



City of Tigard Special Joint Tigard/Lake Oswego City Council - Minutes

TIGARD CITY COUNCIL

MEETING DATE: July 12, 2010 – 6:30 p.m.

MEETING LOCATION: City of Tigard – Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

6:30:25 PM Mayor Dirksen called to order the Joint Meeting of the Tigard and Lake Oswego City Councils.

Roll Call:	Present	Absent	Present	Absent
Mayor Dirksen	x		Mayor Hoffman	x
Councilor Henderson	x		Council President Johnson	x
Councilor Webb	x		Councilor Jordan	x
Council President Wilson	x		Councilor Hennagin	x
Councilor Buehner	x		Councilor Olson	x
			Councilor Moncrieff	x
			Councilor Tierney	x

Pledge of Allegiance

Council Communications & Liaison Reports - none

Call to Council and Staff for Non-Agenda Items -none

1 WATER PROJECT BRIEFING - LAKE OSWEGO/TIGARD PARTNERSHIP

Tigard Public Works Director Koellermeier introduced this item. He turned over the presentation to Project Director Joel Komarek who presented a PowerPoint slide show on the Lake Oswego/Tigard Water Partnership.

6:35:14 PM Project Director Komarek discussed cost savings, operating budget and the program status. He said they are coming to the conclusion of the Project definition Phase, and are updating the project and program costs that were developed as part of the Carollo Report. A budget cost estimate update is scheduled to come before each Council in early September.

Terry Buckholz described the collaborative process with environmental resource agencies. She said their first meeting will be tomorrow and they will present the program definition, list all the projects and identify which areas have potential impact. She said their next meeting will be in November to review methods and data relating to each program component. She said resources agencies would be most interested in the impacts of withdrawal of water from the river. She said there are some cultural resources in the project area and there will be groundwork to help identify and avoid those resources or, if this is not possible, mitigate the impacts. She described the water rights process and gave an update on permitting.

6:38:00 PM Brown & Caldwell Consultant Holland showed aerial views of each phase of the project and pointed out differences between now and the original report prepared by Carollo. Notable differences in the Intake Pump Station in Gladstone are an access bridge, surge tank and other improvements in the river to protect fish and prevent erosion. He said the existing Water Treatment Plant has the biggest area of differences from the original report, including the need for a larger building and a mechanical solids dewatering system. Standby power was not in the existing plan but is necessary for reliability. The existing sedimentation basin will be replaced.

The finished pipeline alignment is largely the same as in the Carollo report. One option under evaluation is upsizing the pipe to a 42-inch pipe rather than 36-inch.

There are slope stability issues at the crossing at Oswego Creek. An alignment being evaluated adds length to the pipe in this location.

The Finished Water Pipeline from George Rogers Park to Iron Mountain Blvd will follow original alignment, deviating only to avoid private property.

At the reservoir, the Carollo report envisioned a 2.5 MG storage tank but project engineers are now looking at a 3.5 MG storage tank instead. The increased size is needed for fire flows and other emergency storage. In addition, there is just one opportunity to build at this site; in the long term a third could not be added. There is also a water pressure issue at this reservoir so they are looking at building taller, as well as building back as far as possible to create a greater buffer for the neighborhood.

He said they are looking at several alternative sites at the Bonita Pump Station in Tigard which all would require property acquisition. They will hone in on this during the next phase of the program. One thing about the current site is that the City of Portland's Washington County supply line that serves Tualatin runs nearby and it is desirable to be in the vicinity for potential interconnectivity benefits.

6:54:36 PM Brown & Caldwell Consultant Persich said his water treatment presentation was a recap of a prior presentation on Water Treatment Alternatives. He discussed key water quality parameters and the advantages and disadvantages of different methods of treatment. He said the expert panel and citizen sounding board recommended consideration of ozone as well as conventional treatment.

Project Director Komarek asked the Councils for their input on treatment recommendations. He reiterated that the expert panel consensus was to go with conventional treatment and ozone and to implement that with the expansions of the plant. He said the citizen sounding board which was composed of members from both communities concurred.

7:03:44 PM Mayor Dirksen asked if Lake Oswego Councilors had any questions or comments. Lake Oswego Councilor Hennagin referred to the PowerPoint slide showing the program status budget cost estimate update. He said the margin of error makes the accuracy rate seems low. Project Director Komarek asked Consultant Holland to respond.

7:05:41 PM Consultant Holland said the Cost Estimating Association realizes that engineers take a lot of flak when their cost estimates are wrong. They also want to be proactive with policymakers so they understand that when they hear a number at the planning level or early on in the process they shouldn't think it is a reliable number without a plus/minus range of accuracy going with it. He said this cost estimate is actually presumed at a higher level of design definition than where the Lake Oswego/Tigard project currently is. He said, "We are working hard to focus on what the most critical aspects of the projects are that influence costs and focus our attention there, rather than generating plans and specs for the cost estimators to work from." He said even at 100% design the actual costs have a variance.

7:08:35 PM Council President Johnson asked if there was a significant cost savings to adding ozone now rather than later. Consultant Persich said you need to plan now to add the implementation at a later date. If this modification step is not planned for you may have to undo some things later the cost penalty is estimated to be near \$4 million. Consultant Persich said there may be extra costs in the amount of \$1-2 million in phasing the project and greater construction impact on neighbors. Consultant Holland added that as part of additional construction there would be another land use permitting process for West Linn and the uncertainty that goes along with that process.

Councilor Olson asked Consultant Persich why in earlier presentations to the Lake Oswego Council he thought they were going to go with the conventional treatment rather than ozone. She asked what changed. Consultant Persich said at that time they had only gone through two of the three workshops. In the third workshop the expert panel saw advantages to using ozone and universally said this option would be desirable. Councilor Olson asked if the reduction in the use of chlorine is significant on operating costs. Consultant Persich said what is more of a benefit is the reduction in disinfection by-products.

7:14:02 PM Councilor Tierney said the Councils are making decisions that have a long-term impact. He said for that reason and because of additional contaminants entering into our water through how we live, and the ability of ozone to treat some of these emergent chemicals, “we are on the right course.”

Council President Jordan asked what the cost differential was between preparing to add ozone later rather than now. She said she understands why Wilsonville has ozone; they have Willamette River water. She said Clackamas River water is very pure and doesn't have the things upstream that the Willamette River does. She said she agreed with Councilor Tierney that this is a long-term decision but said new technology may come along in the next twenty years that may be better than ozone.

Consultant Persich said their preliminary cost estimates indicate a range between \$10-20 million but they will be able to give a sharper estimate in September. Referring to the question about better technology, he responded that it is always out there but doesn't know when or what that will be.

Councilor Webb said, “We need to think about regulations coming at us in the future, not just the new technologies.” She commented that the DBP's are at upper levels right now and they were told at oversight committee meetings that it is critical to get those levels down.

7:18:13 PM Councilor Buehner said most chemicals that have been banned are chlorine attached to some organic chemical, and more of these are going to be banned in the future. She said she was very comfortable with the recommendation to go with ozone.

7:20:11 PM Councilor Henderson requested clarification on the 20 cents per customer per day cost. Consultant Persich said that cost is actually per household. Councilor Henderson asked if this was for operating costs only. Consultant Persich said it was for operations and amortization of the debt service.

Council President Wilson said he had questions about the overall cost. He asked, “We are already looking at a doubling of our rates. It's \$3-6 on top of what?” He asked what the impact would be on the remaining customers if the assumed population growth rate increases do not occur.

Project Director Komarek responded that there will be another opportunity to have this discussion in September with better cost estimates. Councilor Olson asked if they will bring cost estimates for both treatment options and Consultant Persich said they would.

Mayor Hoffman asked what other Oregon cities besides Wilsonville are using ozone alongside conventional filtration, and how common it is in the country. Consultant Persich said he was not sure but could get that information.

Councilor Moncrieff asked if she was correct in her understanding that an advantage of using ozone in addition to conventional treatment is that ozone reduces emergent contaminants such as endocrine disrupters and herbicides. Consultant Persich said ozone has the ability to destroy some of those molecules where conventional chlorination wouldn't even touch them.

Mayor Dirksen summarized that there is interest in continuing to study adding an ozone system but both Councils want to see the cost figures as they are firmed up.

7:28:06 PM Clark Worth represented Jane Heisler who was unable to attend. He gave an update on public information efforts, saying most of the recent focus had been on the treatment decision. He introduced members of the citizen sounding board who were present: Ken Henschel and Mike Stone from Tigard, and Bruce Brown from Lake Oswego, noting that sounding board members concurred with the recommendation of the expert panel. Future public information was discussed. Rate increases will be discussed in September with both cities. Councilor Henderson said he attended the June 24 open house and it was excellent.

7:35:15 PM Dick Winn, Chair of the Intergovernmental Water Board (IWB) said, "We are part of Tigard and are in the chain of command, for example, we recommend water rates to the Tigard City Council." He said the IWB service area includes Tigard, Durham, King City and some areas of unincorporated Washington County and they would like consideration that they exist.

2. PACIFIC HIGHWAY VISION PRESENTATION

7:38:37 PM City Manager Prosser gave Lake Oswego Council and staff some background on this project. He said a major effort on this side of the freeway is the southwest corridor high-capacity transit study. He said Tigard has been looking at ways to address Pacific Highway traffic, the number one issue for Tigard residents for years. He said Tigard has gone through a visioning process to consider what is possible in this corridor. At the same time, a high-capacity transit study is just now underway at Metro and light rail is a strong possibility in this corridor although no final decision has been made.

City Manager Prosser said Tigard developed a vision for Pacific Highway in conjunction with the University of Oregon School of Architecture. He said he and Mayor Hoffman discussed how sharing information about this process and Lake Oswego's alternatives analysis and other work with the trolley would be beneficial to both cities.

7:41:15 PM Community Development Director Bunch presented a PowerPoint on the visioning project. He said studies found that latent demand would fill any additional lanes on Pacific Highway. He said, "We could not build our way out of this problem." He said in January, 2009, the City of Tigard and University of Oregon Portland Architectural Laboratory worked together on a vision for Pacific Highway.

He said they found that 99-W/Barbur/Pacific Highway was the most feasible route for high-capacity transit. Metro is studying an I-5 corridor refinement plan which stretches from Portland to Sherwood. A document was produced showing a visualization of how the Tigard portion of the Pacific Highway corridor could be transformed by high-capacity transit.

He said Pacific Highway cannot function well due to its congestion. An opportunity arises to take the uses along 99W and shape them to be more convenient and accessible, reflecting changing demographics and markets and recognize the need for alternative transportation. He said only one-tenth to one-quarter of the area along Pacific Highway is built on; it is not very dense. He said the area called the Tigard Triangle has the most potential for transformation by high-capacity transit; however land use changes there would run up against ODOT's Transportation Planning Rule. He noted that a developer asked to build an eight-story building years ago in Tigard and they had to be told no because it was against the constraints of the transportation capacity. Community Development Director Bunch said high-capacity transit is essential to begin to solve these problems, as well as some state policy changes.

Community Development Director Bunch talked about the twenty-foot wooden model made by the students that describes volumetric transformation. He said Tigard did a lot of computer simulation using the latest technology. The model shows how high-capacity transit will help solve Transportation Planning Rule issues in the Tigard Triangle. In the Central/Viaduct area, redevelopment presents the greatest opportunity to present a sense of place for Tigard. South Tigard is the newest area, is more residential, and has very poor street connectivity. This is the area where the new urban concept and urban reserves are located.

City Manager Prosser noted that lead professor Hans Joachim Neis has been invited to do a presentation on this vision at an international conference in Germany next month. He said corridor redevelopment is a worldwide problem and this is the one of the first corridor studies.

8:03:18 PM Mayor Dirksen said several years ago Council wondered how to deal with the massive congestion along Pacific Highway and commissioned a congestion study with ODOT, the goal of which was to compile a list of projects to improve traffic flow. He said Tigard and ODOT came up with some intersection improvements what are underway right now on 99W/Hall and on 99W/Greenburg, with future improvements planned as money becomes available for the intersection at 99W/McDonald/Garde, and at Dartmouth Street. He said what we learned looking at the regional transportation plan and urban and rural reserves was that you can't look at transportation without talking about land use and you can't look at land use without talking about transportation. Mayor Dirksen said he was favorable to a route running high-capacity transit through the Tigard Triangle but parallel to Pacific Highway so it does not create too much impact on existing right-of-way capacity.

Councilor Jordan commented on the greening up of the central viaduct corridor and its shorter timeframe and asked if some of this work was in progress now. Mayor Dirksen replied that Tigard is working with Washington County's Clean Water Services on improvement and enhancement of the Fanno Creek corridor, as this area was identified as downtown Tigard's best feature.

Council President Wilson asked for an opportunity to put the Pacific Highway Vision document into perspective. He said the purpose was to teach the students and he sees it not so much as the City's vision, but as a collection of the vision of many students. He said some of the ideas are more practical than others and it is a tool that Tigard can draw from as we move forward.

Community Development Director Bunch added that the importance of this project is to enhance the viability of our single-family homes. He said in order to accommodate growth in the community we need to manage the upcoming changes. By concentrating growth in these areas and providing urban amenities, we create a more vibrant community for everyone and maintain the integrity of our residential neighborhoods.

3. LAKE OSWEGO TROLLEY ALTERNATIVE ANALYSIS DEIS BRIEFING

8:10:58 PM Mayor Hoffman gave an update on the Lake Oswego Portland Transit Project (LOPT). He noted that Tigard and Lake Oswego have a lot in common; Highway 99W is where Highway 43 is predicted to be in 2035. He also noted similarities in Tigard reclaiming natural resources along Fanno Creek and in the Triangle and work that is being done in Lake Oswego to reconnect with the river.

He said the Lake Oswego Portland Trolley is a corridor as well as a center development and the purpose is to improve future transit capacity in the Hwy 43 corridor between Lake Oswego and Portland.

He presented a PowerPoint slide show on the LOPT which spans a timeframe to 2035. He said Lake Oswego will be involved with multiple jurisdictions and agencies. Options being discussed are enhanced bus, streetcar or no-build. He said the streetcar would leverage the Willamette Shore Line rail line right-of-way that has been in existence since the 1920's. A no-build alternative is a basis for comparison of the Enhanced Bus and Streetcar options.

Mayor Hoffman said challenges they face are the replacement of the Sellwood Bridge, right-of-way issues in Dunthorpe/Riverdale and the closeness of streetcars to existing houses. He said they are looking at Foothills Redevelopment to enhance access to the Foothills Park from downtown Lake Oswego. They will be looking at creating a new urban renewal district, adding to an existing urban renewal district or other financing options. There is a study underway to determine means to overcome the issues of sewer treatment, flood zone, access and ODOT's Transportation Planning Rule.

Council President Wilson asked, “Why a streetcar and not light rail?” Lake Oswego Mayor Hoffman said that was because of the age of the tracks and there is only a single-track in many places.

8:34:05 PM Councilor Buehner asked if the City has received any pushback from people living near the streetcar. Mayor Hoffman said they have received pushback from Portland condo owners in Dunthorpe who have raised concerns regarding the closeness of streetcars to their homes. Council President Johnson said the Streetcar Project has one person devoted to talking with homeowners and working together with neighborhoods.

Councilor Henderson referred to the potential of a light rail terminus in the downtown area. He asked if Lake Oswego’s streetcar would terminate in a parking lot that requires bussing people from there. Mayor Hoffman responded that they propose two Park and Ride lots. He said there is also room for further development in that terminus area as well as ways to bring in more bus service.

4. PRESENTATION OF FIRST-TIER SUBURBS DEMOGRAPHICS

8:40:21 PM Community Development Director Bunch noted that Portland State University compiled a report comparing first-tier suburbs demographic data. He said, “We found interesting similarities between the two communities. Travel characteristics in both communities are similar and emphasize the need for multi-modal transportation.” He said both Lake Oswego and Tigard have a low percentage of families living in poverty as well as those occupying their current residence for less than one year. Tigard has the second highest median household income (below Lake Oswego). Community Development Director Bunch shared some demographic similarities between Beaverton and Tigard and Portland and Tigard.

Councilor Olson asked about Tigard’s population and what the recent population growth is. Community Development Director Bunch said Tigard’s population is 47,000 which grew by 1%. He said Tigard’s greatest growth was in the 1980’s but the City is now landlocked and approaching build-out. Mayor Dirksen said the City is down to 400 acres of buildable land. City Manager Prosser noted that Tigard’s daytime population is close to 100,000 due to Washington Square and other employers.

Councilor Jordan said Tigard and Lake Oswego’s partnership over water could lead to a future Center between Tigard and Lake Oswego. Council President Wilson remarked on the proximity of Kruse Way to the Tigard Triangle. Mayor Dirksen said that while there has certainly been a drop in residential development during the recent economic conditions, Tigard has not seen as big a drop in commercial development.

8:56:44 PM Mayor Dirksen thanked the Lake Oswego Council and staff for attending the joint meeting. He said the cities have much in common and he looks forward to working together. Councilor Buehner said she would like the two councils to meet on a regular basis.

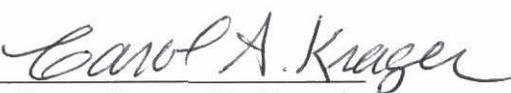
5. COUNCIL LIAISON REPORTS

8:52:07 PM Mayor Dirksen commented that he sits on the League of Oregon Cities Transportation Committee and the League has made the disconnect between land use and transportation planning rules a top priority.

Councilor Henderson asked Councilor Tierney about a recent conference he attended. Councilor Tierney said he was on the National League of Cities First Tier Suburbs Steering Committee. He said their meeting in Dallas discussed a number of topics including regionalism, retail, transit-oriented development, neighborhoods, and the future. He said the Committee toured transit-oriented development in Texas. He is scheduling a slide show for a Lake Oswego Council Meeting in August. In response to a question from Councilor Buehner, he said the light rail goes underground in downtown Dallas.

6. NON AGENDA ITEMS - none

7. ADJOURNMENT 8:56:44 PM Mayor Dirksen thanked the Lake Oswego Council and staff for attending the joint meeting. He said the cities have much in common and he looks forward to working together. Councilor Buehner said she would like the two councils to meet on a regular basis. 8:57:31 PM Councilor Webb moved for adjournment and Councilor Buehner seconded the motion. All voted in favor.



Carol A. Krager, Deputy City Recorder

Attest:



Mayor, City of Tigard

Date: Oct. 12, 2010

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