

Memorandum

Date: May 20, 2011

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager 

Subject: Miscellaneous Items

Clackamas County Letter to Metro regarding Stafford Area

Attached to this memorandum is a letter sent from Clackamas County to Metro requesting that the Stafford Basin be studied for possible inclusion in the Urban Growth Boundary. (I have included the letter and the first two exhibits as attachments here.) We will discuss this with the Council as soon as we understand the Metro process for considering the County's request.

House on Dodge Way

The city has completed the acquisition of a foreclosed house on Dodge Way. The purchase price was \$1, plus closing costs. As soon as we have the keys, we will determine what upgrades we might want to make to enhance its appeal and then follow the City's process to surplus public property.

Tri City Sanitary District (TCSD) Budget Proposal

The TCSD Proposed Budget has been developed and it calls for a rate of increase of \$1/month for each residential unit. (This will increase TCSD treatment monthly rates from \$12.35 to \$13.35.) The reason for a larger increase than usual for TCSD is due to the expiration of the interim diversion agreement with Clackamas Service District No. 1 (CCSD). CCSD lacked the capacity to service all of its customers and has utilized TCSD's excess capacity for about 15 years. This resulted in revenues of approximately \$700,000 annually to TCSD. CCSD has now completed its expansion project and will no longer be utilizing TCSD. Therefore, the rate increase is necessary to make-up for the lost revenues from CCSD.

Attachment



BOARD OF COUNTY COMMISSIONERS

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

May 19, 2011

Metro Council President Tom Hughes and Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Study of Urbanization Potential of Borland Road and Stafford areas

Dear President Hughes and Councilors:

Clackamas County requests that Metro study the feasibility of the eventual inclusion of an area or areas within the Borland and Stafford Urban Reserves into the Metro Urban Growth Boundary ("UGB"). The County recognizes that such a study cannot be completed by Metro's milestone of July 5th, 2011 for a staff recommendation on a reserves decision for 2011. Nonetheless, the County believes it is important that a study begin soon.

Background

During the process of adoption of the Metro Urban and Rural Reserves, Metro requested that the entire Stafford and Borland areas (Reserves 4A, 4B and 4C) be designated as an Urban Reserve. While recognizing the challenges involved in urbanization of the area, Metro and Clackamas County agreed that designation of the area as an Urban Reserve was a better decision for the region as a whole than the designation of additional foundation farmland elsewhere.

The Intergovernmental Agreement between Metro and Clackamas County ("Reserves IGA") implementing the reserves contained a set of Principles for Concept Planning of Urban Reserves ("Principles"). While the 2011 UGB amendments will not involve concept planning, the Principles (paraphrased below) reflect a commitment to the community, and set out some important considerations for any study:

- Planning for the area should be coordinated, so that the Borland Road area can serve as a town center for North Stafford (4A) and South Stafford (4C).
- Concept plans for any portion of the Borland Road/ Stafford area should recognize the Stafford Hamlet Community Vision and Values Statement.
- The cities of Tualatin, Lake Oswego and West Linn should be invited to participate in the planning for the area.

- That the Borland area should be an area that provides for jobs and the opportunity for higher density mixed use development.
- That development and the calculation of required densities must recognize the riparian areas and other sensitive natural features.

Residents of the Borland Neighborhood Association, representing over 84% of the private property in the Borland area (generally the West half of Area 4C), have sent a letter requesting that the County support a study including “thoughtful, deliberate, and smart-growth planning efforts. . . .” A copy of the letter from the BNA is attached as Exhibit 1. The Stafford Hamlet recently submitted a letter stating a preference that, if there is a study, it should include all of Stafford. That approach is consistent with the Principles, which recognized that the Borland area could serve as a town center and employment area, but should only be planned in the context of the larger area. A copy of the letter is attached as Exhibit 2. However it is clear that any study consistent with the intent of the Reserves IGA would take longer than the time allotted for staff review of 2011 requests.

History shows that there are significant differences of opinion regarding the urbanization of the Borland and Stafford areas. That diversity of opinion continues today and extends to virtually every issue connected with urbanization. As numerous studies have recognized, the Borland Road area has the potential to serve as an employment center for the larger Stafford area and would help alleviate the current jobs/housing imbalance in Clackamas County. On the other hand, there was significant argument during the reserves process that areas within Stafford should have been designated Rural Reserve, and not developed at all during the next 50 years. A study is necessary to begin to move that diversity of opinion toward a plan, or at least provide a clearer understanding of the practical options going forward.

Any consideration of urbanization in Borland or Stafford must recognize the Stafford Hamlet Values and Vision Statement, which is attached as Exhibit 3 to this letter. The Values and Vision statement was the result of a two-year, community led process and was adopted by 85% of the 225 people who voted on it. The Values and Vision Statement provides a guide to the critical issues in Stafford and a potential roadmap to a successful and sustainable future.

Questions To Be Answered In A Study:

How Can Density Transfers or Density Averaging Work in the Borland/Stafford area?

Both the BNA and the Stafford Hamlet have identified the concept of density transfer as an important consideration. Clackamas County believes that an evaluation of the concept is essential for Stafford. As put by the BNA: “If planned right, Borland can become a dense and vibrant urban center, while relieving urban pressures from other areas” In order to work, the density averaging/density transfer concept should be addressed in advance of urbanization. Further, the amount and nature of sensitive areas should be taken into account when calculating the dwelling capacity to be accommodated. In other words, density transfer could be a vehicle to maintain the existing character of much of Stafford’s rural residential area by transferring densities to higher density urban areas, rather than a vehicle to accommodate hypothetical dwellings from more sensitive lands.

What Are The Options for Governance?

The area abuts the cities of Lake Oswego, Tualatin and West Linn. The study should review the potential governance options for all or part of the area, which the Principles indicate should ultimately be a city or cities.

How Will The Transportation System Function?

The urbanization of the area, along with timing and configuration, will have an impact on the local transportation system as well as nearby state highways. Adjacent cities have expressed concerns regarding the impact of cut-through traffic on city streets. On the other hand, the I-205 corridor is identified as a Next Phase Regional Priority Corridor for high-capacity transit. Given the long lead time for transportation projects, it is important to begin to address those issues now.

How Will Public Services Be Provided?

Some studies have indicated that parts of the area may be cost-effectively provided with urban services in the near future. Other areas will be more difficult to provide with urban-level public services, and there are several well established neighborhoods with little need or potential for redevelopment. Therefore, a study should address the potential provision of public services, particularly water and sewer, for all or part of the area.

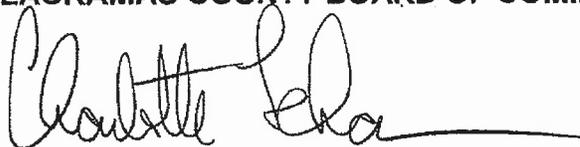
Conclusion

In a December, 2009 letter to the Clackamas County Commission, the Metro Council committed to working with the County to implement to the Stafford Hamlet's vision of "varying degrees of development across a varied landscape, including clusters of high quality jobs and housing as well as pockets that retain the "Stafford Character." A study is an essential step in moving toward that vision, and the study should begin now.

Clackamas County looks forward to working with Metro to continue to make the region The Greatest Place.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS



Charlotte Lehan, Chair

On Behalf of the Clackamas County Board of Commissioners

CL/dc

Borland Neighborhood Association

P.O. Box 941 Lake Oswego, OR 97034

March 31, 2011

Dear Clackamas County Board of Commissioners,

We, the Borland Neighborhood Association (BNA), hereby express—on behalf of the undersigned members of our group and other stakeholders passionate about the future of Clackamas County—our support for thoughtful, deliberate, and smart-growth planning efforts to be directed towards the Borland area, with the intent that it eventually be included within the Urban Growth Boundary (UGB) and urbanized.

We ask that the Board of Commissioners support these goals in two ways. First, we ask that the Board of Commissioners support us in our request for Metro to include that part of the Borland Road urban reserve area (area 4C) that is North of I205 and South of the Tualatin River within the group of urban reserve areas receiving further study as described below during the spring and summer of 2011. Second, if that analysis indicates Borland should be urbanized per Metro's needs guidelines and the March 2010 Clackamas County-Metro intergovernmental agreement, we request that the Board of Commissioners support us in our request to initiate and complete a collaborative, multiparty process to develop a Concept Plan and roadmap for Borland's eventual inclusion in the UGB.

Why Now?

It is important that Metro's 2011 analysis of Borland address a handful of issues that are critical to the long-term success of the area. These include, but are not limited to the following:

- "Density transfer." If planned right, Borland can become a dense and vibrant urban center, while relieving urban pressures from other areas—for example, the sloped parts of the Stafford basin where urbanization is neither desired nor economically feasible. Transferring density can have the effect of preserving natural habitat and rural areas for the long term, while building communities where it makes sense.
- Governance. The analysis should review the potential governance options, primarily annexation to an existing city, incorporation of a new city, or continuation as an unincorporated area.
- Transportation system.
- Potential service providers. The analysis should evaluate which public agencies should provide schools, libraries, water, stormwater, and other urban utilities and services.
- Need. The analysis should evaluate the area within the context of the region's long-term needs, as required by Metro's guidelines. The State's Goal 14 calls for the analysis of need to take into account livability, public facilities such as schools, and long-term population and jobs forecasts.

Following this analysis by Metro, and in the event that the analysis indicates a need for the Borland area to be urbanized, a Concept Plan should be conducted. This Metro-mandated process will take a much closer look at how the area should be built out, and will include a specific plan for governance, finance, and a physical plan, among other elements.

Supporters and Stakeholders

We are extremely gratified to hear and see the level of support now being expressed by a wide range of neighbors, public sector agencies, and other stakeholders. We feel that our efforts to meet with a wide range of stakeholders, listen to many points of view, and shape a vision for Borland's future now enjoys a broad base of support.

Specifically, over the past year, we have met regularly with elected leaders and staff from Metro and Clackamas County, Stafford Hamlet groups, State agency staff, union representatives, advisors to advocacy groups such as 1000 Friends of Oregon, and others. Many of these stakeholders have expressed their support in official testimony and others have or will be doing so in writing to the County.

Thank you for considering this request. We believe that it is important that we continue to move the Borland planning process forward as expeditiously as possible, and to ensure that Metro completes its technical analysis this spring and summer.

We strongly encourage the Board of Commissioners to express their support of these processes in writing to the Metro Council.

Sincerely,

Borland Neighborhood Association

Owner

Deborah Hanson
Raffi Arakelian
Robert Hornberg
Ovi Ragalie
David Lawrence
Cathleen C. Walker
Paul Lee
Richard Wiehrdt
Dr. David Waldram
Carl Schaber
Ron Preston
Gordon Lawrence
Cheryl Saaman
John Hertel

Owner

Linda Baker Unti
Chris and Heidi Guettler
Lee Schaber
Michael D. Hellberg
Casey Stroupe
Robert Smets
Fran Denley
Lenard Schaber
Larry and Valerie Shodin
Paul Osborne
David Snodgrass
Jerry and Lois (Wanker) Tolbert
Robert Fallow
Spencer & Gina Kinman

Business

Rolling Hills Church
S&H Logging
Stafford Investments, LP
Rolling Hills Foundation
Bamboo Home Gardens
P&D Nursery
Treadline Flooring
DJ's Fencing
Stafford County Montessori School
Gramor Development
Walker Properties Residential

Stafford Hamlet



April 25, 2011

Dear County Commissioners,

At the request of the Clackamas County Board of Commissioners (CCBC), Rob Fallow, representing a group of Borland residents calling themselves the Borland Neighborhood Association (BNA), approached the Stafford Hamlet Board (HB) during our March 2011 community meeting seeking a letter of recommendation that Metro conduct a study of the Borland area. The study request was very specific and limited exclusively to the following consideration: the *feasibility* of urbanization through a process of Density Transfer Swaps (DTS) from the Borland area to areas in the Hamlet north of the Tualatin River.

Following the discussion at the community meeting and after further discussion with Mr. Fallow at the March Hamlet Board Meeting, it was decided to schedule a Town Hall meeting to present the request and take an opinion poll of Hamlet residents.

Commissioner Lehan spoke at that April 9th Town Hall meeting, followed by Mr. Fallow and members of our board in which four possible positions were presented for consideration.

Hamlet residents were asked to indicate their preference for one of the following:

In response to the BNA request to METRO to study the Borland area for feasibility of urbanization through a process of DTS, the Hamlet Board should write a letter recommending to Metro the following:

1. Study Borland exactly how Rob Fallow and the BNA has requested
2. Study Borland as Rob Fallow has suggested, only include *all* of the area known as 4C, which Mr. Fallow and the BNA had excluded from their proposal
3. If Metro were to conduct a feasibility study in Borland, then it must expand the study area to include all of the Stafford Hamlet
4. Tell Metro that the Stafford Hamlet is not interested in a feasibility study at this time

The results:

#1	Study west 4C only	18 - 30%
#2	Study all of 4C	0 - 0%
#3	Study the entire Hamlet (that being 4A, 4B, & 4C north of I-205, <i>if and only if</i> , there was to be a study conducted in Borland)	27 - 45%
#4	No Study	15 - 25%

The result of the opinion poll was clear: the majority of Hamlet voters anticipating any study preferred that *if and*

only if there is to be a study of any part of the Hamlet, as in the case of the BNA request, the entire area encompassed by the Hamlet boundaries should be studied as a unit rather than having only a small portion of the Hamlet studied, planned or developed in the future.

This poll represents a statement by our residents that our community prefers to stay together as a unit, i.e.: areas 4A, 4B, & 4C north of I-205 if studies or plans are undertaken for long range development.

There was no other reason for this Town Hall Meeting. Consequently, the Board of the Stafford Hamlet recommends that the request by the BNA to study only Borland be denied.

It should be noted that there is, generally, no objection to the west end of 4C being developed as a first stage in the long range future development of the entire Stafford Hamlet and that "density transfers" should be encouraged in such planning and documented in future agreements with the county, Metro and surrounding cities.

We feel this position respects the wishes of Hamlet residents, honors our Vision and Values Statement, upholds the Memorandum of Understanding, and complies with Inter Governmental Agreements already in place.

On a final note, it is important to emphasize here that the subject of actual urbanization or inclusion into the UGB of any part of the Hamlet was not a matter presented at the Town Hall, nor was it a part of any of the subjects offered in this polling. In fact, it was made clear to all Town Hall attendees before the polling was undertaken that all of the questions under consideration pertained to the matter of feasibility and DTS only. Attendees were also advised that this poll was not for any kind of UGB inclusion.

Thank you for considering our recommendation.

The Stafford Hamlet Board of Directors



Memorandum

Date: May 19, 2011

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager *u/j*

Subject: Council Meeting Agenda for May 23, 2011

The Council is scheduled to meet on Monday May 23 at 6:30 with a pre-meeting work session at 6:00. The agenda has been revised to include the appointment of a new West Linn member to the Clackamas Cable Access Board under Business from the Council. Attached is Mayor Kovash's e-mail on this subject.

At the Council's work session on May 16, the Council requested some additional information about the intersection improvement project at Santa Anita and Rosemont. Attached is memorandum from City Engineer Dennis Wright on this topic and a drawing of the project.

We may also have a need for an executive session under ORS 192.660(2) (e), Real Property Transactions.

Please let us know if you have any questions.

Attachment

Jordan, Chris

From: Kovash, John
Sent: Tuesday, May 17, 2011 4:01 PM
To: Mollusky, Kathy; City Council
Cc: Wyatt, Kirsten; Zak, Teresa
Subject: RE: Clackamas Cable Access Board (CCAB)

I would like to nominate Phil Bransom to the CCAB and hope this nomination may be acted upon during the May 23rd council meeting.

John

 Mayor John Kovash
jkovash@westlinnoregon.gov
West Linn Mayor
22500 Salamo Rd
West Linn, OR 97068
P: (503) 657-0331
F: (503) 650-9041
Web: westlinnoregon.gov

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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Mollusky, Kathy
Sent: Tuesday, May 17, 2011 1:42 PM
To: City Council
Cc: Wyatt, Kirsten; Zak, Teresa
Subject: Clackamas Cable Access Board (CCAB)

Council –

Mr. Richard Marlow resigned from the CCAB, I've attached his resignation.

Also included is Mr. Phil Bransom's application – previously sent to Council. If I recall, Council was impressed with Mr. Bransom. With Mayor Kovash's approval, I can add to next Monday's agenda, under Business from the Council - appointing Mr. Bransom to the CCAB.

Let me know!

Kathy

Kathy Mollusky, City Recorder
Administration, #1430

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

Memorandum

Date: May 18, 2011

To: Kirsten Wyatt, Assistant City Manager

From: Dennis Wright, City Engineer

Subject: Santa Anita Widening Project Questions

Purpose:

To provide responses to issues raised at the City Council May 16, 2011 work session regarding the Santa Anita Widening project.

Background:

Three issues were raised during discussion of the Santa Anita Widening project. Each question and its response is provided below:

Transportation SDCs for Rosemont Crossing development

Rosemont Crossing contains 22 lots. Six lots have been issued to date resulting in a total Transportation SDC collection of \$6,694. At the new rates which become effective July 1, 2011, the remaining sixteen lots will generate an additional \$121,664 in Transportation SDC funds. There are sufficient Street SDC funds to fund the SDC portion of the Santa Anita Widening project.

What do you mean by 'existing road widening' in the memo?

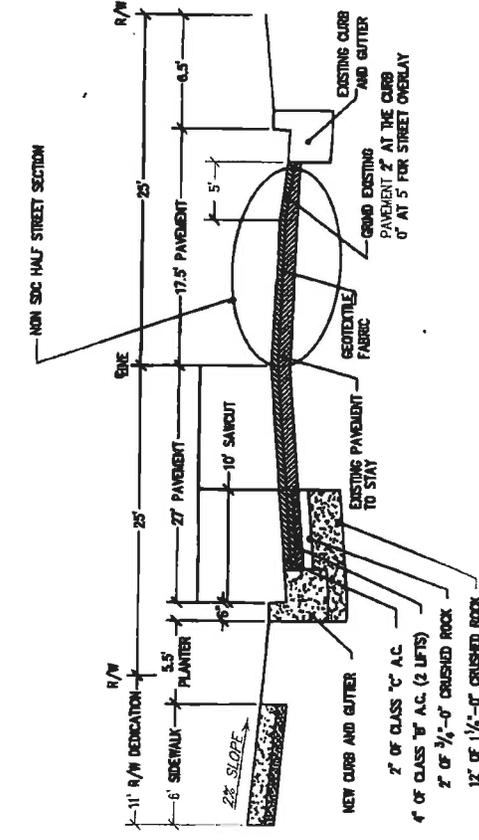
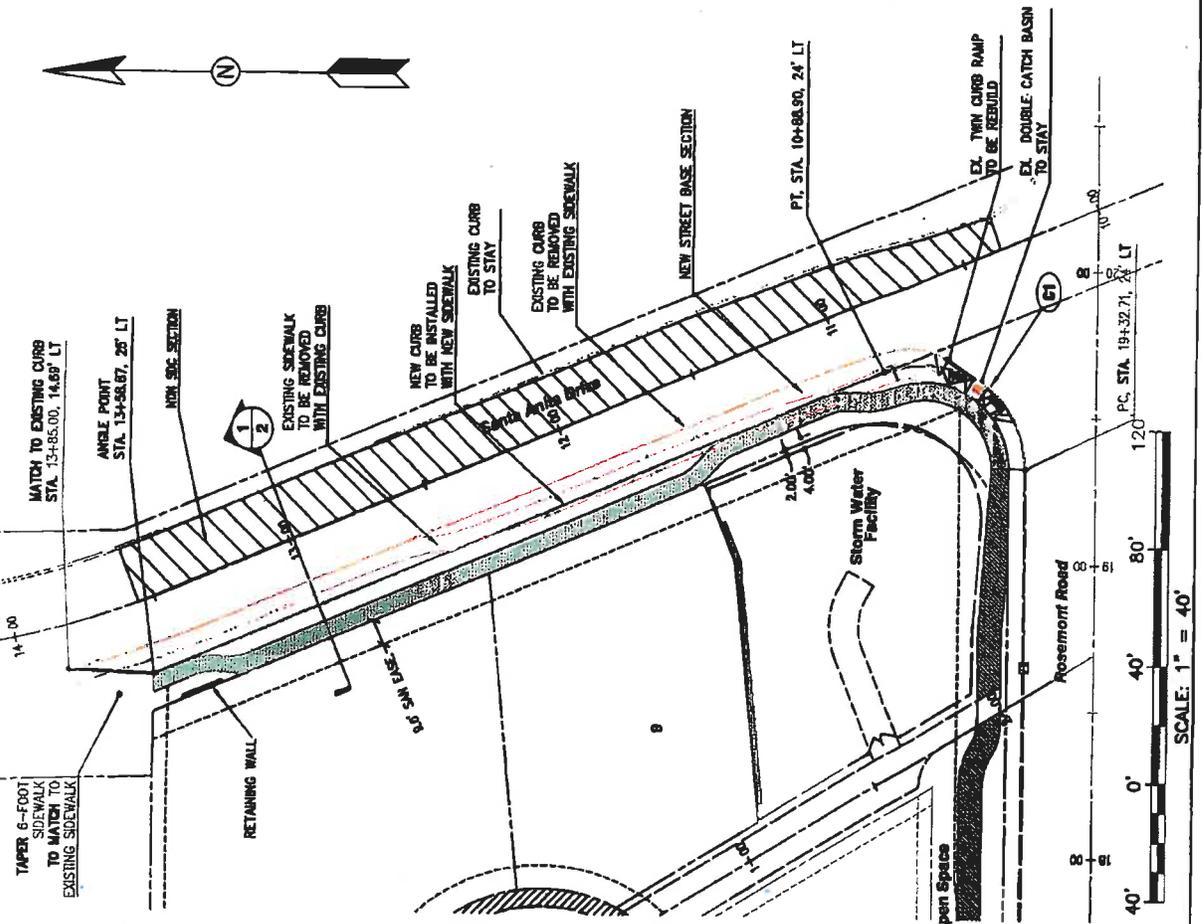
Please accept my apology. The sentence in question should read:

"The project consists of removal of existing *pavement*, street widening, installation of new curb, sidewalk, pedestrian ADA ramp, two bike lanes and turning lane."

Please provide a drawing of the project

A drawing of the project is attached. The engineer has circled the portion of the improvements that are not Street SDC funded and consist primarily of a pavement overlay. The remainder of the project will be funded from the Street SDC Fund. Allocation of project cost is as follows: Street Fund - \$11,254, and the Street SDC Fund - \$93,851.

Cc: Gene Green



SANTA ANITA DRIVE
 TYPICAL STREET SECTION
 SCALE: NTS

NOTES:

- 1 WIDTH OF THE SIDEWALK, PLANTER AND PAVEMENT IS SHOWN AS A TYPICAL AND IS A SUBJECT TO FIELD VERIFICATION BY PROJECT MANAGER.
- 2 ALL SURVEY STAKING TO BE DONE BY THE CONTRACTOR. TOP OF THE NEW CURB TO MATCH TOP OF THE EXISTING CURB.

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	35.00	58.94	52.74	58.32	N70°37'12"E	112°51'24"

CURB RETURN DATA

C1	PC, STA. 19+32.71, 24' LT
	ROSEMONT ROAD
	GUT. = 673.72
	1/4 GUT. = 673.27
	1/2 GUT. = 672.88
	3/4 GUT. = 673.94
	1 GUT. = 675.20
	PT. STA. 10+88.90, 24' LT
	SANTA ANITA DRIVE

