards posed by deteriorated pavements and the generally acceptable condition of the existing water distribution system. Infrastructure project priorities were assigned in accordance with the following:

| Project Priority 1: Sewer Priority 1   | Project Priority 7: Streets Priority 3 |
|--|--|
| Project Priority 2: Storm Priority 1   | Project Priority 8: Sewer Priority 3   |
| Project Priority 3: Streets Priority 1 | Project Priority 9: Storm Priority 3   |
| Project Priority 4: Sewer Priority 2   | Project Priority 10: Water Priority 1  |
| Project Priority 5: Storm Priority 2   | Project Priority 11: Water Priority 2  |
| Project Priority 6: Streets Priority 2 | Project Priority 12: Water Priority 3  |

Based on this prioritization plan, all projects that include a Priority 1 sewer deficiency are given top priority. These projects are further prioritized based on additional deficiencies with other utilities located within the project limits. For example, for projects that include a Priority 1 sewer deficiency, preference is given to projects that also include a Priority 1 storm deficiency within the project limits, and so on. Where there are multiple projects with the same project priority, preference is given to the project with the greatest amount of combined infrastructure repair.

#### Final Project Ranking Methodology

Two different methodologies were utilized to determine the final order of the infrastructure repair projects. The first methodology, Complete Repair, ranks each of the projects assuming all utility deficiencies within each project are repaired under a single construction project. Under this scenario, property owners are affected by construction fronting their property only once, but top priority projects become more expensive and take longer to complete given anticipated funding constraints.

The second methodology, High Priority Spot Repair, designates repair of Priority 1 sewer and storm deficiencies as top priority. These deficiencies are separated into individual spot repair projects with an improvement length of not more than 750 feet for each utility. The projects identified under the Complete Repair methodology are then re-ranked with the assumption that the Priority 1 sewer and storm repairs are complete. Under this scenario, the major utility deficiencies are repaired first, but some property owners may be affected by construction fronting their property more than once during the anticipated 20 or more year construction period.

#### Results

Thirty-eight individual infrastructure improvement projects were identified for the Charbonneau District under the Complete Repair scenario. In addition to these projects, an additional 15 spot repair projects were identified under the High Priority Spot Repair scenario.

A prioritized list of the infrastructure repair projects is provided for both scenarios in Table 1 and Table 2. A more detailed prioritization list that includes the ranking of each utility deficiency within the project is provided in Appendix A.

Although the project ranking appears to be geographically based, as indicated in the figure on page B-3 in Appendix B, these results were unintentional and likely reflect the construction codes and material selection used during different periods of development within Charbonneau.

There are instances where the project ranking doesn't directly follow the project prioritization methodology. This occurs at locations where the storm system is being upsized, which in turn requires a larger downstream pipe and storm outlet. These locations are noted in the "Construction Sequence Restricted" column in Table 1 and Table 2.

Priority 1 storm deficiencies identified along undersized storm systems were omitted from the High Priority Spot Repair projects. Repair of such deficiencies would need to occur when the storm system is upsized.

## **Infrastructure** Project Costs & Assumptions

Planning level design and construction costs were assigned to each infrastructure replacement project in the Charbonneau District. Each project assumes completion of individual utility priorities identified within the project limits.

All costs were estimated using information obtained from the most recent Wilsonville master plan for each utility. Where recent pricing information was not available, design and construction costs from similar projects within the region were utilized as the cost estimate basis.

The estimated costs for each utility were modified to include the same design, construction management, contingency and overhead costs. The following is a summary of how the project costs were determined and the assumptions made for each utility.

#### Sewer

The planning level costs presented in the Wilsonville 2001 Wastewater Collection System Master Plan are out of date and were not useful for the purposes of this plan. Sewer infrastructure replacement costs were obtained from the City of Lake Oswego 2013 Sewer Master Plan. The sewer pipe costs were modified to include the cost of manholes and sewer services, assumed to be spaced every 300 feet and 80 feet, respectively. These final costs are comparable to regional costs provided by the Oregon Department of Transportation.

#### Storm

The storm infrastructure planning level costs were obtained from the Wilsonville 2013 Stormwater Master Plan. The reported prices include the estimated cost for manholes, catch basins and inlets constructed to current City of Wilsonville standards.

#### Streets

Each street within the Charbonneau District was evaluated for deficiencies and prioritized on a standalone basis. However, major utility construction will have significant impact on the existing street surface. The following assumptions were made for repair of the street surface as part of the Complete Repair projects.

- On streets where one underground utility is replaced, the full width of the street surface
  will be repaired with a 2" depth grind and inlay of new asphalt. On streets where the
  existing asphalt depth is less than 3", the full width of the street surface will be repaired
  with a 2" depth taper grind and overlay of new asphalt.
- On streets where more than one underground utility is replaced, the full width of the street section will be reconstructed, including the base rock and asphalt pavement, in accordance with current Wilsonville Public Works Standards.

 The street surface of Spot Repair projects were assumed to be repaired by trench patching in accordance with City of Wilsonville standards.

The street infrastructure planning level costs are obtained from both the City of Milwaukie and City of Wilsonville 2013 street maintenance project bid tabulations. The street improvement costs were modified to include 10% increase for mobilization and 10% increase for traffic control.

#### Water

The estimated costs presented in the Wilsonville 2012 Water Master Plan are the basis for the water infrastructure planning level costs. The presented water pipe costs were modified to include the cost of fire hydrants and water services, assumed to be spaced every 600 feet and 80 feet, respectively. The Master Plan estimated costs for pavement repair and traffic control were also included in the modified water pipe costs.

#### Summary

A summary of the planning level costs for each infrastructure repair project within the Charbonneau District is provided for both the Complete Repair and Spot Repair scenarios in Table 3 and Table 4 respectively. The total estimated 20 year cost is \$44.42 million to complete all identified projects. These projects were split into 5 year increments to assist with future funding analysis and preparation of a Capital Improvement Plan. All cost estimates are in 2013 dollars. Historical costs, or costs from master plans used as the basis for the current cost estimates were brought forward to 2013 using an escalation rate of 4%. For future budgeting, a forward escalation rate of 4% should also be used.

Detailed project information, cost estimate, and utility location map for each Complete Repair project are included in Appendix B. Spot Repair project information is provided in Appendix C.

#### Results

After comparing the results of the Complete Repair and High Priority Spot Repair scenarios, both programs have positive and negative outcomes following implementation.

Under the Complete Repair scenario, the Priority 1 sewer projects would be completed within the first 5 years of the program; however, Priority 1 storm projects would not be completed until approximately year 20. Assuming adequate funding is available, Priority 1 sewer and storm projects would be completed much sooner under the High Priority Spot Repair scenario. Priority 1 sewer projects would be completed within the first couple of years of the program and Priority 1 storm projects completed midway between years 6 and 10.

The same is true for the Priority 1 street projects. If funding is available, the High Priority Spot Repair program would complete Priority 1 street projects much sooner, just after year 11, than the Complete Repair program, which would be completed just after year 16.

### French Prairie Drive Pathway

Another component of the Charbonneau infrastructure that is beginning to show signs of deterioration is the French Prairie Drive walking path. This asphalt pathway generally follows the north and west sides of French Prairie Drive (Figure 5), extending between Juliette Drive and Country View Lane.

Typically, the fronting property owner is responsible for maintaining sidewalks. However, according to the Memorandum of Understanding between City of Wilsonville and Charbonneau Country Club, adopted by Resolution No. 1465 in 1998, the City accepted ownership and maintenance responsibility of the French Prairie Drive walking path.

An inspection of the walking path condition was completed in April 2014. A number of safety concerns were identified as part of the inspection, including potential trip hazards and unstable surface conditions. Generally, these walking path safety issues were created by tree root damage and deterioration of the asphalt surface material over time.

#### **Short Term Repair**

A short term repair plan has been identified to correct the existing French Prairie Drive walking path safety concerns. The existing trip hazards and unstable surface conditions would be repaired by replacing those sections of the path with a new asphalt surface. Tree root trimming would be provided where tree damage and stability would not be compromised. Path repair at curb ramps would be made with new concrete ramps. All pathway repairs would be made in conformance with current Americans with Disabilities Act (ADA) guidelines. In order to meet ADA guidelines, two oak trees would need to be removed. Detailed repair information and cost estimates, as well as a discussion on design alternatives considered to preserve the two oak trees is provided in Appendix D.

The short term French Prairie pathway repair plan is anticipated to cost approximately \$73,000.

#### **Long Term Replacement Options**

The French Prairie Drive walking path inspection also revealed that the overall condition of the path is significantly deteriorated. The deterioration is not to the point of being considered a safety concern, but deficient enough that a long term replacement plan is needed. In order to establish a range of costs to replace the pathway, Fthree alternative designs to replace the walking path over the next 20 years were considered.

Option 1: Replace existing asphalt path in its current location with a 5-foot wide sidewalk in conformance with current Wilsonville Public Works Standards and ADA Guidelines. The new sidewalk would be constructed of concrete along the current alignment between Juliette Drive and Country View Lane. This option would require the removal of approximately 13 large trees, which is necessary to meet ADA guidelines.

Option 2: Convert one of the two vehicular travel lanes on French Prairie Drive into a multi-use path for bikes and pedestrians. This new multi-use path would be installed the full length of French Prairie Drive and provided in both directions. The multi-use path would be separated from the vehicular travel lane with a concrete curb and the existing asphalt surface improved to meet ADA guidelines. Because the existing asphalt path would still need to be maintained and those improved portions upgraded to meet ADA guidelines, it is assumed that the existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed as part of this option.

Option 3: Provide a multi-use path on French Prairie Drive, similar to Option 2, through the conversion of one of the two vehicular travel lanes. Under this option, the separation between the multi-use path and the vehicular travel lane would be provided by a linear vegetated swale (LID). This new multi-use path and swale would be installed the full length of French Prairie Drive and provided in both directions. Swale overflow connections would be made to the storm system and the swale would include water quality plantings and irrigation. The existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed with this option.

The preferred design will be determined as part of a public involvement process with the Charbonneau community. Costs to replace the pathway are anticipated to fall within the range between \$625,000 and \$5,700,000.

## **Long Term Sidewalk Path Replacement Estimated Costs**

|   | Option #1 - Replace Existing Path                | \$625,000   |
|---|--|-------------|
| - | Option #2 – Multi Use Path in Travel Lane (Curb) | \$1,750,000 |
|   | Option #3 - Multi Use Path in Travel Lane (LID)  | \$5,700,000 |

The most effective sidewalk path replacement strategy is Option 2, converting one of the two travel lanes into a multi-use path with a concrete curb separating vehicular traffic. Although approximately three times the cost of Option 1, Option 2 offers advantages over the other two options. Pedestrian facilities would be provided the full length of French Prairie Drive, bikes and pedestrians would be protected from vehicular traffic, and trees would be preserved during construction, unlike that of Option 1. Option 2 provides the same multi-use path benefits of Option 3, but at a much lower cost, making implementation easier and more likely to be funded. Also, Option 2 does not preclude installation of linear swales at a later date should the need for additional storm water treatment arise within the Charbonneau District.

The multi-use path could be constructed as a single, standalone project or as a phased project as part of the utility repair projects identified earlier. If the multi-use path were to be constructed as a standalone project, it would need to occur after all utility repair projects on French Prairie Drive have been completed. Under a phased approach, each section of the multi-use path could be constructed as part of the infrastructure repair projects, under either

the complete repair or spot repair scenario. Phasing construction of the multi-use path would increase the cost of the associated infrastructure repair projects as indicated in Table 5.

# Table 5 - Charbonneau Project Cost Summary French Prairie Drive Multi-Use Path June 20, 2014

| Designat  | Multi-Use Path                  | Jse Path Complete Repair Scenario |              |             | Spot Repair Scenario |              |             |
|---|---------------------------------|-----------------------------------|--------------|-------------|----------------------|--------------|-------------|
| Project<br>Name                                     | Project Cost<br>(Option 2)      | Project<br>Rank                   | Project Cost | Total Cost  | Project<br>Rank      | Project Cost | Total Cost  |
| French Prairie Drive Phase I                        | \$245,000                       | 1                                 | \$2,815,000  | \$3,060,000 | 13                   | \$2,401,000  | \$2,646,000 |
| French Prairie Drive Phase II                       | \$220,000                       | 5                                 | \$2,480,000  | \$2,700,000 | 1                    | \$2,480,000  | \$2,700,000 |
| Village Greens Circle                               | \$123,000                       | 8                                 | \$1,228,000  | \$1,351,000 | 3                    | \$1,228,000  | \$1,351,000 |
| Edgewater Lane                                      | \$112,000                       | 9                                 | \$1,793,000  | \$1,905,000 | 4                    | \$1,793,000  | \$1,905,000 |
| French Prairie Drive Phase III                      | \$202,000                       | 10                                | \$2,105,000  | \$2,307,000 | 5                    | \$2,105,000  | \$2,307,000 |
| Country View Loop                                   | \$92,000                        | 12                                | \$1,074,000  | \$1,166,000 | 8                    | \$1,012,000  | \$1,104,000 |
| Country View Lane Phase II                          | \$162,000                       | 21                                | \$942,000    | \$1,104,000 | 9/                   | \$847,000    | \$1,009,000 |
| French Prairie Drive Phase V                        | \$156,000                       | 22                                | \$665,000    | \$821,000   | 10                   | \$665,000    | \$821,000   |
| French Prairie Drive Phase IV                       | \$169,000                       | 23                                | \$888,000    | \$1,057,000 | 11                   | \$888,000    | \$1,057,000 |
| French Prairie Drive Phase VI  Multi Use Path Total | \$269,000<br><b>\$1,750,000</b> | 34                                | \$1,277,000  | \$1,546,000 | 32                   | \$1,277,000  | \$1,546,000 |

DELETE PAGE

Page 27

June 20, 2014

# **Executive Summary**

Deterioration of the Charbonneau District public infrastructure (sewer, storm, streets, & water) is a result of the substandard design and construction techniques and the non-standard materials employed during its development. Although many of these deficiencies have been documented in the master plans for each of the utilities, a comprehensive analysis of the Charbonneau District infrastructure had not been completed. This Plan provides such an analysis and includes an infrastructure repair program to be implemented over the next 20 or more years.

This plan identifies current deficiencies of each utility throughout the District and prioritizes them based on the severity of the deficiency. Thirty-eight infrastructure repair projects have been defined that include concurrent repairs to multiple utilities located within the same area. This strategy intends to reduce overall construction costs and impacts to the adjacent properties. These 38 repair projects have been prioritized based on the length and severity of utility deficiencies within each project. As a result, the more deficient utilities are repaired earlier than those utilities with less serious deficiencies.

In addition to the utility repair projects, a short term repair and a long term replacement strategy has been identified for the French Prairie Drive walking path.

Also included as part of this plan, planning level design and construction costs have been assigned to each of the 38 repair projects and the French Prairie Drive walking path repair and replacement plans to help guide a future funding analysis. The total cost to correct the Charbonneau District infrastructure deficiencies is estimated to be \$44.56.2 million over the next 20 or more years. The total cost per utility is summarized as follows:

| Sewer         | Storm          | Streets        | Water         | Walking Path    |
|---------------|----------------|----------------|---------------|-----------------|
| \$6.8 million | \$19.6 million | \$10.0 million | \$8.0 million | \$0.1.8 million |

The utility deficiencies throughout the Charbonneau District are numerous and require significant resources to repair over the next 20 or more years. The Consolidated Improvement Plan offers an approach to replacing the aging, substandard infrastructure in a way that is efficient and economical, while reducing impacts to the adjacent properties. Revisions to the project order can be expected as new or more detailed information becomes available over time.

# CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN

July 22, 2014



#### PREPARED BY:

Office of the City Engineer City of Wilsonville 29799 SW Town Center Loop East Wilsonville, OR 97070 503-682-4960 www.ci.wilsonville.or.us

# CREDITS:

Zachary J. Weigel, PE, Civil Engineer Office of the City Engineer City of Wilsonville 29799 SW Town Center Loop East Wilsonville, OR 97070 www.ci.wilsonville.or.us 503-570-1565 weigel@ci.wilsonville.or.us

# CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN

July 22, 2014

# **TABLE OF CONTENTS**

| SECTION  | PAGE |
|--|------|
| Executive Summary  | 1    |
| Introduction   | 7    |
| Infrastructure Deficiency  | 8    |
| Infrastructure Project Development & Prioritization                              | 17   |
| Infrastructure Project Costs & Assumptions                                       | 23   |
| French Prairie Drive Pathway   | 31   |
| Summary  | 35   |
| Appendix A: Detailed Project Priority List                                       | A-1  |
| Appendix B: Project Details & Estimated Costs Complete Repair Scenario           | B-1  |
| Appendix C: Project Details & Estimated Costs High Priority Spot Repair Scenario | C-1  |
| Appendix D: Project Details & Estimated Costs French Prairie Drive Walking Path  | D-1  |



# **Executive Summary**

<u>Background</u>: Beginning in 1972 and continuing throughout the 1980s, the Charbonneau District was developed as one of the first master planned communities in Oregon. Much of the infrastructure in Charbonneau has been in service for more than 30 to 40 years, is starting to wear out, and is in need of repair or replacement. This is a shorter service life than would be expected using Wilsonville's current and more robust design and construction standards.

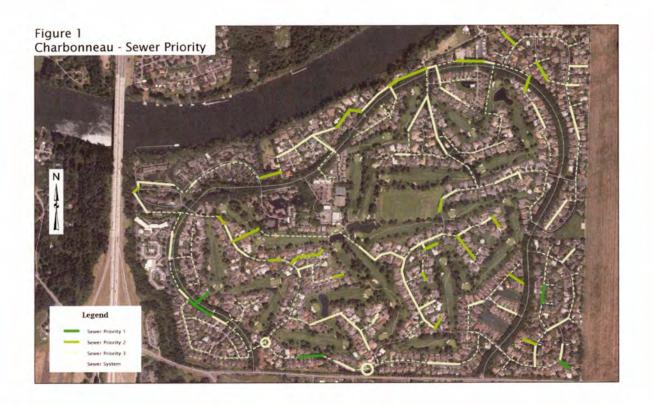
Since 2009, the City has been inspecting and cataloging the deficiencies across the four main utilities – sewer, storm, streets, and water – that serve the Charbonneau District. These inspections have confirmed that significant deterioration of the infrastructure has occurred.

Sewer conditions observed include collapsed pipe, pipe separation, offset joints, major blockages, and pipe sag. The stormwater system was constructed using thin-walled metal pipe with a design life of approximately 25 years. Storm deficiencies include collapsed pipe, corroded or rusted pipe with large voids, and undersized pipe. Water system needs are based on insufficient fire flows and end of service life for cast iron pipe.

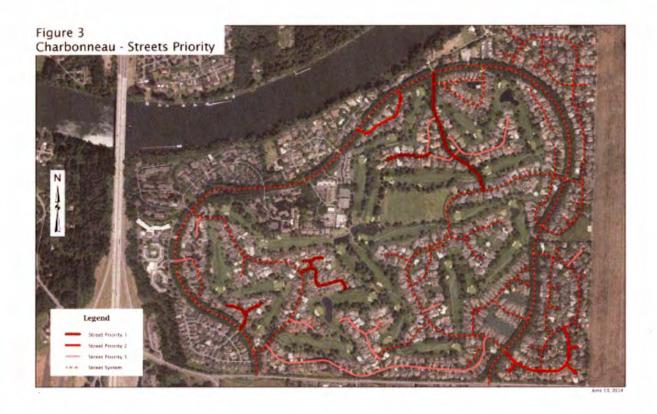
Due to the number of improvements needed across the four main utilities in Charbonneau, making improvements on an individual utility basis is not practical. A comprehensive analysis of the Charbonneau District was needed to help understand and plan for the necessary infrastructure repair. The Charbonneau Consolidated Improvement Plan (Plan) provides an infrastructure repair program to be implemented over the next 20 or more years. This improvement plan provides three key pieces of information:

- 1. A clear understanding of the infrastructure needs across the four main utilities within the Charbonneau District.
- A plan to make utility improvements efficiently and at the least cost and impact to residents.
- 3. Cost estimates of utility improvements to guide rate and fee analyses and develop a funding strategy for the Plan.

<u>Prioritized Utility Needs</u>: To gain a clear understanding of the infrastructure needs, a list of all known utility deficiencies in the Charbonneau District has been compiled, including both those identified in adopted utility master plans and resulting from the utility inspections. Each of the deficiencies is categorized by utility and then ranked based on severity. These prioritized deficiencies have been mapped on aerial photographs to clearly illustrate the utility condition and identify problem areas.



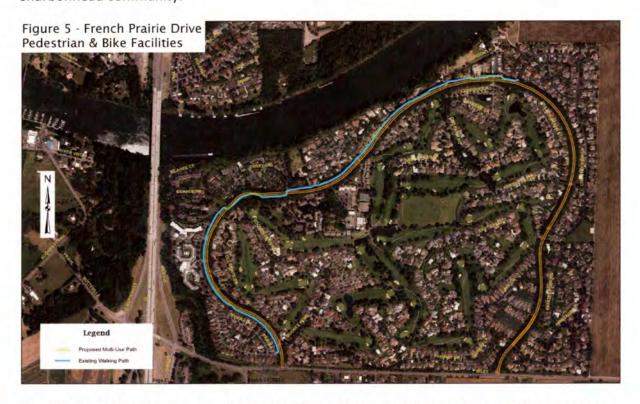






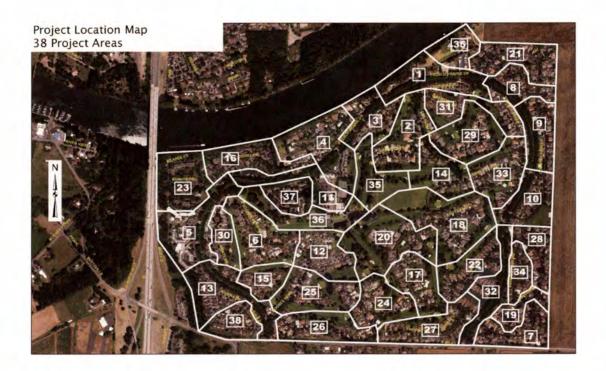
<u>French Prairie Pathway</u>: In addition to the four main utilities, an analysis of the existing pathway along French Prairie Drive is included in the Plan. The analysis includes identification of short term repairs needed to correct existing trip hazards and eroded surface conditions along the pathway.

The Plan also suggests the need for a long term path replacement strategy. Three alternative designs were analyzed to establish a range of costs needed to replace the pathway. The preferred design will be determined as part of a public involvement process with the Charbonneau community.



<u>Proposed Construction Phasing Approach</u>. Staff considered several approaches to correcting the deficiencies identified for each utility. In order to approach repairs in an efficient manner and avoid haphazard construction, the Charbonneau District was divided into 38 project areas. The boundaries were developed by determining areas with the highest priority deficiencies across the most number of utilities. In an effort to limit impact to residents and reduce costs, the consolidated plan combines all repairs in a designated area under one construction project.

The project areas were numbered chronologically based on the length and severity of the utility deficiencies within the project limits. As a result, the utilities in the worst condition will be repaired earlier in the program. Pavement rehabilitation was coordinated with the underground utility construction.



However, City staff is proposing that 15 smaller spot repair projects be expedited to repair the very highest priority projects. Construction of these smaller projects will cause additional construction impacts to some Charbonneau residents. However, the disruption may be less inconvenient because the long-term projects will likely not follow until a number of years later.



Estimated Capital Investment. In order to help guide future funding analysis of the City's Capital Improvement Program, planning level cost estimates have been assigned to the projects. These are subject to refinement upon preliminary engineering and project scoping. An investment of approximately \$44.5 million is needed to improve the deficient infrastructure in the Charbonneau District. This includes approximately \$3 million for spot repairs proposed for completion in the next five years and approximately \$75,000 for short-term repairs to the French Prairie Drive pathway. The investment for each individual utility is:

| Sewer         | Storm          | Streets        | Water         | Walking Path  |
|---------------|----------------|----------------|---------------|---------------|
| \$6.8 million | \$19.6 million | \$10.0 million | \$8.0 million | \$0.1 million |

**Next Steps**: In the upcoming weeks, the City Council will consider adopting by resolution the projects from the Charbonneau Consolidated Improvement Plan to each of the utility master plans. Upon adoption, the resulting capital improvement plans will guide future rate studies to fund the design and construction of these projects. The projects will then be programmed for incorporation into annual budgets.

# Introduction

Beginning in 1972 and continuing throughout the 1980's, the area now known as the Charbonneau District was developed as a unique design concept. As one of the first master planned communities in Oregon, many elements of the infrastructure were designed and installed according to codes and standards not typical for other parts of Wilsonville. Street section design (depth of base rock and asphalt) is less than standard, and utilities such as water and storm infrastructure are undersized and were constructed of less durable materials. Such substandard infrastructure ultimately results in a reduced life and lower standard of service for the Charbonneau District.

The infrastructure in Charbonneau has either surpassed or is approaching 40 years in age. As a result, much of the infrastructure has already or will exceed its expected design life within the next 10 - 15 years. Numerous deficiencies within the Charbonneau District have been identified by adopted Wilsonville master plans for each of the utilities. The majority of these deficiencies are a result of both the age and the original substandard design and construction.

Although the infrastructure deficiencies in the Charbonneau District have been documented in the master plans for each of the utilities, the master plans do not compare the needs of one utility to that of another within the same area. Grouping projects to repair infrastructure deficiencies across multiple utilities in the same area will reduce construction costs and overall impact to adjacent properties. However, grouping and prioritizing repair projects using only the utility master plans can be difficult. As a result, a detailed, comprehensive analysis of the Charbonneau District infrastructure as a complete system is needed.

The Charbonneau Consolidated Plan is a 20-year planning document that accomplishes two tasks. First, this document evaluates, ranks, and prioritizes infrastructure deficiencies within each utility system. Second, the Plan groups multiple infrastructure deficiencies in the same general location into 38 prioritized replacement projects. Each project is assigned a design and construction planning level cost based on current Wilsonville public works standards. The resulting Charbonneau District-specific plan identifies projects to replace the aging, substandard infrastructure over the next 20 or more years in a way that increases efficiencies and cost savings, while reducing impacts to the adjacent properties.

This Plan is primarily a technical document. The Plan does not consider funding source(s) or Capital Improvement Program (CIP) budget impacts, and there has been no community outreach as yet. While these criteria are critically important to developing a final implementation plan, they are beyond the current scope of this document.

# **Infrastructure Deficiency**

For the purposes of this plan, the Charbonneau District infrastructure consists of four utilities: sewer, storm, water, and streets. Information for each of these utilities has been obtained from the most current Wilsonville master plans, maintenance programs, and inspection reports. The infrastructure deficiencies are determined and prioritized for each utility as follows:

#### Sewer

The Charbonneau District sewer system is comprised of approximately 11.5 miles of sewer main and 235 manholes. The sewer mains range in size between 6-inch and 15-inch in diameter.

The most current Sewer Master Plan (2001 Wastewater Collection System Master Plan) does not identify any sewer capacity deficiencies based on pipe size within the Charbonneau District. This 2001 analysis remains valid, since no new development has occurred in Charbonneau since that time. The sewer deficiencies identified in this plan are based on pipe condition evaluated and ranked solely from the results of a 2009 video inspection of all City maintained sewer pipes in the Charbonneau District.

The video inspection includes a report rating the condition of each pipe section and the length of pipe between manholes. The rating system ranges from Level 1, best condition, to Level 5, worst condition.

The replacement priority of each sewer pipe section is based on the video inspection report rating system. For consistency with the other utilities, the sewer pipe sections and associated deficiencies are separated into three priority levels.

- Priority 1: Pipe sections under this category received a rating of Level 5 and are considered to be in very poor condition, requiring immediate attention. Typically, deficiencies rated Level 5 involve collapsed pipe, pipe separation, and major blockages.
- Priority 2: Pipe sections under this category received a rating of Level 4 and are considered to be in poor condition. Deficiencies rated Level 4, generally consist of severe offset joints, cracked pipe sections, heavy root intrusion, major pipe sag (belly), major pipe joint infiltration, and other blockages.
- Priority 3: Pipe sections under this category received a rating of Level 3 and are considered to be in fair condition. Priority 3 pipe sections do not warrant immediate attention, but are expected to deteriorate over time and should be rehabilitated or replaced within the planning period of this document. Typical deficiencies include offset joints, pipe surface cracking, significant root intrusion, concrete spalling, service pipe separation, significant pipe sag (belly), pipe joint infiltration, and other minor flow blockage.

Pipe sections that were rated Level 2 and 1 as part of the video inspection are considered in good condition and do not warrant replacement within the planning period of this document. Typical deficiencies reported for Level 2 and 1 sewer pipes consist of minor offset joints, minor root intrusion, and minor pipe sag (belly) that do not significantly affect the capacity or operation of the sewer system.

As shown in Figure 1, the Charbonneau sewer system is in generally fair to good condition. Less than a third of the sewer system requires replacement over the planning period of this document. The Priority 1 and 2 projects combine to represent less than 10% of the Charbonneau sewer system.

#### Storm

The Charbonneau District storm system is comprised of approximately 10 miles of storm main, 220 manholes, 360 catch basins, and 15 outfalls. The storm mains range in size between 8-inch and 36-inch in diameter.

Numerous storm system deficiencies in the Charbonneau District were documented in the 2013 Stormwater Master Plan. The majority of the storm system was constructed of corrugated metal pipe that is decayed and at the end of its design life. There have been few replacements since the original installations.

In addition, flooding has been reported throughout the community during major rain events. The flood analysis model predicts flooding potential in the northern portion of Charbonneau, indicating portions of the storm system are undersized. Further, catch basin spacing throughout Charbonneau is roughly twice the distance required by current standards, resulting in additional localized flooding during rain events. Due to the pipe condition and flooding potential, the Master Plan recommends upgrade and replacement of the entire Charbonneau storm system.

In addition to the deficiencies reported by the Master Plan, a video inspection of the Charbonneau storm system is ongoing and is approximately 50% complete. The video inspection includes a report rating the condition of each pipe section and the length of pipe between manholes. The rating system is based on the condition of the pipe and ranges from Level 1, best condition, to Level 5, worst condition.

The replacement priority of each section of storm pipe is based on both the findings and recommendations of the Stormwater Master Plan and the video inspection report rating system. For consistency with the other utilities, the storm pipe sections and associated deficiencies are separated into three priority levels.

Priority 1: Pipe sections under this category received a rating of Level 5 and Level 4 on the video inspection report. These pipe sections are considered to be in very poor condition and deficiencies consist of collapsed and blocked pipes that significantly

reduce the capacity of the storm system. As these pipe sections continue to age and deteriorate, the capacity of the storm system is expected to continue to decline, increasing the likelihood of localized flooding.

- Priority 2: This category includes pipe sections identified for upsize and replacement in the 2013 Stormwater Master Plan. Generally, these pipe sections consist of the larger trunk lines in the north portion of the Charbonneau District. Replacement of these pipe sections will minimize the occurrence of flooding during large rain events.
- Priority 3: The remainder of the storm system is included in this category. As stated earlier, the entire Charbonneau storm system needs replacement. This category represents storm pipes that are not collapsed, blocked, or undersized, but are at the end of the design life and do not meet current construction standards.

Figure 2 represents the current replacement priority for the Charbonneau District storm system.

#### Streets

The Charbonneau District public street network is comprised of approximately 25 lane miles (40 acres) of asphalt pavement. There are no concrete pavements in Charbonneau. The street network ranges in width between 18-feet and 48-feet.

The determination of current street deficiencies is based on the 2013 Pavement Management Program Budget Options Report. This Pavement Management report includes a Pavement Condition Index (PCI) for each publically maintained street within the Charbonneau District. The PCI is assigned based on a detailed visual inspection of the street surface and provides a method to evaluate the condition of the street pavement. The PCI utilizes a 0-100 scale, with 100 representing a newly paved street surface. A street surface with a PCI index of less than 54 is considered to have completely failed.

Also, based on visual inspection during recent construction activities, it is apparent that the street sections throughout the majority of the Charbonneau District were constructed with significantly less structure (asphalt and rock base) than current construction standards. This difference in street section has not been quantified for each street within the District and has not been used to prioritize the street system deficiencies. However, this information is useful in determining the type of street surface construction to include as part of the Charbonneau infrastructure replacement projects.

The replacement priority of each street within the Charbonneau District is separated into three priority levels, consistent with the other utilities.

- Priority 1: Streets classified under this category have a PCI rating of less than 54. These streets have experienced complete failure of the street section and require reconstruction of both the base rock and asphalt pavement materials.
- Priority 2: This category includes streets with a PCI rating between 55 and 67. Typically, streets within this range have experienced significant pavement surface failure. Rehabilitation treatment typically includes removing the top two inches of the pavement surface and rebuilding the surface with a thick, 2" 2 ½" depth of new asphalt pavement.
- Priority 3: Streets classified under this category have a PCI rating between 68 and 80. These streets show signs of surface distress that reduce the service life of the roadway. Typically, a thin, 1 ½" depth of new asphalt pavement is overlaid on the existing street surface to rehabilitate the street.

Preventative maintenance of the street surface, such as crack sealing and slurry sealing, are applicable treatments for streets with a PCI rating between 81 and 100. For the purposes of this plan, preventative maintenance activities are considered regular maintenance of the street surface, which occurs on a 5-10 year cycle. As a result, streets that require preventative maintenance treatments only are not given a priority as part of this plan.

As shown in Figure 3, the street network is in fair to good condition. Less than a third of the streets fall within Priority 1, 2, and 3, requiring rehabilitation treatment of the street surface.

#### Water

The Charbonneau District water system is comprised of approximately 13.5 miles of water main and 130 fire hydrants. The water mains range in size between 2-inch and 14-inch in diameter.

The 2012 Water Master Plan reports numerous deficiencies within the Charbonneau District water system, including gaps in fire hydrant coverage and locations where the required fire flow cannot be provided at a minimum system pressure of 20 psi. Upsizing key water lines will bring the fire flows within standard and gaps in fire hydrant coverage can be corrected by extending water mains and installing fire hydrants in the areas identified in the Master Plan.

In addition to fire flow and coverage deficiencies, City Public Works staff report recurring problems with the cast iron water pipe installed during the 1970's. The Master Plan recommends replacing this substandard pipe with ductile iron pipe over the next 20 years.

Although the Water Master Plan identified numerous deficiencies within the Charbonneau District water system, the identified deficiencies are generally on smaller diameter pipe that are unlikely to cause a major service disruption to the District during the planning period of this document. However, these deficiencies should be corrected as other utility work occurs in the same area.

The replacement priority of each section of water pipe is based on the recommendations of the Water Master Plan. For consistency with the other utilities, the water pipe sections and associated deficiencies are separated into three priority levels.

- Priority 1: Water system improvements in this category include those necessary to meet required fire flows at the minimum system pressure of 20 psi. These improvements include upsizing of water pipes and represent the Priority 1 and 2 projects listed in the Water Master Plan.
- Priority 2: This category includes replacement of the 1970's cast iron water pipe as recommended by the Water Master Plan. Replacement of this pipe will reduce the occurrence of fractured pipe and water leaks characteristic of this type of pipe.
- Priority 3: Water system improvements in this category include those necessary to fill the gaps in fire coverage. These improvements consist of extending water mains and installation of additional fire hydrants. The "Future" projects listed in the Water Master Plan represent the water system improvements in this category.

Approximately 40% of water mains fall within Priority 1, 2, and 3. The remainder of the water system is considered to be in good condition and does not require replacement within the planning period of this document. Figure 4 represents the replacement priority for the Charbonneau District water system.









# **Infrastructure Project Development & Prioritization**

# **Project Development**

As previously discussed, a significant portion of the Charbonneau District infrastructure has been determined to be deficient. These deficiencies are not specific to certain areas of the district, but are spread throughout the entirety of Charbonneau. To correct these deficiencies efficiently, it was necessary to separate the infrastructure improvements into smaller, more manageable projects. Discreet projects were developed by grouping infrastructure repairs to multiple utilities located within a defined work area, generally identified by a length of street. For the purposes of this plan, the project boundaries were determined using a total length of infrastructure improvement of approximately 1800 lineal feet, creating practicable sized projects.

#### **Project Prioritization**

In order to efficiently prioritize the broad range of infrastructure improvements needed in the Charbonneau District, each project was ranked in order of its importance. The ranking was determined by considering both the importance of each utility and the priority of each deficiency within the project limits. Generally, sewer facilities were given top priority due to health hazards from raw sewage leakage, followed by storm facilities due to the moderate hazards associated with localized flooding. The street network followed by water facilities were given the lowest priority due to the generally low hazards posed by deteriorated pavements and the generally acceptable condition of the existing water distribution system. Infrastructure project priorities were assigned in accordance with the following:

| Project Priority 1: Sewer Priority 1   | Project Priority 7: Streets Priority 3 |
|--|--|
| Project Priority 2: Storm Priority 1   | Project Priority 8: Sewer Priority 3   |
| Project Priority 3: Streets Priority 1 | Project Priority 9: Storm Priority 3   |
| Project Priority 4: Sewer Priority 2   | Project Priority 10: Water Priority 1  |
| Project Priority 5: Storm Priority 2   | Project Priority 11: Water Priority 2  |
| Project Priority 6: Streets Priority 2 | Project Priority 12: Water Priority 3  |

Based on this prioritization plan, all projects that include a Priority 1 sewer deficiency are given top priority. These projects are further prioritized based on additional deficiencies with other utilities located within the project limits. For example, for projects that include a Priority 1 sewer deficiency, preference is given to projects that also include a Priority 1 storm deficiency within the project limits, and so on. Where there are multiple projects with the same project priority, preference is given to the project with the greatest amount of combined infrastructure repair.

# Final Project Ranking Methodology

Two different methodologies were utilized to determine the final order of the infrastructure repair projects. The first methodology, Complete Repair, ranks each of the projects assuming all utility deficiencies within each project are repaired under a single construction project. Under this scenario, property owners are affected by construction fronting their property only once, but top priority projects become more expensive and take longer to complete given anticipated funding constraints.

The second methodology, High Priority Spot Repair, designates repair of Priority 1 sewer and storm deficiencies as top priority. These deficiencies are separated into individual spot repair projects with an improvement length of not more than 750 feet for each utility. The projects identified under the Complete Repair methodology are then re-ranked with the assumption that the Priority 1 sewer and storm repairs are complete. Under this scenario, the major utility deficiencies are repaired first, but some property owners may be affected by construction fronting their property more than once during the anticipated 20 or more year construction period.

## Results

Thirty-eight individual infrastructure improvement projects were identified for the Charbonneau District under the Complete Repair scenario. In addition to these projects, an additional 15 spot repair projects were identified under the High Priority Spot Repair scenario.

A prioritized list of the infrastructure repair projects is provided for both scenarios in Table 1 and Table 2. A more detailed prioritization list that includes the ranking of each utility deficiency within the project is provided in Appendix A.

Although the project ranking appears to be geographically based, as indicated in the figure on page B-3 in Appendix B, these results were unintentional and likely reflect the construction codes and material selection used during different periods of development within Charbonneau.

There are instances where the project ranking doesn't directly follow the project prioritization methodology. This occurs at locations where the storm system is being upsized, which in turn requires a larger downstream pipe and storm outlet. These locations are noted in the "Construction Sequence Restricted" column in Table 1 and Table 2.

Priority 1 storm deficiencies identified along undersized storm systems were omitted from the High Priority Spot Repair projects. Repair of such deficiencies would need to occur when the storm system is upsized.

Table 1 - Charbonneau Project Priority Summary Complete Repair Scenario July 22, 2014

|                 | Declara                                 |       | <ul><li>Construction*</li></ul> |         |       |                     |
|-----------------|---|-------|---------------------------------|---------|-------|---------------------|
| Project<br>Rank | Project<br>Name                         | Sewer | Storm                           | Streets | Water | Sequence Restricted |
| 1               | French Prairie Drive Phase I            | 1     | 1                               | 1       | 1     |                     |
| 2               | Mollala Bend Road                       | 1     | 1                               | 2       | 2     |                     |
| 3               | Fairway Drive Phase I                   | 1     | 1                               | 3       | 2     |                     |
| 4               | Estates Post Road                       | 1     | 1                               |         | 2     |                     |
| 5               | French Prairie Drive Phase II           | 2     | 1                               | 1       | -     |                     |
| 6               | Old Farm Road Phase I                   | 3     | 1                               | 1       | 1     |                     |
| 7               | Arbor Lake Drive Phase I                | 2     | 1                               | 3       | 2     |                     |
| 8               | Village Greens Circle                   | 2     | 2                               | 2       | -     | Before Project #9   |
| 9               | Edgewater Lane                          | 2     | 1                               | -       | 1     |                     |
| 10              | French Prairie Drive Phase III          | 3     | 1                               | 3       | 2     | Before Project #11  |
| 11              | Boones Bend Road Phase II               | 2     | 1                               |         | 2     |                     |
| 12              | Country View Loop                       | 2     | 1                               | -       | 2     |                     |
| 13              | Armitage Road Phase I                   | 2     | 1                               | 15/1    | 2     |                     |
| 14              | Arbor Lake Drive Phase II               | 2     | 1                               |         | 2     |                     |
| 15              | Country View Lane Phase I               | 2     | 1                               | 12      | 14    |                     |
| 16              | Lake Drive                              | 2     | 1                               |         |       |                     |
| 17              | Middle Greens Road                      | 3     | 1                               | 3       | 1     |                     |
| 18              | Boones Bend Road Phase I                | 3     | 1                               | 3       | 2     |                     |
| 19              | Armitage Road Phase II                  | 3     | 1                               | 3       | 2     |                     |
| 20              | Fairway Drive Phase II                  | 3     | 1                               | 3       | -     |                     |
| 21              | Country View Lane Phase II              | 3     | 1                               |         | 2     | Before Project #22  |
| 22              | French Prairie Drive Phase V            | 3     | 1                               | -       | 2     |                     |
| 23              | French Prairie Drive Phase IV           |       | 1                               | 14      | 2     |                     |
| 24              | Louvonne & Juliette Storm               |       | 1                               |         | 4     |                     |
| 25              | Sacajawea Lane                          | 2     | 2                               | 1       | 2     |                     |
| 26              | Old Farm Road Phase II                  | 3     | 2                               | 1       | 2     |                     |
| 27              | Lafayette Way                           | -     | 3                               | 1       | -     |                     |
| 28              | Curry Drive                             | 2     | 2                               | -       | -     |                     |
| 29              | East Lake Court                         | 2     | 3                               |         | 1     |                     |
| 30              | Illahee Drive                           | 2     | -                               | - 4     | 2     |                     |
| 31              | Lake Bluff Court                        |       | 3                               | 3       | 2     |                     |
| 32              | Del Monte Drive                         |       |                                 | 3       | 2     |                     |
| 33              | Lakeside Loop & Village Green Court     | 3     | 3                               | -       | 2     |                     |
| 34              | French Prairie Drive Phase VI           | 3     | 3                               | -       |       |                     |
| 35              | Arbor Lake Drive Phase III              | 3     | 3                               |         | -     |                     |
| 36              | Charbonneau Storm Improvements Phase I  |       | 3                               | -       | -     |                     |
| 37              | Charbonneau Storm Improvements Phase II | 12.11 | 3                               | -       | -     |                     |
| 38              | Mariners Drive Water Improvements       | 12    | .2                              |         | 2     |                     |

Page 19

July 22, 2014

- This Page Intentionally Left Blank -

Table 2 - Charbonneau Project Priority Summary High Priority Spot Repair Scenario July 22, 2014

### **Spot Repair Projects**

|              |                                       | Utility |       |  |
|--------------|---------------------------------------|---------|-------|--|
| Project Rank | Project Location                      | Sewer   | Storm |  |
| SR-1         | 8000 Block of Fairway Drive           | Х       | X     |  |
| SR-2         | Estates Post Road                     | X       | X     |  |
| SR-3         | Mollala Bend SE                       | x       | X     |  |
| SR-4         | French Prairie Dr. Near Del Monte Dr. | X       |       |  |
| SR-5         | 7300 & 7800 Block of Fairway Drive    |         | X     |  |
| SR-6         | Armitage Road - South                 |         | X     |  |
| SR-7         | Middle Greens Road                    |         | X     |  |
| SR-8         | Country View Loop                     |         | X     |  |
| SR-9         | Boones Bend Road                      |         | X     |  |
| SR-10        | Arbor Lake Drive                      |         | X     |  |
| SR-11        | Armitage Road - North                 |         | X     |  |
| SR-12        | Lake Drive                            |         | X     |  |
| SR-13        | Country View Lane                     |         | X     |  |
| SR-14        | Juliette Drive                        |         | X     |  |
| SR-15        | Louvonne Drive                        |         | X     |  |

# Complete Repair Projects (Re-ranked based on addition of Spot Repair projects)

| Project | Project<br>Name                |         | Priority Rank |         |       |  |  |
|---------|--------------------------------|---------|---------------|---------|-------|--|--|
| Rank    |                                | Sewer   | Storm         | Streets | Water | <ul> <li>Construction*</li> <li>Sequence Restricted</li> </ul> |  |
| 1       | French Prairie Drive Phase II  | 2       | 1             | 1       | -     |  |  |
| 2       | Old Farm Road Phase I          | 3       | 1             | 1       | 1     |  |  |
| 3       | Village Greens Circle          | 2       | 2             | 2       | .2.   | Before Project #4  |  |
| 4       | Edgewater Lane                 | 2       | 1             |         | 1     |  |  |
| 5       | French Prairie Drive Phase III | 3       | 1             | 3       | 2     | Before Project #6  |  |
| 6       | Boones Bend Road Phase II      | 2       | 1             | -       | 2     |  |  |
| 7       | Mollala Bend Road              | 3       | 1             | 2       | 2     |  |  |
| 8       | Country View Loop              | 2       | 2             | -       | 2     | Before Project #9  |  |
| 9       | Country View Lane Phase II     | 3       | 2             |         | 2     | Before Project #10   |  |
| 10      | French Prairie Drive Phase V   | 3       | 1             | 150     | 2     |  |  |
| 11      | French Prairie Drive Phase IV  |         | 1             | -       | 2     |  |  |
| 12      | Sacajawea Lane                 | 2       | 2             | 1       | 2     |  |  |
| 13      | French Prairie Drive Phase I   | 3       | 2             | 1       | 1     |  |  |
| 14      | Old Farm Road Phase II         | 3       | 2             | 1       | 2     |  |  |
| 15      | Lafayette Way                  |         | 3             | 1       | 2     |  |  |
| 16      | Curry Drive                    | 2       | 2             |         |       |  |  |
| 17      | Arbor Lake Drive Phase I       | 2       | 3             | 3       | 2     |  |  |
| 18      | East Lake Court                | 2       | 3             | +       | 1     |  |  |
|         |                                | Page 21 |               |         |       | July 22, 2014  |  |
|         |                                |         |               |         |       |  |  |

**Complete Repair Projects Continued** 

| Project | Project                                 | Priority Rank |       |         |       | <ul> <li>Construction*</li> </ul> |  |
|---------|---|---------------|-------|---------|-------|-----------------------------------|--|
| Rank    | Name                                    | Sewer         | Storm | Streets | Water | Sequence Restricte                |  |
| 19      | Armitage Road Phase I                   | 2             | 3     | 7       | 2     |                                   |  |
| 20      | Arbor Lake Drive Phase II               | 2             | 3     | 4       | 2     |                                   |  |
| 21      | Country View Lane Phase I               | 2             | 3     | 9       | -     |                                   |  |
| 22      | Lake Drive                              | 2             | 3     | -       | *     |                                   |  |
| 23      | Illahee Drive                           | 2             | -     | -       | 2     |                                   |  |
| 24      | Middle Greens Road                      | 3             | 3     | 3       | 1     |                                   |  |
| 25      | Boones Bend Road Phase I                | 3             | 3     | 3       | 2     |                                   |  |
| 26      | Fairway Drive Phase I                   | 3             | 3     | 3       | 2     |                                   |  |
| 27      | Fairway Drive Phase II                  | 3             | 3     | 3       | -     |                                   |  |
| 28      | Armitage Road Phase II                  | 3             |       | 3       | 2     |                                   |  |
| 29      | Lake Bluff Court                        | -             | 3     | 3       | 2     |                                   |  |
| 30      | Del Monte Drive                         | *             | -     | 3       | 2     |                                   |  |
| 31      | Lakeside Loop & Village Green Court     | 3             | 3     | -       | 2     |                                   |  |
| 32      | French Prairie Drive Phase VI           | 3             | 3     |         |       |                                   |  |
| 33      | Arbor Lake Drive Phase III              | 3             | 3     |         | -     |                                   |  |
| 34      | Estates Post Road                       |               | 3     | -       | 2     |                                   |  |
| 35      | Charbonneau Storm Improvements Phase I  | -             | 3     |         | (-)   |                                   |  |
| 36      | Charbonneau Storm Improvements Phase II | -             | 3     | -       | -     |                                   |  |
| 37      | Mariners Drive Water Improvements       | -             | -     | 100     | 2     |                                   |  |
| 38      | Louvonne & Juliette Street              | -             | 1-    | -       | -     |                                   |  |

<sup>\*</sup> Project ranking not consistent with prioritization assumptions due to restrictions regarding construction sequencing.

# **Infrastructure Project Costs & Assumptions**

Planning level design and construction costs were assigned to each infrastructure replacement project in the Charbonneau District. Each project assumes completion of individual utility priorities identified within the project limits.

All costs were estimated using information obtained from the most recent Wilsonville master plan for each utility. Where recent pricing information was not available, design and construction costs from similar projects within the region were utilized as the cost estimate basis.

The estimated costs for each utility were modified to include the same design, construction management, contingency and overhead costs. The following is a summary of how the project costs were determined and the assumptions made for each utility.

#### Sewer

The planning level costs presented in the Wilsonville 2001 Wastewater Collection System Master Plan are out of date and were not useful for the purposes of this plan. Sewer infrastructure replacement costs were obtained from the City of Lake Oswego 2013 Sewer Master Plan. The sewer pipe costs were modified to include the cost of manholes and sewer services, assumed to be spaced every 300 feet and 80 feet, respectively. These final costs are comparable to regional costs provided by the Oregon Department of Transportation.

### Storm

The storm infrastructure planning level costs were obtained from the Wilsonville 2013 Stormwater Master Plan. The reported prices include the estimated cost for manholes, catch basins and inlets constructed to current City of Wilsonville standards.

#### Streets

Each street within the Charbonneau District was evaluated for deficiencies and prioritized on a standalone basis. However, major utility construction will have significant impact on the existing street surface. The following assumptions were made for repair of the street surface as part of the Complete Repair projects.

- On streets where one underground utility is replaced, the full width of the street surface
  will be repaired with a 2" depth grind and inlay of new asphalt. On streets where the
  existing asphalt depth is less than 3", the full width of the street surface will be repaired
  with a 2" depth taper grind and overlay of new asphalt.
- On streets where more than one underground utility is replaced, the full width of the street section will be reconstructed, including the base rock and asphalt pavement, in accordance with current Wilsonville Public Works Standards.

 The street surface of Spot Repair projects were assumed to be repaired by trench patching in accordance with City of Wilsonville standards.

The street infrastructure planning level costs are obtained from both the City of Milwaukie and City of Wilsonville 2013 street maintenance project bid tabulations. The street improvement costs were modified to include 10% increase for mobilization and 10% increase for traffic control.

#### Water

The estimated costs presented in the Wilsonville 2012 Water Master Plan are the basis for the water infrastructure planning level costs. The presented water pipe costs were modified to include the cost of fire hydrants and water services, assumed to be spaced every 600 feet and 80 feet, respectively. The Master Plan estimated costs for pavement repair and traffic control were also included in the modified water pipe costs.

### Summary

A summary of the planning level costs for each infrastructure repair project within the Charbonneau District is provided for both the Complete Repair and Spot Repair scenarios in Table 3 and Table 4 respectively. The total estimated 20 year cost is \$44.4 million to complete all identified projects. These projects were split into 5 year increments to assist with future funding analysis and preparation of a Capital Improvement Plan. All cost estimates are in 2013 dollars. Historical costs, or costs from master plans used as the basis for the current cost estimates were brought forward to 2013 using an escalation rate of 4%. For future budgeting, a forward escalation rate of 4% should also be used.

Detailed project information, cost estimate, and utility location map for each Complete Repair project are included in Appendix B. Spot Repair project information is provided in Appendix C.

### Results

After comparing the results of the Complete Repair and High Priority Spot Repair scenarios, both programs have positive and negative outcomes following implementation.

Under the Complete Repair scenario, the Priority 1 sewer projects would be completed within the first 5 years of the program; however, Priority 1 storm projects would not be completed until approximately year 20. Assuming adequate funding is available, Priority 1 sewer and storm projects would be completed much sooner under the High Priority Spot Repair scenario. Priority 1 sewer projects would be completed within the first couple of years of the program and Priority 1 storm projects completed midway between years 6 and 10.

The same is true for the Priority 1 street projects. If funding is available, the High Priority Spot Repair program would complete Priority 1 street projects much sooner, just after year 11, than the Complete Repair program, which would be completed just after year 16.

As stated previously, a significant downside to the spot repair scenario is the need for construction to occur at two different times along the same portion of roadway, creating greater impact on fronting property owners. These impacts can be mitigated to some extent by maintaining a reasonable gap between the two projects. The shortest duration between projects according to Table 4 would occur with the Country View Loop project. The Priority 1 storm on this section of Country View Loop would be repaired within the first couple of years of the program, with the remainder of the substandard utilities repaired approximately 5-7 years later. As part of the Complete Repair scenario, all of the substandard utilities along this portion of Country View Loop would be repaired at one time, midway between years 6 and 10 of the program.

- This Page Intentionally Left Blank -

Table 3 - Charbonneau Project Cost Summary Complete Repair Scenario July 22, 2014

| 0.     | Project<br>Rank | Project<br>Name                | Priority Costs |             |             |             |              |  |
|--------|-----------------|--------------------------------|----------------|-------------|-------------|-------------|--------------|--|
| CIP    |                 |                                | Sewer          | Storm       | Streets     | Water       | Total        |  |
|        | 1               | French Prairie Drive Phase I   | \$340,000      | \$1,142,000 | \$785,000   | \$548,000   | \$2,815,000  |  |
|        | 2               | Mollala Bend Road              | \$110,000      | \$394,000   | \$227,000   | \$442,000   | \$1,173,000  |  |
|        | 3               | Fairway Drive Phase I          | \$160,000      | \$500,000   | \$414,000   | \$550,000   | \$1,624,000  |  |
| R 0    | 4               | Estates Post Road              | \$70,000       | \$163,000   | \$247,000   | \$307,000   | \$787,000    |  |
| YEA    | 5               | French Prairie Drive Phase II  | \$491,000      | \$1,319,000 | \$670,000   | 4           | \$2,480,000  |  |
|        | 6               | Old Farm Road Phase I          | \$342,000      | \$900,000   | \$448,000   | \$191,000   | \$1,881,000  |  |
|        |                 | Year 0 -5 Total                | \$1,513,000    | \$4,418,000 | \$2,791,000 | \$2,038,000 | \$10,760,000 |  |
|        | 7               | Arbor Lake Drive Phase I       | \$342,000      | \$318,000   | \$364,000   | \$481,000   | \$1,505,000  |  |
|        | 8               | Village Greens Circle          | \$243,000      | \$662,000   | \$323,000   |             | \$1,228,000  |  |
| 0      | 9               | Edgewater Lane                 | \$551,000      | \$785,000   | \$376,000   | \$81,000    | \$1,793,000  |  |
| -      | 10              | French Prairie Drive Phase III | \$182,000      | \$1,148,000 | \$462,000   | \$313,000   | \$2,105,000  |  |
| 8<br>9 | 11              | Boones Bend Road Phase II      | \$399,000      | \$621,000   | \$375,000   | \$515,000   | \$1,910,000  |  |
| YEAR   | 12              | Country View Loop              | \$179,000      | \$603,000   | \$260,000   | \$32,000    | \$1,074,000  |  |
| _      | 13              | Armitage Road Phase I          | \$227,000      | \$380,000   | \$400,000   | \$292,000   | \$1,299,000  |  |
|        | 14              | Arbor Lake Drive Phase II      | \$414,000      | \$346,000   | \$301,000   | \$557,000   | \$1,618,000  |  |
|        |                 | Year 6 - 10 Total              | \$2,537,000    | \$4,863,000 | \$2,861,000 | \$2,271,000 | \$12,532,000 |  |
|        | 15              | Country View Lane Phase I      | \$144,000      | \$403,000   | \$165,000   |             | \$712,000    |  |
|        | 16              | Lake Drive                     | \$118,000      | \$394,000   | \$134,000   | -           | \$646,000    |  |
|        | 17              | Middle Greens Road             | \$121,000      | \$420,000   | \$318,000   | \$362,000   | \$1,221,000  |  |
|        | 18              | Boones Bend Road Phase I       | \$215,000      | \$798,000   | \$370,000   | \$483,000   | \$1,866,000  |  |
| 12     | 19              | Armitage Road Phase II         | \$70,000       | \$213,000   | \$369,000   | \$355,000   | \$1,007,000  |  |
| 11     | 20              | Fairway Drive Phase II         | \$116,000      | \$791,000   | \$175,000   | V.          | \$1,082,000  |  |
| ~      | 21              | Country View Lane Phase II     | \$145,000      | \$569,000   | \$195,000   | \$33,000    | \$942,000    |  |
| YEA    | 22              | French Prairie Drive Phase V   | \$138,000      | \$294,000   | \$146,000   | \$87,000    | \$665,000    |  |
|        | 23              | French Prairie Drive Phase IV  | -              | \$641,000   | \$185,000   | \$62,000    | \$888,000    |  |
|        | 24              | Louvonne & Juliette Storm      | 4              | \$156,000   | \$32,000    | +           | \$188,000    |  |
|        | 25              | Sacajawea Lane                 | \$249,000      | \$306,000   | \$355,000   | \$452,000   | \$1,362,000  |  |
|        |                 | Year 11 -15 Total              | \$1,316,000    | \$4,985,000 | \$2,444,000 | \$1,834,000 | \$10,579,000 |  |
|        | 26              | Old Farm Road Phase II         | \$119,000      | \$737,000   | \$304,000   | \$18,000    | \$1,178,000  |  |
| 20     | 27              | Lafayette Way                  |                | \$271,000   | \$196,000   | *           | \$467,000    |  |
| 16.    | 28              | Curry Drive                    | \$171,000      | \$381,000   | \$73,000    |             | \$625,000    |  |
|        | 29              | East Lake Court                | \$384,000      | \$718,000   | \$367,000   | \$394,000   | \$1,863,000  |  |
| YEAR   | 30              | Illahee Drive                  | \$418,000      | 2           | \$52,000    | \$289,000   | \$759,000    |  |
|        | 31              | Lake Bluff Court               | 127            | \$419,000   | \$206,000   | \$355,000   | \$980,000    |  |

| ۵.   | Project<br>Rank | Project                             | Priority Costs |              |              |             |              |  |  |
|------|-----------------|-------------------------------------|----------------|--------------|--------------|-------------|--------------|--|--|
| CIP  |                 | Name                                | Sewer          | Storm        | Streets      | Water       | Total        |  |  |
|      | 32              | Del Monte Drive                     |                | 4            | \$50,000     | \$228,000   | \$278,000    |  |  |
|      | 33              | Lakeside Loop & Village Green Court | \$167,000      | \$525,000    | \$172,000    | \$34,000    | \$898,000    |  |  |
| 20   | 34              | French Prairie Drive Phase VI       | \$73,000       | \$884,000    | \$320,000    |             | \$1,277,000  |  |  |
| 16.  | 35              | Arbor Lake Drive Phase III          | \$121,000      | \$545,000    | \$134,000    | +           | \$800,000    |  |  |
|      | 36              | Charbonneau Storm Improve. Phase I  |                | \$307,000    |              | -           | \$307,000    |  |  |
| YEAR | 37              | Charbonneau Storm Improve. Phase II | 19             | \$529,000    |              |             | \$529,000    |  |  |
|      | 38              | Mariners Drive Water Improvements   |                | +            | \$89,000 -   | \$486,000   | \$575,000    |  |  |
|      |                 | Year 16 - 20 Total                  | \$1,453,000    | \$5,316,000  | \$1,963,000  | \$1,804,000 | \$10,536,000 |  |  |
|      |                 | 20 Year Total                       | \$6,819,000    | \$19,582,000 | \$10,059,000 | \$7,947,000 | \$44,407,000 |  |  |

Table 4 - Charbonneau Project Cost Summary High Priority Spot Repair Scenario July 22, 2014

# **Spot Repair Projects**

| Д    | Drainet         |                                       | Project Costs |             |             |  |
|------|-----------------|---------------------------------------|---------------|-------------|-------------|--|
| CI   | Project<br>Rank | Project Location                      | Sewer         | Storm       | Total       |  |
|      | SR-1            | 8000 Block of Fairway Drive           | \$87,000      | \$174,000   | \$261,000   |  |
|      | SR-2            | Estates Post Road                     | \$70,000      | \$112,000   | \$182,000   |  |
|      | SR-3            | Mollala Bend SE                       | \$43,000      | \$56,000    | \$99,000    |  |
|      | SR-4            | French Prairie Dr. Near Del Monte Dr. | \$242,000     | -           | \$242,000   |  |
|      | SR-5            | 7300 & 7800 Block of Fairway Drive    | 12            | \$300,000   | \$300,000   |  |
|      | SR-6            | Armitage Road - South                 | 1             | \$173,000   | \$173,000   |  |
| . 5  | SR-7            | Middle Greens Road                    |               | \$190,000   | \$190,000   |  |
| R O  | SR-8            | Country View Loop                     | O.F           | \$157,000   | \$157,000   |  |
| YEAR | SR-9            | Boones Bend Road                      |               | \$158,000   | \$158,000   |  |
|      | SR-10           | Arbor Lake Drive                      | 7.4           | \$314,000   | \$314,000   |  |
|      | SR-11           | Armitage Road - North                 | (2)           | \$213,000   | \$213,000   |  |
|      | SR-12           | Lake Drive                            |               | \$107,000   | \$107,000   |  |
|      | SR-13           | Country View Lane                     | 4             | \$226,000   | \$226,000   |  |
|      | SR-14           | Juliette Drive                        | 1.            | \$224,000   | \$224,000   |  |
|      | SR-15           | Louvonne Drive                        | *             | \$105,000   | \$105,000   |  |
|      |                 | Spot Repair Project Total             | \$442,000     | \$2,509,000 | \$2,951,000 |  |

# <u>Complete Repair Projects</u> (Re-ranked based on addition of Spot Repair projects)

| CIP         | Project<br>Rank | Project<br>Name                        | Project Costs |             |             |             |              |  |
|-------------|-----------------|--|---------------|-------------|-------------|-------------|--------------|--|
|             |                 |  | Sewer         | Storm       | Streets     | Water       | Total        |  |
| AR 0 - 5    | 1               | French Prairie Drive Phase II          | \$491,000     | \$1,319,000 | \$670,000   |             | \$2,480,000  |  |
|             | 2               | Old Farm Road Phase I                  | \$342,000     | \$900,000   | \$448,000   | \$191,000   | \$1,881,000  |  |
|             | 3               | Village Greens Circle                  | \$243,000     | \$662,000   | \$323,000   | -           | \$1,228,000  |  |
|             | 4               | Edgewater Lane                         | \$551,000     | \$785,000   | \$376,000   | \$81,000    | \$1,793,000  |  |
| YE          | 5               | French Prairie Drive Phase III         | \$182,000     | \$1,148,000 | \$462,000   | \$313,000   | \$2,105,000  |  |
|             |                 | Year 0 -5 Total (Includes SR Projects) | \$2,251,000   | \$7,323,000 | \$2,279,000 | \$585,000   | \$12,438,000 |  |
| YEAR 6 - 10 | 6               | Boones Bend Road Phase II              | \$399,000     | \$621,000   | \$375,000   | \$515,000   | \$1,910,000  |  |
|             | 7               | Mollala Bend Road                      | \$67,000      | \$338,000   | \$227,000   | \$442,000   | \$1,074,000  |  |
|             | 8               | Country View Loop                      | \$179,000     | \$541,000   | \$260,000   | \$32,000    | \$1,012,000  |  |
|             | 9               | Country View Lane Phase II             | \$145,000     | \$474,000   | \$195,000   | \$33,000    | \$847,000    |  |
|             | 10              | French Prairie Drive Phase V           | \$138,000     | \$294,000   | \$146,000   | \$87,000    | \$665,000    |  |
|             | 11              | French Prairie Drive Phase IV          |               | \$641,000   | \$185,000   | \$62,000    | \$888,000    |  |
|             | 12              | Sacajawea Lane                         | \$249,000     | \$306,000   | \$355,000   | \$452,000   | \$1,362,000  |  |
|             | 13              | French Prairie Drive Phase I           | \$98,000      | \$970,000   | \$785,000   | \$548,000   | \$2,401,000  |  |
|             |                 | Year 6 - 10 Total                      | \$1,275,000   | \$4,185,000 | \$2,528,000 | \$2,171,000 | \$10,159,000 |  |

# **Complete Repair Projects Continued**

| CIP          | Project<br>Rank | Project<br>Name                     | Project Costs |              |              |             |              |  |
|--------------|-----------------|-------------------------------------|---------------|--------------|--------------|-------------|--------------|--|
|              |                 |                                     | Sewer         | Storm        | Streets      | Water       | Total        |  |
| R 11 - 15    | 14              | Old Farm Road Phase II              | \$119,000     | \$737,000    | \$304,000    | \$18,000    | \$1,178,000  |  |
|              | 15              | Lafayette Way                       |               | \$271,000    | \$196,000    |             | \$467,000    |  |
|              | 16              | Curry Drive                         | \$171,000     | \$381,000    | \$73,000     | +           | \$625,000    |  |
|              | 17              | Arbor Lake Drive Phase I            | \$342,000     | \$180,000    | \$364,000    | \$481,000   | \$1,367,000  |  |
|              | 18              | East Lake Court                     | \$384,000     | \$718,000    | \$367,000    | \$394,000   | \$1,863,000  |  |
|              | 19              | Armitage Road Phase I               | \$227,000     | \$207,000    | \$400,000    | \$292,000   | \$1,126,000  |  |
|              | 20              | Arbor Lake Drive Phase II           | \$414,000     | \$171,000    | \$301,000    | \$556,000   | \$1,442,000  |  |
| YEAR         | 21              | Country View Lane Phase I           | \$144,000     | \$177,000    | \$165,000    | -           | \$486,000    |  |
| 7            | 22              | Lake Drive                          | \$118,000     | \$287,000    | \$134,000    |             | \$539,000    |  |
|              | 23              | Illahee Drive                       | \$418,000     | -            | \$52,000     | \$289,000   | \$759,000    |  |
|              | 24              | Middle Greens Road                  | \$121,000     | \$230,000    | \$318,000    | \$362,000   | \$1,031,000  |  |
|              |                 | Year 11 -15 Total                   | \$2,458,000   | \$3,359,000  | \$2,674,000  | \$2,392,000 | \$10,883,000 |  |
| YEAR 16 - 20 | 25              | Boones Bend Road Phase I            | \$215,000     | \$640,000    | \$370,000    | \$483,000   | \$1,708,000  |  |
|              | 26              | Fairway Drive Phase I               | \$73,000      | \$178,000    | \$414,000    | \$550,000   | \$1,215,000  |  |
|              | 27              | Fairway Drive Phase II              | \$116,000     | \$638,000    | \$175,000    |             | \$929,000    |  |
|              | 28              | Armitage Road Phase II              | \$70,000      | +            | \$369,000    | \$355,000   | \$794,000    |  |
|              | 29              | Lake Bluff Court                    | 14            | \$419,000    | \$206,000    | \$355,000   | \$980,000    |  |
|              | 30              | Del Monte Drive                     |               | -            | \$50,000     | \$228,000   | \$278,000    |  |
|              | 31              | Lakeside Loop & Village Green Court | \$167,000     | \$525,000    | \$172,000    | \$34,000    | \$898,000    |  |
|              | 32              | French Prairie Drive Phase VI       | \$73,000      | \$884,000    | \$320,000    | -           | \$1,277,000  |  |
|              | 33              | Arbor Lake Drive Phase III          | \$121,000     | \$545,000    | \$134,000    | 9           | \$800,000    |  |
|              | 34              | Estates Post Road                   | *             | \$51,000     | \$247,000    | \$307,000   | \$605,000    |  |
|              | 35              | Charbonneau Storm Improve. Phase I  |               | \$307,000    | 9            | -           | \$307,000    |  |
|              | 36              | Charbonneau Storm Improve. Phase II | 12            | \$529,000    | -            | -           | \$529,000    |  |
|              | 37              | Mariners Drive Water Improvements   | -             | -            | \$89,000     | \$486,000   | \$575,000    |  |
|              | 38              | Louvonne & Juliette Street          | -             | -            | \$32,000     | -           | \$32,000     |  |
|              |                 | Year 16 - 20 Total                  | \$835,000     | \$4,716,000  | \$2,578,000  | \$2,798,000 | \$10,927,000 |  |
|              |                 | Complete Repair Project Total       | \$6,377,000   | \$17,074,000 | \$10,059,000 | \$7,946,000 | \$41,456,000 |  |
|              |                 | 20 Year Total                       | \$6,819,000   | \$19,583,000 | \$10,059,000 | \$7,946,000 | \$44,407,000 |  |

# French Prairie Drive Pathway

Another component of the Charbonneau infrastructure that is beginning to show signs of deterioration is the French Prairie Drive walking path. This asphalt pathway generally follows the north and west sides of French Prairie Drive (Figure 5), extending between Juliette Drive and Country View Lane.

Typically, the fronting property owner is responsible for maintaining sidewalks. However, according to the Memorandum of Understanding between City of Wilsonville and Charbonneau Country Club, adopted by Resolution No. 1465 in 1998, the City accepted ownership and maintenance responsibility of the French Prairie Drive walking path.

An inspection of the walking path condition was completed in April 2014. A number of safety concerns were identified as part of the inspection, including potential trip hazards and unstable surface conditions. Generally, these walking path safety issues were created by tree root damage and deterioration of the asphalt surface material over time.

# Short Term Repair

A short term repair plan has been identified to correct the existing French Prairie Drive walking path safety concerns. The existing trip hazards and unstable surface conditions would be repaired by replacing those sections of the path with a new asphalt surface. Tree root trimming would be provided where tree damage and stability would not be compromised. Path repair at curb ramps would be made with new concrete ramps. All pathway repairs would be made in conformance with current Americans with Disabilities Act (ADA) guidelines. In order to meet ADA guidelines, two oak trees would need to be removed. Detailed repair information and cost estimates, as well as a discussion on design alternatives considered to preserve the two oak trees is provided in Appendix D.

The short term French Prairie pathway repair plan is anticipated to cost approximately \$73,000.

# **Long Term Replacement Options**

The French Prairie Drive walking path inspection also revealed that the overall condition of the path is significantly deteriorated. The deterioration is not to the point of being considered a safety concern, but deficient enough that a long term replacement plan is needed. In order to establish a range of costs to replace the pathway, three alternative designs were considered.

Option 1: Replace existing asphalt path in its current location with a 5-foot wide sidewalk in conformance with current Wilsonville Public Works Standards and ADA Guidelines. The new sidewalk would be constructed of concrete along the current alignment between Juliette Drive and Country View Lane. This option would require the removal of approximately 13 large trees, which is necessary to meet ADA guidelines.

Option 2: Convert one of the two vehicular travel lanes on French Prairie Drive into a multi-use path for bikes and pedestrians. This new multi-use path would be installed the full length of French Prairie Drive and provided in both directions. The multi-use path would be separated from the vehicular travel lane with a concrete curb and the existing asphalt surface improved to meet ADA guidelines. Because the existing asphalt path would still need to be maintained and those improved portions upgraded to meet ADA guidelines, it is assumed that the existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed as part of this option.

Option 3: Provide a multi-use path on French Prairie Drive, similar to Option 2, through the conversion of one of the two vehicular travel lanes. Under this option, the separation between the multi-use path and the vehicular travel lane would be provided by a linear vegetated swale (LID). This new multi-use path and swale would be installed the full length of French Prairie Drive and provided in both directions. Swale overflow connections would be made to the storm system and the swale would include water quality plantings and irrigation. The existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed with this option.

The preferred design will be determined as part of a public involvement process with the Charbonneau community. Costs to replace the pathway are anticipated to fall within the range between \$625,000 and \$5,700,000.



Page 33

July 22, 2014

- This Page Intentionally Left Blank -

# **Summary**

Deterioration of the Charbonneau District public infrastructure (sewer, storm, streets, & water) is a result of the substandard design and construction techniques and the non-standard materials employed during its development. Although many of these deficiencies have been documented in the master plans for each of the utilities, a comprehensive analysis of the Charbonneau District infrastructure had not been completed. This Plan provides such an analysis and includes an infrastructure repair program to be implemented over the next 20 or more years.

This plan identifies current deficiencies of each utility throughout the District and prioritizes them based on the severity of the deficiency. Thirty-eight infrastructure repair projects have been defined that include concurrent repairs to multiple utilities located within the same area. This strategy intends to reduce overall construction costs and impacts to the adjacent properties. These 38 repair projects have been prioritized based on the length and severity of utility deficiencies within each project. As a result, the more deficient utilities are repaired earlier than those utilities with less serious deficiencies.

In addition to the utility repair projects, a short term repair and a long term replacement strategy has been identified for the French Prairie Drive walking path.

Also included as part of this plan, planning level design and construction costs have been assigned to each of the 38 repair projects and the French Prairie Drive walking path repair plan to help guide a future funding analysis. The total cost to correct the Charbonneau District infrastructure deficiencies is estimated to be \$44.5 million over the next 20 or more years. The total cost per utility is summarized as follows:

| Sewer         | Storm          | Streets        | Water         | Walking Path  |
|---------------|----------------|----------------|---------------|---------------|
| \$6.8 million | \$19.6 million | \$10.0 million | \$8.0 million | \$0.1 million |

The utility deficiencies throughout the Charbonneau District are numerous and require significant resources to repair over the next 20 or more years. The Consolidated Improvement Plan offers an approach to replacing the aging, substandard infrastructure in a way that is efficient and economical, while reducing impacts to the adjacent properties. Revisions to the project order can be expected as new or more detailed information becomes available over time.

- This Page Intentionally Left Blank -

# Retherford, Kristin

From: Gale Lasko <glasko@lambsmarkets.com>

**Sent:** Tuesday, July 29, 2014 3:31 PM

To: Retherford, Kristin; Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine

Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Kohlhoff, Mike; Kraushaar, Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Ray Phelps; Scott Starr; Susie Myers; Lonnie

Gieber

Subject: RE: Wilsonville Urban Renewal Strategic Plan update

My preference would be scenario #1, since it adds no additional debt. Gale



Gale L. Lasko
General Manager
Lambs Markets
8255 SW Wilsonville RD
Wilsonville, OR 97070
503-682-9053

From: Retherford, Kristin [mailto:retherford@ci.wilsonville.or.us]

Sent: Friday, July 25, 2014 11:23 AM

**To:** Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Gale Lasko; Kohlhoff, Mike; Kraushaar,

Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Ray Phelps; Scott Starr; Susie Myers; Lonnie Gieber

Subject: Wilsonville Urban Renewal Strategic Plan update

Dear Urban Renewal Task Force Members,

I hope you are all having a good summer. It has been a busy one here at City Hall as we have great deal of development activity underway.

It has been some time since I've last communicated with you and I want to share with you an update on the TIF Zone Program and the draft Wilsonville Urban Renewal Strategic Plan presented to the City Council at their work session on May 19, 2014.

Since we began the process to create the six TIF Zones, development activity has occurred at three of the sites. These three sites have either been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive. Specifically:

 9805 SW Boeckman Road (TIF Zone adopted by Ordinance 726) was purchased by Southern Wine and Spirits and has been redeveloped for their use. They have indicated they will never have the kind of operation that will meet our TIF Zone criteria.

- 25600 SW Parkway Center Drive (TIF Zone adopted by Ordinance 727) has received Development Review Board approval for a Chrysler dealership and tenant improvements are currently under building permit review.
- <u>29799 SW Boones Ferry Road (TIF Zone adopted by Ordinance 729)</u> is now fully leased with multiple tenants who are using the facility for warehousing and distribution.

In response to a strengthening local economy and the original intent of the TIF Zone program, I will be taking an Ordinance to City Council on August 4<sup>th</sup> for a first reading to terminate these three URAs. Additionally, this will eliminate associated staff costs for administration of these three TIF Zones.

During the May 19<sup>th</sup> Council work session, Council members expressed two primary concerns regarding the plan and the Task Force recommendations. The first concern dealt with the fact that the plan removes the Old Town Escape from the West Side Urban Renewal Plan and recommends that funding sources other than urban renewal be used to fund this project. The second concern is related to the future redevelopment of Town Center and a Council desire to have funding available for planning efforts and possible future investment to guide redevelopment of this area.

In response to Council's input, I have worked with our consultants to develop four alternate scenarios for these two projects while trying to honor and stay true to the intent of the recommendations made by the Task Force. The recommendations regarding the Coffee Creek Industrial Area and Frog Pond are unchanged. In addition to the Council concerns identified above, Scenarios 3 and 4 also include a project not previously presented to the Task Force that has just come up before City Council and Staff in the last two months as we have made progress on master planning the Frog Pond area. This project is to fund early property acquisition for Boeckman Road improvements adjacent to Frog Pond, and is explained more fully in the attached staff report to be presented to Council for discussion on August 4<sup>th</sup>. As you may recall, Boeckman Road improvements in the Frog Pond vicinity are included in the original project list for the Year 2000 Urban Renewal Plan, but because construction of that project is still a number of years out, it, along with a handful of other long-range projects, was removed from the list of projects to be completed prior to closing the Year 2000 URA, so that the URA could be terminated at an earlier date.

EcoNorthwest and I will be presenting these four alternate scenarios to the City Council at their work session to be held on August 4<sup>th</sup> at 5 pm. I am attaching a copy of the staff report so that you have an opportunity to review the alternate scenarios and submit comments prior to August 4<sup>th</sup> meeting. Please note that the plan <u>is not</u> scheduled for adoption at this meeting. I invite you to attend the work session to listen to the Council's discussion and provide public input if you desire at the regular Council meeting, which will begin that evening at 7 pm. If you prefer to provide me with written comments I will share them with the Council. As always, please feel free to contact me with any questions or concerns you have about these additional scenarios and let me know if you would like to convene an additional meeting in August or September to discuss these scenarios as a group.

Depending on the outcome of the August 4<sup>th</sup> discussion, the earliest the plan could be returned to the Council for adoption is Thursday, September 4<sup>th</sup>.

Lastly, on a slightly different subject, in June we launched a new economic development website. The site contains a great deal of information to help current business owners, new entrepreneurs, and site selectors looking at Wilsonville. If you have time, please visit <a href="www.WilsonvilleEcDev.com">www.WilsonvilleEcDev.com</a> and share the link with those who might find it helpful. I welcome your comments and feedback as I continue to look for ways to make the site helpful to the business community.

Regards,

### **Kristin Retherford**

Economic Development Manager City of Wilsonville 503-570-1539

# retherford@ci.wilsonville.or.us

No virus found in this message. Checked by AVG - <a href="https://www.avg.com">www.avg.com</a> Version: 2014.0.4716 / Virus Database: 3986/7919 - Release Date: 07/25/14

# Retherford, Kristin

From:

alsteiger@comcast.net

Sent:

Wednesday, July 30, 2014 9:53 AM

To: Cc: Retherford, Kristin Cosgrove, Bryan

Subject:

Urban renewal strategy subsequent scenarios

Kristin, any thought about having the Task Force come together one more time to solicit comments on the four alternatives and submit a recommendation to Council?

It seems to me that getting people to serve on Task Forces in the future will become more difficult if Council chooses to ignore the recommendations of the Task Force, as people will say why bother, they are just going to do what they want anyway. I understand that our end result was just a recommendation to Council, but if Council has additional concerns, shouldn't the Task Force have an opportunity to address those concerns as well? Particularly in a politically difficult decision area it would seem that Council would want as many people on their side as possible.

While I plan on attending Council Monday, if you want to give them a heads up to think about this possibility, I would appreciate it.

Take care. Alan

# Retherford, Kristin

From: Doris Wehler <dawehler@gmail.com>
Sent: Wednesday, July 30, 2014 11:28 AM

To: Gale Lasko

Cc: Retherford, Kristin; Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine

Reynolds; Cosgrove, Bryan; Dick Spence; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Kohlhoff, Mike; Kraushaar, Nancy; Lorelei Juntunen; Mary

Closson; Nick Popenuk; Ray Phelps; Scott Starr; Susie Myers; Lonnie Gieber

Subject: Re: Wilsonville Urban Renewal Strategic Plan update

The Task Force specifically recommended not doing Old Town Escape or Town Center redevelopment with urban renewal dollars, so none of these options is attractive to me.

Doris Wehler

On Tue, Jul 29, 2014 at 3:30 PM, Gale Lasko <glasko@lambsmarkets.com> wrote:

My preference would be scenario #1, since it adds no additional debt.

Gale



Gale L. Lasko

General Manager

Lambs Markets

8255 SW Wilsonville RD

Wilsonville, OR 97070

503-682-9053

From: Retherford, Kristin [mailto:retherford@ci.wilsonville.or.us]

Sent: Friday, July 25, 2014 11:23 AM

**To:** Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Gale Lasko; Kohlhoff, Mike; Kraushaar,

Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Ray Phelps; Scott Starr; Susie Myers; Lonnie Gieber

Subject: Wilsonville Urban Renewal Strategic Plan update

Dear Urban Renewal Task Force Members,

I hope you are all having a good summer. It has been a busy one here at City Hall as we have great deal of development activity underway.

It has been some time since I've last communicated with you and I want to share with you an update on the TIF Zone Program and the draft Wilsonville Urban Renewal Strategic Plan presented to the City Council at their work session on May 19, 2014.

Since we began the process to create the six TIF Zones, development activity has occurred at three of the sites. These three sites have either been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive. Specifically:

- <u>9805 SW Boeckman Road (TIF Zone adopted by Ordinance 726)</u> was purchased by Southern Wine and Spirits and has been redeveloped for their use. They have indicated they will never have the kind of operation that will meet our TIF Zone criteria.
- <u>25600 SW Parkway Center Drive (TIF Zone adopted by Ordinance 727)</u> has received Development Review Board approval for a Chrysler dealership and tenant improvements are currently under building permit review.
- <u>29799 SW Boones Ferry Road (TIF Zone adopted by Ordinance 729)</u> is now fully leased with multiple tenants who are using the facility for warehousing and distribution.

In response to a strengthening local economy and the original intent of the TIF Zone program, I will be taking an Ordinance to City Council on August 4<sup>th</sup> for a first reading to terminate these three URAs. Additionally, this will eliminate associated staff costs for administration of these three TIF Zones.

During the May 19<sup>th</sup> Council work session, Council members expressed two primary concerns regarding the plan and the Task Force recommendations. The first concern dealt with the fact that the plan removes the Old Town Escape from the West Side Urban Renewal Plan and recommends that funding sources other than urban renewal be used to fund this project. The second concern is related to the future redevelopment of Town Center and a Council desire to have funding available for planning efforts and possible future investment to guide redevelopment of this area.

In response to Council's input, I have worked with our consultants to develop four alternate scenarios for these two projects while trying to honor and stay true to the intent of the recommendations made by the Task Force. The recommendations regarding the Coffee Creek Industrial Area and Frog Pond are unchanged. In addition to the Council concerns identified above, Scenarios 3 and 4 also include a project not previously presented to the Task Force that has just come up before City Council and Staff in the last two months as we have made progress on master planning the Frog Pond area. This project is to fund early property acquisition for Boeckman Road improvements adjacent to Frog Pond, and is explained more fully in the attached staff report to be presented to Council for discussion on August 4<sup>th</sup>. As you may recall, Boeckman Road improvements in the Frog Pond vicinity are included in the original project list for the Year 2000 Urban Renewal Plan, but because construction of that project is still a number of years out, it, along with a handful of other long-range projects, was removed from the list of projects to be completed prior to closing the Year 2000 URA, so that the URA could be terminated at an earlier date.

EcoNorthwest and I will be presenting these four alternate scenarios to the City Council at their work session to be held on August 4<sup>th</sup> at 5 pm. I am attaching a copy of the staff report so that you have an opportunity to review the alternate scenarios and submit comments prior to August 4<sup>th</sup> meeting. Please note that the plan is not scheduled for adoption at this meeting. I invite you to attend the work session to listen to the Council's discussion and provide public input if you desire at the regular Council meeting, which will begin that evening at 7 pm. If you prefer to provide me with written comments I will share them with the Council. As always, please feel free to contact me with any questions or concerns you have about these additional scenarios and let me know if you would like to convene an additional meeting in August or September to discuss these scenarios as a group.

Depending on the outcome of the August 4<sup>th</sup> discussion, the earliest the plan could be returned to the Council for adoption is Thursday, September 4<sup>th</sup>.

Lastly, on a slightly different subject, in June we launched a new economic development website. The site contains a great deal of information to help current business owners, new entrepreneurs, and site selectors looking at Wilsonville. If you have time, please visit <a href="www.WilsonvilleEcDev.com">www.WilsonvilleEcDev.com</a> and share the link with those who might find it helpful. I welcome your comments and feedback as I continue to look for ways to make the site helpful to the business community.

Regards,

# **Kristin Retherford**

Economic Development Manager

City of Wilsonville

503-570-1539

retherford@ci.wilsonville.or.us

No virus found in this message. Checked by AVG - <a href="https://www.avg.com">www.avg.com</a> Version: 2014.0.4716 / Virus Database: 3986/7919 - Release Date: 07/25/14

# Retherford, Kristin

From: Phelps, Ray <RPhelps@republicservices.com>

Sent: Wednesday, July 30, 2014 8:44 AM

To: Gale Lasko; Retherford, Kristin; Al Steiger; Bill Bach; Brenner Daniels; Chief Michael

Duyck; Christine Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Kohlhoff, Mike; Kraushaar, Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Scott Starr; Susie

Myers; Lonnie Gieber

Subject: RE: Wilsonville Urban Renewal Strategic Plan update

I agree with Gale.



Ray Phelps | Regulatory Affairs Manager | Portland/North Valley
Office 503-404-2131 | Cell 503-784-3516 | Email rphelps@republicservices.com
10295 SW Ridder Road | Wilsonville | OR | 97070

From: Gale Lasko [mailto:glasko@lambsmarkets.com]

Sent: Tuesday, July 29, 2014 3:31 PM

**To:** Retherford, Kristin; Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Kohlhoff, Mike; Kraushaar, Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Phelps, Ray; Scott Starr; Susie Myers; Lonnie Gieber **Subject:** RE: Wilsonville Urban Renewal Strategic Plan update

My preference would be scenario #1, since it adds no additional debt. Gale



Gale L. Lasko
General Manager
Lambs Markets
8255 SW Wilsonville RD
Wilsonville, OR 97070
503-682-9053

From: Retherford, Kristin [mailto:retherford@ci.wilsonville.or.us]

Sent: Friday, July 25, 2014 11:23 AM

**To:** Al Steiger; Bill Bach; Brenner Daniels; Chief Michael Duyck; Christine Reynolds; Cosgrove, Bryan; Dick Spence; Doris Wehler; Doug Middlestetter; Dr. Bill Rhoades; Elaine Howard; Fred Robinson; Gale Lasko; Kohlhoff, Mike; Kraushaar,

Nancy; Lorelei Juntunen; Mary Closson; Nick Popenuk; Ray Phelps; Scott Starr; Susie Myers; Lonnie Gieber

Subject: Wilsonville Urban Renewal Strategic Plan update

Dear Urban Renewal Task Force Members,

I hope you are all having a good summer. It has been a busy one here at City Hall as we have great deal of development activity underway.

It has been some time since I've last communicated with you and I want to share with you an update on the TIF Zone Program and the draft Wilsonville Urban Renewal Strategic Plan presented to the City Council at their work session on May 19, 2014.

Since we began the process to create the six TIF Zones, development activity has occurred at three of the sites. These three sites have either been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive. Specifically:

- 9805 SW Boeckman Road (TIF Zone adopted by Ordinance 726) was purchased by Southern Wine and Spirits and has been redeveloped for their use. They have indicated they will never have the kind of operation that will meet our TIF Zone criteria.
- 25600 SW Parkway Center Drive (TIF Zone adopted by Ordinance 727) has received Development Review Board approval for a Chrysler dealership and tenant improvements are currently under building permit review.
- <u>29799 SW Boones Ferry Road (TIF Zone adopted by Ordinance 729)</u> is now fully leased with multiple tenants who are using the facility for warehousing and distribution.

In response to a strengthening local economy and the original intent of the TIF Zone program, I will be taking an Ordinance to City Council on August 4<sup>th</sup> for a first reading to terminate these three URAs. Additionally, this will eliminate associated staff costs for administration of these three TIF Zones.

During the May 19<sup>th</sup> Council work session, Council members expressed two primary concerns regarding the plan and the Task Force recommendations. The first concern dealt with the fact that the plan removes the Old Town Escape from the West Side Urban Renewal Plan and recommends that funding sources other than urban renewal be used to fund this project. The second concern is related to the future redevelopment of Town Center and a Council desire to have funding available for planning efforts and possible future investment to guide redevelopment of this area.

In response to Council's input, I have worked with our consultants to develop four alternate scenarios for these two projects while trying to honor and stay true to the intent of the recommendations made by the Task Force. The recommendations regarding the Coffee Creek Industrial Area and Frog Pond are unchanged. In addition to the Council concerns identified above, Scenarios 3 and 4 also include a project not previously presented to the Task Force that has just come up before City Council and Staff in the last two months as we have made progress on master planning the Frog Pond area. This project is to fund early property acquisition for Boeckman Road improvements adjacent to Frog Pond, and is explained more fully in the attached staff report to be presented to Council for discussion on August 4<sup>th</sup>. As you may recall, Boeckman Road improvements in the Frog Pond vicinity are included in the original project list for the Year 2000 Urban Renewal Plan, but because construction of that project is still a number of years out, it, along with a handful of other long-range projects, was removed from the list of projects to be completed prior to closing the Year 2000 URA, so that the URA could be terminated at an earlier date.

EcoNorthwest and I will be presenting these four alternate scenarios to the City Council at their work session to be held on August 4<sup>th</sup> at 5 pm. I am attaching a copy of the staff report so that you have an opportunity to review the alternate scenarios and submit comments prior to August 4<sup>th</sup> meeting. Please note that the plan is not scheduled for adoption at this meeting. I invite you to attend the work session to listen to the Council's discussion and provide public input if you desire at the regular Council meeting, which will begin that evening at 7 pm. If you prefer to provide me with written comments I will share them with the Council. As always, please feel free to contact me with any questions or concerns you have about these additional scenarios and let me know if you would like to convene an additional meeting in August or September to discuss these scenarios as a group.

Depending on the outcome of the August 4<sup>th</sup> discussion, the earliest the plan could be returned to the Council for adoption is Thursday, September 4<sup>th</sup>.

Lastly, on a slightly different subject, in June we launched a new economic development website. The site contains a great deal of information to help current business owners, new entrepreneurs, and site selectors looking at Wilsonville. If you have time, please visit <a href="www.WilsonvilleEcDev.com">www.WilsonvilleEcDev.com</a> and share the link with those who might find it helpful. I welcome your comments and feedback as I continue to look for ways to make the site helpful to the business community.

Regards,

### **Kristin Retherford**

Economic Development Manager City of Wilsonville 503-570-1539 retherford@ci.wilsonville.or.us

No virus found in this message. Checked by AVG - www.avg.com

Version: 2014.0.4716 / Virus Database: 3986/7919 - Release Date: 07/25/14



# CITY COUNCIL MEETING STAFF REPORT

| Subject: Ordinance 745 Terminating TIF Zones adopted by Ordinances 726 and 729 and amending the legal descriptions and maps for the TIF Zones adopted by Ordinances 725, 728, and, 730 Staff Member: Kristin Retherford, Economic Development Manager  Department: Community Development   |  |  |
|--|--|--|
| Advisory Board/Commission Recommendation   |  |  |
| ☐ Approval   |  |  |
| ☐ Denial   |  |  |
| ☐ None Forwarded   |  |  |
| ⋈ Not Applicable   |  |  |
| Comments: N/A  |  |  |
| The state of the s |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
| nmends the City Council adopt Ordinance 745 which  |  |  |
| nes located in Clackamas County.   |  |  |
| on: I move to approve Ordinance No. 745 that terminates  |  |  |
| es 726 and 729 and amends the legal descriptions and maps  |  |  |
| ances 725, 728, and 730.   |  |  |
| ,.<br>  []   |  |  |
|  |  |  |
|  |  |  |

# ISSUE BEFORE THE CITY COUNCIL:

The maps and legal descriptions for the TIF Zone ordinances adopted on November 4, 2013 must be revised to meet new county tax assessor formatting requirements. Three of these six TIF

zones have recently seen development activity. The City Council is being asked to consider closing these three TIF zones at this time.

#### EXECUTIVE SUMMARY:

In November 2013, the Wilsonville City Council adopted six ordinances that created six new single property urban renewal districts. Five of these districts are located in Clackamas County, and the sixth is located in Washington County. In December 2013, the six TIF Zone ordinances were recorded with Clackamas County and Washington County, and the urban renewal plans were submitted to their respective County Tax Assessor.

In April 2014, staff was notified that standards for mapping and legal descriptions for urban renewal areas had recently changed. Each county accepted the plans and reports for the purpose of establishing the frozen base of each urban renewal area, but requested to have the legal descriptions and maps revised to meet the new requirements.

Since we began the process to create the six TIF Zones, development activity has occurred at three of the sites. These three sites have either been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive. Specifically:

- 9805 SW Boeckman Road (TIF Zone located in Clackamas County adopted by Ordinance 726) was purchased by Southern Wine and Spirits and has been redeveloped for their use. They have indicated they will never have the kind of operation that will meet our TIF Zone criteria.
- 25600 SW Parkway Center Drive (TIF Zone located in Washington County adopted by Ordinance 727) has received Development Review Board approval for a Chrysler dealership and tenant improvements are currently under building permit review.
- 29799 SW Boones Ferry Road (TIF Zone in Clackamas County adopted by Ordinance 729) is now fully leased with multiple tenants who are using the facility for warehousing and distribution.

Terminating these three URAs at this time will eliminate the annual administrative tasks of producing annual reports and under-levying each year until we reach our sunset date, which will reduce staff costs.

Ordinance 745 applies to the TIF zones located in Clackamas County. A second ordinance (Ordinance 746) is being considered for adoption by the City Council that will terminate the TIF zone located in Washington County.

Ordinance 745 terminates the TIF Zones adopted by Ordinances 726 and 729 and amends Ordinances 725, 728, and 730 with revised legal descriptions and maps that have been reviewed by Clackamas County Tax Assessor staff for compliance with the new formatting requirements.

|  | 745, it will be recorded with Clackamas County. Copies wal plans with revised legal descriptions will be |
|--|--|
| TIMELINE:                              |  |
| This update will be completed in Septe | mber 2014.   |
| CURRENT YEAR BUDGET IMPA               | CTS:   |
| FINANCIAL REVIEW / COMMEN              | TS:  |
| Reviewed by:CAR                        |  |
| LEGAL REVIEW / COMMENT:                |  |
| Reviewed by:MEK                        | _ Date:7/28/14   |
| Ordinance is approved as to form.      |  |
| COMMUNITY INVOLVEMENT P                | ROCESS:  |
| POTENTIAL IMPACTS or BENEF             | IT TO THE COMMUNITY (businesses,   |

ALTERNATIVES:

N/A

N/A

CITY MANAGER COMMENT:

**ATTACHMENTS** 

Ordinance No. 745

#### **ORDINANCE NO. 745**

AN ORDINANCE TERMINATING THE 9805 SW BOECKMAN ROAD URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 726, AND THE 29899 SW BOONES FERRY ROAD URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 729, AND AMENDING THE URBAN RENEWAL LEGAL DESCRIPTIONS AND BOUNDARY MAPS FOR THE 26755 SW 95<sup>th</sup> AVENUE URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 725, THE 27255 SW 95<sup>th</sup> AVENUE URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 728, AND THE BUILDING 83 – 26440 SW PARKWAY AVENUE URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 730.

WHEREAS, the first readings of Ordinances 725, 726, 728, 729 and 730 to establish six new single-property urban renewal districts (the sixth was by Ordinance 727 and was in Washington County) were approved at a regular meeting of the Wilsonville City Council held on October 21, 2013, at 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon; and

WHEREAS, the second readings of these ordinances were approved at a regular Wilsonville City Council meeting held on the November 4, 2013 at 7:00 p.m. at Wilsonville City Hall, after which Ordinances 725, 726, 727, 728, 729 and 730 were adopted by the Wilsonville City Council thereby creating six new single-property urban renewal districts ("TIF Zones") in the City of Wilsonville; and

WHEREAS, after recordation of Ordinances 725, 726, 728, 729 and 730 with Clackamas County, Urban Renewal Agency staff was notified in the spring of 2014 by the Clackamas County Tax Assessor's Office of requested revisions to the urban renewal plan legal descriptions and maps to comply with new formatting standards for new urban renewal districts; and

WHEREAS, since the creation of these six TIF Zones, the properties identified in the 9805 SW Boeckman Road Urban Renewal Plan and the 29899 SW Boones Ferry Road Urban Renewal Plan, have been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive; and

WHEREAS, in response to a strengthening local economy and the original intent of the TIF Zone program, the City seeks to terminate by this Ordinance, the 9805 SW Boeckman Road Urban Renewal Plan adopted by Ordinance 726 and the 29899 SW Boones Ferry Road Urban Renewal Plan adopted by Ordinance 729; and

WHEREAS, to comply with Clackamas County's legal description and mapping requirements the City has obtained revised legal descriptions and boundary maps for the three remaining single-property urban renewal districts created by Ordinances 725, 728, and 730; and

WHEREAS, the City is now amending and replacing the urban renewal legal description and boundary map contained in the 26755 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 725, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit A; and

WHEREAS, the City is now amending and replacing the urban renewal legal description and boundary map contained in the 27255 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 728, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit B; and

WHEREAS, the City is now amending and replacing the urban renewal legal description and boundary map contained in the Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan adopted by Ordinance 730, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit C; and

WHEREAS, upon adoption of Ordinance745, Urban Renewal Agency Staff will record it with Clackamas County in order to terminate the 9805 SW Boeckman Road Urban Renewal Plan adopted by Ordinance 726 and the 29899 SW Boones Ferry Road Urban Renewal Plan adopted by Ordinance 729, and amend the urban renewal boundary legal description and map for the 26755 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 725, the 27255 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 728, and the Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan adopted by Ordinance 730; and

WHEREAS, Urban Renewal Agency Staff will notify the Clackamas County Tax Assessor and other taxing districts consulted during the creation of these urban renewal plans of these terminations and amendments.

# NOW THEREFORE, THE COUNCIL OF THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. The Wilsonville City Council terminates the 9805 SW Boeckman Road Urban Renewal Plan adopted by Ordinance 726 and the 29899 SW Boones Ferry Road Urban Renewal Plan adopted by Ordinance 729.

Section 2. The Wilsonville City Council amends and replaces the urban renewal legal description and boundary map for the 26755 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 725, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit A.

Section 3. The Wilsonville City Council amends and replaces the urban renewal legal description and boundary map for the 27255 SW 95<sup>th</sup> Avenue Urban Renewal Plan adopted by Ordinance 728, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit B.

Section 4. The Wilsonville City Council amends and replaces the urban renewal legal description and boundary map for the Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan adopted by Ordinance 730, with the urban renewal legal description and boundary map attached hereto and incorporated herein by Exhibit C.

<u>Section 5</u>. Staff is directed to duly notify the Clackamas County Tax Assessor and other taxing districts consulted as recited above.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting held on August 4, 2014 at 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading at a special meeting to be held on September 4, 2014 at 7:00 p.m. at Wilsonville City Hall.

|                  | Sandra C. King, MIMIC, City Re |  |
|------------------|--------------------------------|--|
|                  | BY THE City Co                 | uncil on the day of September, 2014 by the |
| following votes: | YEAS:                          | NAYS:                                      |
|                  |                                | Sandra C. King, MMC, City Recorder         |

|                      | TIM KNAPP, MAYOR                                 |
|----------------------|--|
| SUMMARY OF VOTES:    |  |
| Mayor Knapp          |  |
| Councilor Goddard    |  |
| Councilor Starr      |  |
| Councilor Fitzgerald |  |
| Councilor Stephens   |  |
| Attachments:         |  |
|                      | ided Legal Description and Map for Ordinance 725 |

# EXHIBIT A (Amending Ordinance 725)

TL 1903 URD 03/11/14 -15645 Cmd/jlm

# EXHIBIT 1 LEGAL DESCRIPTION WILSONVILLE URBAN RENEWAL DISTRICT

That tract of land lying in Section 11, Township 3 South, Range 1 West of the Willamette Meridian, City of Wilsonville, Clackamas County, Oregon and more particularly described as follows:

All of Parcel 1, Partition Plat 2001-119, records of said county, Assessor's Plat 3 1W 11;

The described property, located entirely within the City of Wilsonville, County of Clackamas and the State of Oregon, contains **9.76**, acres, more or less.

The above described land, being Tax Lot 1903, taken from Assessor's Tax Map 3 1W 11, from July, 2013. Tax Lots information is for reference only.

PROFESSIONAL LAND SURVEYOR

OREGON JUNE 13, 2008 JERED McGRATH 79419

Renews: 12/51/2014

3 IW 11 WILSONVILLE

2.70 mG.

TL 3101 URD 03/04/14 - 15365 Cmd/jlm

# EXHIBIT 1 LEGAL DESCRIPTION WILSONVILLE URBAN RENEWAL DISTRICT

That tract of land described in Deed Document 2013-033861 lying in Section 11, Township 3 South, Range 1 West of the Willamette Meridian, City of Wilsonville, Clackamas County, Oregon and more particularly described as follows:

BEGINNING at the center one quarter corner of said section 11, being on the south line of Lot 6, per the plat WILSONVILLE BUSINESS CENTER, recorded as 2880, in bk 94 pg 2 said county plat records and shown on surveys 22047 and 24729 said county records;

- Thence Easterly along said south line 530 feet more or less, to the West right-of-way line of 95<sup>th</sup> Avenue;
- Thence Southerly along said West right-of-way line 977 feet more or less, to the northerly end of a curve concave northwesterly being the northerly right-of-way line of Hillman Court;
- Thence Southwesterly and westerly along said Northerly right-of-way line 1039 feet, more or less, to interior corner on the Easterly line of Lot 1 per the plat WILSONVILLE BUSINESS CENTER PHASE 2, recorded as 2986, in bk 97 pg 18;
- 4. Thence Northwesterly along said Easterly line of Lot 1, 516.58 feet, more or less to the Northeast corner of said Lot 1 and the southerly most southeast corner of that tract of land described in deed doc. 2005-071739;
- Thence Northeast along the east line of said 2005-071739, 509.86 feet, more or less, to an angle point is said east line;
- Thence continuing along said east line Northerly, 147.84 feet, more or less, to northeast corner of said 2005-071739 being on the east-west one quarer line of said section 11
- Thence easterly along said East-West one-quarter section line 479.83 feet, more or less, to the POINT OF BEGINNING.

The described property, located entirely within the City of Wilsonville, County of Clackamas and the State of Oregon, contains **25.79** acres, more or less.

The above described land, being Tax Lot 3101, taken from Assessor's Tax Map 3 1W 11, from July, 2013. Tax Lots information is for reference only.

PROFESSIONAL LAND SURVEYOR

> ORÉGON JUNE 13, 2008 JERED McGRATH 79419

3/4/14

Renews: 12/31/2014

3 IW II WILSONVILLE

TL 200/TL 500 URD 03/14/14 JLM

# EXHIBIT 1 LEGAL DESCRIPTION WILSONVILLE URBAN RENEWAL DISTRICT

That portion of tracts of land lying in Sections 11 and 12, Township 3 South, Range 1 West of the Willamette Meridian, City of Wilsonville, Clackamas County, Oregon and more particularly described as follows:

**BEGINNING** at the point of intersection of the South right of way line of Wiedmann Road with the East right of way line of Parkway Avenue, Assessor's Plat 3 1W 11;

- 1. Thence East along said South right of way line, 1820 feet;
- 2. Thence South, 650 feet;
- 3. Thence West, 1820 feet, more or less, to said East right of way line of Parkway Avenue;
- Thence North along said East right of way line, 650 feet, more or less, to the POINT OF BEGINNING.

The described property, located entirely within the City of Wilsonville, County of Clackamas, and the State of Oregon, contains **27.16** acres, more or less.

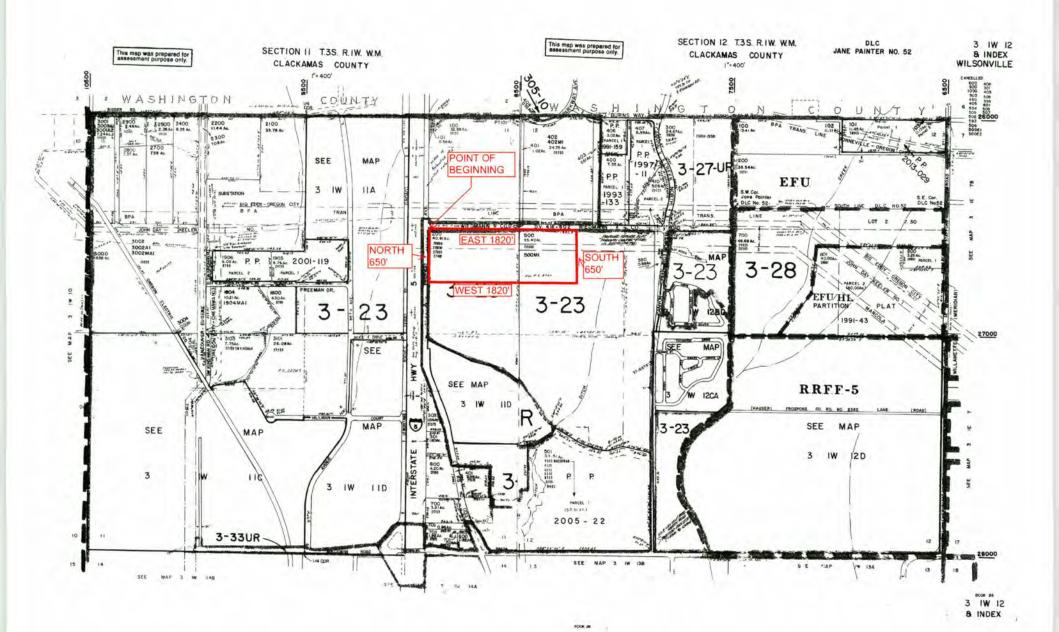
The above described land describes a portion of tax lot 200 from Assessor's Tax Map 3 1W 11 and tax lot 500, taken from Assessor's Tax Map 3 1W 12, from July 2013. Tax Lots information is for reference only.

PROFESSIONAL

OREGON JUNE 13, 2008 JERED McGRATH 79419

3/14/14

Renews: 12/31/2014





# CITY COUNCIL MEETING STAFF REPORT

| Meeting Date: August 4, 2014                |                                | Subject: Ordinance 746 Terminating TIF Zone adopted by Ordinance 727.  Staff Member: Kristin Retherford, Economic Development Manager  Department: Community Development |                           |  |
|---|--------------------------------|--|---------------------------|--|
| Act   | ion Required                   | Advisory Board/Commission  | on Recommendation         |  |
|   | Motion                         | ☐ Approval   |                           |  |
|   | Public Hearing Date:           | ☐ Denial   |                           |  |
| $\boxtimes$                                 | Ordinance 1st Reading Date:    | ☐ None Forwarded   |                           |  |
| ☐ Ordinance 2 <sup>nd</sup> Reading Date: ☐ |                                |  |                           |  |
|   | Resolution                     | Comments: N/A  |                           |  |
|   | Information or Direction       |  |                           |  |
|   | Information Only               |  |                           |  |
|   | Council Direction              |  |                           |  |
|   | Consent Agenda                 |  |                           |  |
|   | ff Recommendation: Staff recon |  |                           |  |
|   | commended Language for Motion  | : I move to approve Ordinance  | e 746 that terminates the |  |
|   | Zone adopted by Ordinance 727. |  |                           |  |
| PR  | OJECT / ISSUE RELATES TO       |  |                           |  |
| $\boxtimes C$                               | Council Goal: Economic         |  |                           |  |
| Dev   | velopment                      |  |                           |  |

#### ISSUE BEFORE THE CITY COUNCIL:

Three of the six TIF zones that were established by the City Council in 2013 have seen development activity. The City Council is being asked to consider closing these three TIF zones at this time.

# **EXECUTIVE SUMMARY:**

In November 2013, the Wilsonville City Council adopted six ordinances that created six new single property urban renewal districts. Five of these districts are located in Clackamas County, and the sixth is located in Washington County. In December 2013, the six TIF Zone ordinances

were recorded with Clackamas County and Washington County, and the urban renewal plans were submitted to their respective County Tax Assessor. In April 2014, staff was notified that standards for mapping and legal descriptions for urban renewal areas had recently changed. Each county accepted the plans and reports for the purpose of establishing the frozen base of each urban renewal area, but requested to have the legal descriptions and maps revised to meet the new requirements.

Since we began the process to create the six TIF Zones, development activity has occurred at three of the sites. These three sites have either been purchased or leased in a manner that precludes the use of the TIF Zone property tax incentive program in each of these locations, thus rendering these specific TIF Zones unnecessary as an economic development incentive. Specifically:

- 9805 SW Boeckman Road (TIF Zone located in Clackamas County adopted by Ordinance 726) was purchased by Southern Wine and Spirits and has been redeveloped for their use. They have indicated they will never have the kind of operation that will meet our TIF Zone criteria.
- 25600 SW Parkway Center Drive (TIF Zone located in Washington County adopted by Ordinance 727) has received Development Review Board approval for a Chrysler dealership and tenant improvements are currently under building permit review.
- 29799 SW Boones Ferry Road (TIF Zone located in Clackamas County adopted by Ordinance 729) is now fully leased with multiple tenants who are using the facility for warehousing and distribution.

Terminating these three URAs at this time will eliminate the annual administrative tasks of producing annual reports and under-levying each year until we reach our sunset date, which will reduce staff costs.

Ordinance 746 applies to the TIF zone to be terminated in Washington County. A second ordinance (Ordinance 745) is being considered for adoption by the City Council that will terminate the two TIF zones located in Clackamas County.

Ordinance 746 terminates the TIF Zone located at 25600 SW Parkway Center Drive and adopted by Ordinance 727.

#### EXPECTED RESULTS:

Upon the second reading of Ordinance 746, it will be recorded with Washington County and the TIF zone located at 25600 SW Parkway Center Drive will be terminated.

### TIMELINE:

The TIF zone closure is expected to be completed in September 2014.

| N/A            | JAN DOD GET  |         |         |  |
|----------------|--------------|---------|---------|--|
| FINANCIAL I    | REVIEW / COM | MMENTS: |         |  |
| Reviewed by: _ | CAR          | Date:   | 7/28/14 |  |

CURRENT YEAR BUDGET IMPACTS:

| LEGAL REVIEW / COMMENT: Reviewed by:MEK                                | Date: 7/28/14                           |
|--|---|
| Ordinance is approved as to form.                                      | _ Date//20/14                           |
| COMMUNITY INVOLVEMENT PI   | ROCESS:                                 |
| POTENTIAL IMPACTS or BENEF, neighborhoods, protected and other gro N/A | IT TO THE COMMUNITY (businesses, pups): |
| ALTERNATIVES:<br>N/A   |   |
| CITY MANAGER COMMENT:  |   |
| ATTACHMENTS  |   |

Ordinance No. 746

#### **ORDINANCE NO. 746**

# AN ORDINANCE TERMINATING THE 25600 SW PARKWAY CENTER DRIVE URBAN RENEWAL PLAN ADOPTED BY ORDINANCE 727.

WHEREAS, a first reading of Ordinance 727 to establish a single-property urban renewal district was approved at a regular meeting of the Wilsonville City Council held on October 21, 2013, at 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon; and

WHEREAS, a second reading of Ordinance 727 was approved at a regular Wilsonville City Council meeting held on the November 4, 2013 at 7:00 p.m. at Wilsonville City Hall, after which Ordinance 727 was adopted by the Wilsonville City Council; and

WHEREAS, since the creation of the TIF Zone, the property identified in the 25600 SW Parkway Center Drive Urban Renewal Plan has been proposed for redevelopment in a manner that precludes the use of the TIF Zone property tax incentive program, thus rendering these specific TIF Zones unnecessary as an economic development incentive; and

WHEREAS, in response to a strengthening local economy and the original intent of the TIF Zone program, the City seeks to terminate the 25600 SW Parkway Center Drive Urban Renewal Plan adopted by Ordinance 727; and

WHEREAS, upon adoption of Ordinance 746, Urban Renewal Agency Staff will record it with Washington County in order to terminate the 25600 SW Parkway Center Drive Urban Renewal Plan adopted by Ordinance 727; and

WHEREAS, Urban Renewal Agency Staff will notify the Washington County

Tax Assessor and other taxing districts consulted during the creation of this plan that it
has been terminated.

NOW THEREFORE, THE COUNCIL OF THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting held on August 4, 2014 at 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading at a special meeting to be held on September 4, 2014 at 7:00 p.m. at Wilsonville City Hall.

|                      | Sandra C. King, MMC, City Recorder                      |
|----------------------|---|
| following votes:     | City Council on the day of September, 2014 by the NAYS: |
|                      | Sandra C. King, MMC, City Recorder                      |
| DATED and signed by  | the Mayor this day of September, 2014.                  |
|                      | TIM KNAPP, MAYOR  |
| SUMMARY OF VOTES:    |   |
| Mayor Knapp          |   |
| Councilor Goddard    |   |
| Councilor Starr      |   |
| Councilor Fitzgerald |   |
| Councilor Stephens   |   |

# King, Sandy

From: Cosgrove, Bryan

Sent: Tuesday, July 08, 2014 4:23 PM

To: Handran, Angela Subject: Re: Commute Survey

I have full confidence we'll get there.

Sent from my iPhone

On Jul 8, 2014, at 4:20 PM, "Handran, Angela" < handran@ci.wilsonville.or.us > wrote:

No worries, I checked in with Jen today and we only need a few more responses from staff to get to the 75 % . I am going to send a reminder out tomorrow if we are still not there yet©

Angela

From: Cosgrove, Bryan

Sent: Tuesday, July 08, 2014 4:16 PM

To: Handran, Angela

Subject: Re: Commute Survey

Let's present the full results in the fall. I can provide an update in August during City Manager comments. I'd like us to exceed that 75 percent response rate, too, so let's get cracking!

Sent from my iPhone

On Jul 8, 2014, at 4:12 PM, "Handran, Angela" < handran@ci.wilsonville.or.us > wrote:

Bryan, Jen is able to have the results of the City's Commute Options Survey ready by August 4<sup>th</sup>, but she said that this would just the first phase and that the total initiative/plan takes a few months for them to put together, since they have to work with HR and other departments.

Jen can present just the results of the survey, either in person at the Aug 4<sup>th</sup> Council Meeting or deliver them via email, and let Council know that the entire plan is in process and will be ready to implement in early fall. Or do you want to wait, and present the entire thing all at once in the Fall ?

Kind Regards,

Angela Handran Executive Secretary City of Wilsonville Direct Line: 503.570.1503 www.ci.wilsonville.or.us

# King, Sandy

From: LFaxon@CommNewspapers.com
Sent: Wednesday, July 23, 2014 3:36 PM

To: King, Sandy

Subject: RE: Public Hearing Notice

Good Afternoon Sandy,

Notice received. I will get this notice in the <u>July 30<sup>th</sup> edition</u> of the <u>Wilsonville Spokesman</u>. Once published, I will send affidavits of publication to your attention.

Thank you,

Louise Faxon Legal Advertising

Community Newspapers/Portland Tribune 6605 SE Lake Rd, Portland 97222-2161 PO Box 22109, Portland OR 97269-2109 (503) 546-0752; fax (503) 620-3433

Legals Notices are online at: http://publicnotices.portlandtribune.com

From: King, Sandy [mailto:king@ci.wilsonville.or.us]

Sent: Wednesday, July 23, 2014 3:13 PM

To: Louise Faxon

Subject: Public Hearing Notice

Please publish the attached public hearing notice one time in the July 30, 2014 Wilsonville Spokesman and send proof of publication.

Many thanks.

Sandra C. King, MMC City Recorder City of Wilsonville 29799 SW Town Center Loop East Wilsonville, OR 97070 503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

# CITY OF WILSONVILLE CITY COUNCIL NOTICE OF PUBLIC HEARING

**PUBLIC NOTICE IS HEREBY GIVEN** that the Wilsonville City Council will conduct a public hearing on **August 4, 2014**, 7 p.m. at City Hall, 29799 SW Town Center Loop, Wilsonville, Oregon.

The purpose of this public hearing is to consider public testimony on a proposed ordinance entitled:

Ordinance No. 745 An Ordinance Terminating The 9805 SW Boeckman Road Urban Renewal Plan Adopted By Ordinance 726, The 25600 SW Parkway Center Drive Urban Renewal Plan Adopted By Ordinance 727, And The 29899 SW Boones Ferry Road Urban Renewal Plan Adopted By Ordinance 729, And Amending The Urban Renewal Legal Descriptions And Boundary Maps For The 26755 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 725, The 27255 SW 95<sup>TH</sup> Avenue Urban Renewal Plan Adopted By Ordinance 728, And The Building 83 – 26440 SW Parkway Avenue Urban Renewal Plan Adopted By Ordinance 730.

Copies may be obtained at a cost of 25 cents per page, at City Hall or by calling the City Recorder at 503-570-1506 and requesting a copy to be mailed to you.

Specific suggestions or questions concerning the proposed ordinance may be directed to Kristin Retherford, at 503-570-1539. Public testimony, both oral and written will be accepted at the public hearing. Written statements are encouraged and may be submitted to Sandra C. King, MMC, City Recorder, 29799 SW Town Center Loop E, Wilsonville, OR 97070.

Assistive listening devices are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters without cost if requested at least 48 hours prior to the meeting. To obtain such services call the office of the City Recorder at 682-1011.

Published in the Wilsonville Spokesman July 30, 2014.

King, Sandy

August 4

From:

LFaxon@CommNewspapers.com

Sent:

Friday, July 11, 2014 3:56 PM

To:

King, Sandy

Subject:

RE: Public Hearing Notice

Good Afternoon Sandra

Notice received. I will get this in the July 23<sup>rd</sup> and July 30<sup>th</sup> editions of the Wilsonville Spokesman. Once published, I will send affidavits of publication to our attention.

Thank you,

Jaime McCaslin

In for

Louise Faxon

Legal Advertising

Community Newspapers/Portland Tribune

6605 SE Lake Rd, Portland 97222-2161

PO Box 22109, Portland OR 97269-2109

(503) 546-0752; fax (503) 620-3433

Legals Notices are online at: http://publicnotices.portlandtribune.com

From: King, Sandy [mailto:king@ci.wilsonville.or.us]

Sent: Friday, July 11, 2014 11:10 AM

To: Louise Faxon

Subject: Public Hearing Notice

Please publish the attached public hearing notice two times in the Wilsonville Spokesman, July 23 and 30, 2014 and send proof of publication.

Many thanks.

Sandra C. King, MMC City Recorder City of Wilsonville 29799 SW Town Center Loop East Wilsonville, OR 97070 503-570-1506

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is a public record of the City of Wilsonville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

# CITY OF WILSONVILLE CITY COUNCIL NOTICE OF PUBLIC HEARING

**PUBLIC NOTICE IS HEREBY GIVEN** that the Wilsonville City Council will conduct a public hearing on **August 4, 2014**, 7 p.m. at City Hall, 29799 SW Town Center Loop, Wilsonville, Oregon.

The Purpose Of This Public Hearing Is To Consider Public Testimony On A Proposed Resolution Entitled:

A Resolution Of The City Of Wilsonville Acknowledging The Findings Of The Charbonneau Consolidated Improvement Plan (Plan) And Amending The Capital Improvement Project Lists Of The 2012 Stormwater Master Plan, 2012 Water System Master Plan, 2013 Transportation System Plan, And 2013 Pavement Management Program By Including The Spot Repair And Complete Repair Projects Documented In The Plan.

Copies may be obtained at a cost of 25 cents per page, at City Hall or by calling the City Recorder at 503-570-1506 and requesting a copy to be mailed to you.

Specific suggestions or questions concerning the proposed ordinance may be directed to Nancy Kraushaar, Community Development Director, at 503-570-1562. Public testimony, both oral and written will be accepted at the public hearing. Written statements are encouraged and may be submitted to Sandra C. King, MMC, City Recorder, 29799 SW Town Center Loop E, Wilsonville, OR 97070.

Assistive listening devices are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters without cost if requested at least 48 hours prior to the meeting. To obtain such services call the office of the City Recorder at 682-1011.

Published in the Wilsonville Spokesman July 23 and 30, 2014.

V-UP Homeowners' Avra. August 4, 2014 City Council Meeting Confibuted to City maintenace Through while SPEAKER CARD 6:1/s

Please limit your comments to 3 minutes. Thank you.

# City of Wilsonville City Council Meeting August 4, 2014 Sign In Sheet

| Name      | Mailing Address                |
|-----------|--------------------------------|
| long Hoff | 7676 SW Village Cyclens Civile |
|           |                                |
| *         |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |
|           |                                |

# August 4, 2014 City Council Meeting Action Minutes

| COUNCILORS                               | STAFF              | STAFF          | STAFF           |
|--|--------------------|----------------|-----------------|
| Mayor Knapp                              | Bryan Cosgrove     | Mark Ottenad   | Nancy Kraushaar |
| Councilor Goddard – arrived at 6:02 p.m. | Mike Kohlhoff      | Jon Gail       | Zach Weigle     |
| Councilor Starr                          | Kristin Retherford | Cathy Rodocker | Mike Ward       |
| Councilor Fitzgerald                     | Sandra King        | Eric Mende     | Stan Sherer     |
| Councilor Stevens                        | Stephan Lashbrook  | Chris Neamtzu  | Angela Handran  |

| AGENDA  | ACTIONS  |
|---|--|
| WORK SESSION  |  |
| Agenda Review Staff advised Resolution No. 2482 had been added to New Business. The resolution deals with a road maintenance change order.                      | Resolution No. 2482 addressed under New Business.  |
| Councilor Concerns Councilor Starr – traffic lights not timed correctly on Wilsonville Road and exceptionally short at intersection with Town Center Loop West. | Staff will ask Clackamas County to synchronize the traffic light timing along Wilsonville Road   |
| Councilor Starr – Asked about the status of scheduling a joint work session with the West Linn-Wilsonville School Board.  | The City Manager's office has been trying to contact the School District and will attempt to schedule a meeting in October.  |
| TVWD WRWSP Update   | Representatives of TVWD and WRWSP provided an update on their work activities. They will return with route selection criteria at the next work session.  |
| Stormwater Utility Fee Update   | An update of preliminary rate forecasts for the Stormwater Operating fund and associated 20-year Stormwater CIP was given. Staff will provide additional information at the October 6 <sup>th</sup> work session.  |
| Urban Renewal Strategic Plan  | Staff provided a brief overview of the four scenarios to address the Old Town Escape project and the redevelopment of Town Center noting the Task Force had not provided input on the alternatives. Councilors asked staff to reconvene the Task Force to allow them to review the scenarios and new information and to make a recommendation. |

| REGULAR MEETING   | M. W. Lil A. Light C  |
|---|---|
| Mayor's Business  | Mayor Knapp noted the August 18 <sup>th</sup> Council meeting had been cancelled.   |
| Communications  • Sheriff Craig Roberts   | Clackamas County Sheriff Roberts talked about the process his department had gone through to receive Accreditation from the Oregon Accreditation Alliance, and presented a certificate to the City.                     |
| Family Stepping Stones Program Services   | Analyse Jaxon; Executive Director of the program introduced the relief nursery services her organization provides to families with very young children.   |
| Consent Agenda  • July 21, 2014 Council meeting minutes.  | Consent Agenda adopted 5-0  |
| <ul> <li>New Business</li> <li>Resolution 2482 – authorizing a change order to an existing contract with North Santiam Paving Co. for the 2014 Street Maintenance Project.</li> </ul>   | Adopted 5-0   |
| <ul> <li>Public Hearing</li> <li>Resolution 2481 – acknowledging findings of Charbonneau         Consolidated Improvement Plan and amending the CIP project lists of the 2012 Stormwater Master Plan, Water System Master Plan, 2013 TSP, and 2013 Pavement Management Program.     </li> </ul> | Adopted 5-0   |
| Ordinance No. 745 – 1 <sup>st</sup> reading – an ordinance terminating<br>two TIF Zones and amending legal descriptions   | Adopted on first reading 5-0  |
| Ordinance No. 746 – 1 <sup>st</sup> reading – an ordinance terminating<br>TIF zone at 25600 SW Parkway Center Drive   | Adopted on first reading 5-0  |
| City Manager's Business   |   |
| Commuter Survey Results   | Seventy-seven percent of City Staff participated in<br>the Commuter Survey. The results are very similar<br>to the private sector. A full briefing will come to<br>Council at a future date.                            |
| Other announcements   | The RFP for the French Prairie Pedestrian/Bike bridge over the Willamette River has been released by ODOT.  |
|   | Remodeling of the former VIC building is about complete and the Parks and Recreation department expects to move into the new offices in a couple of weeks. Council will be informed when a ribbon cutting is scheduled. |
|   | The City Manager will be out of town Thursday and Friday of next week.  |
| <u>Legal Business</u>   | There was no report   |
| Adjourn   | 9:33 p.m.   |

RECORDED BY: SCK