

March 18, 2015

Chair Clem and Committee Members:

As the Chair of the Stafford Land Owners Association (SLOA) our members are very supportive of HB3211. Stafford has been in and out of the UGB, an Urban Reserve, out of the Urban Reserves, involved in the Metro Remand resulting from the West Linn/Tualatin Law suit ---- a political mess for over 20 years.

HB3211 will affirm the Metro decision for Stafford to be designated an Urban Reserve, which will result in the West Linn and Tualatin law suits to be dismissed and the remand issue resolved. Once designated an Urban Reserve, Stafford will be eligible to receive Construction Excise Tax funds funds in order to properly plan Stafford. The SLOA had offered a suggested compromise for all of Stafford, which allowed some areas to remain in low density. Other areas of Stafford, when properly planned can be the center point of badly needed employment land and the required supportive housing element. Clackamas County was not part of the Grand Bargain as was Washington County. The county and the region will benefit from affirming the Metro decision to make Stafford an Urban Reserve.

The SLOA contracted with nationally recognized planning company, John Fregonese and Associates to formally study Stafford. His report details the number of developable acres of those landowners he refers to as "THE WILLING" and those who do not want development. The projected tax base for only the land classified as "THE WILLING" is over 2.7 billion dollars. The center point of his plan is the employment opportunities along the interchange of Stafford Road and I -205. I have attached a copy of the Fregonese and Associates Report.

I also had attached a copy of a proposed Traffic Study, that was prepared by John Fregonese and Associates. The Clackamas County Business Alliance has asked the county to fund this study. The study would not only identify traffic issues, but solutions to the traffic that would be generated by Stafford being developed. The study would also provide information as to how much development of employment land and housing could occur in Stafford without creating traffic problems that could not be solved.

The alternative to HB3211 is to continue the controversy and lack of action in Stafford. For over twenty years there have been discussions on what to do with the area. It is time to start the planning, with Metro, Clackamas County, Tualatin, West Linn and Lake Oswego.

The SLOA fully supports HB3211 and look forward to participating in planning this area.

Sincerely

Herb Koss

Chair of the SLOA

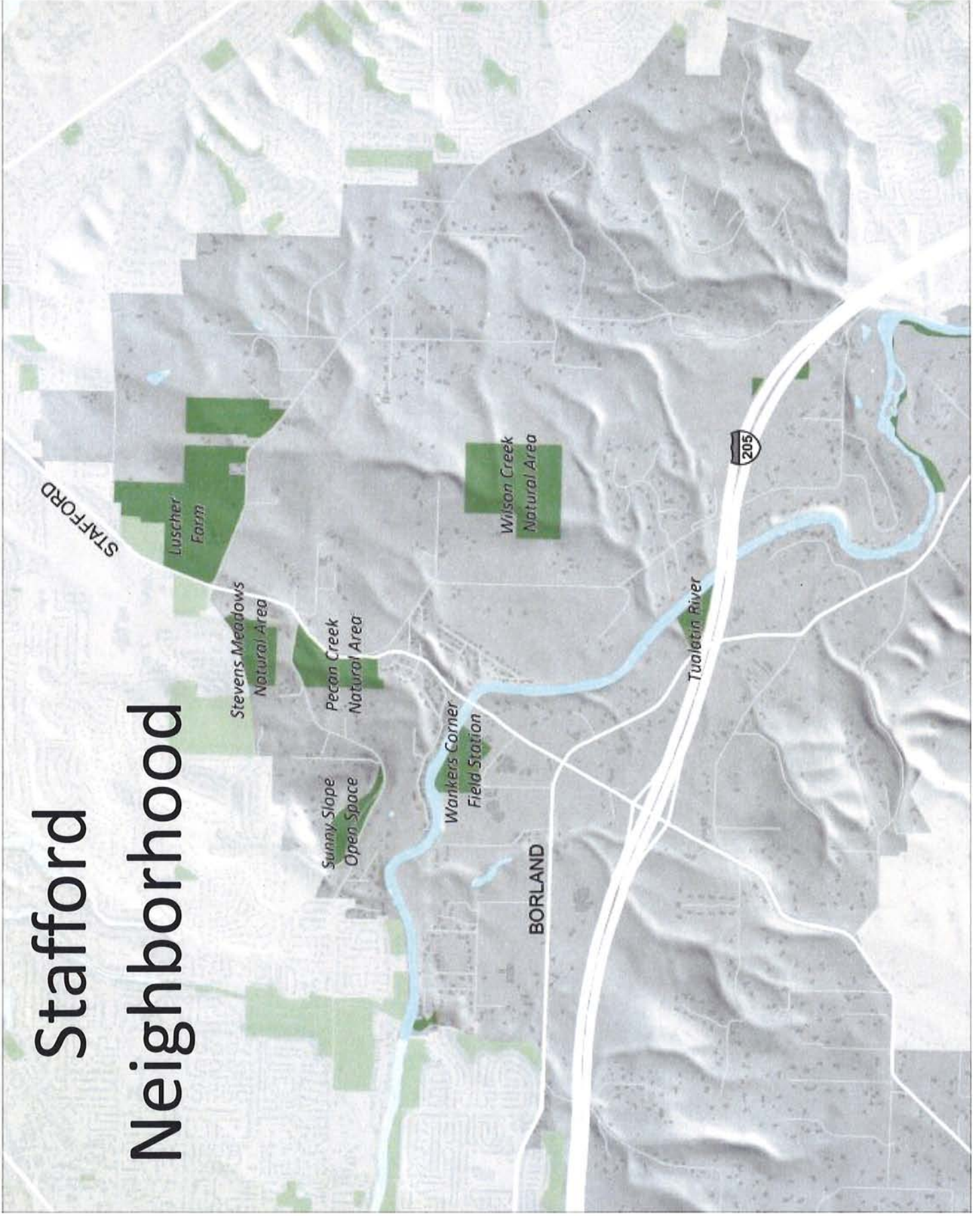
Encl: John Fregonese Stafford Planning Information

Traffic Study Proposal - Stafford

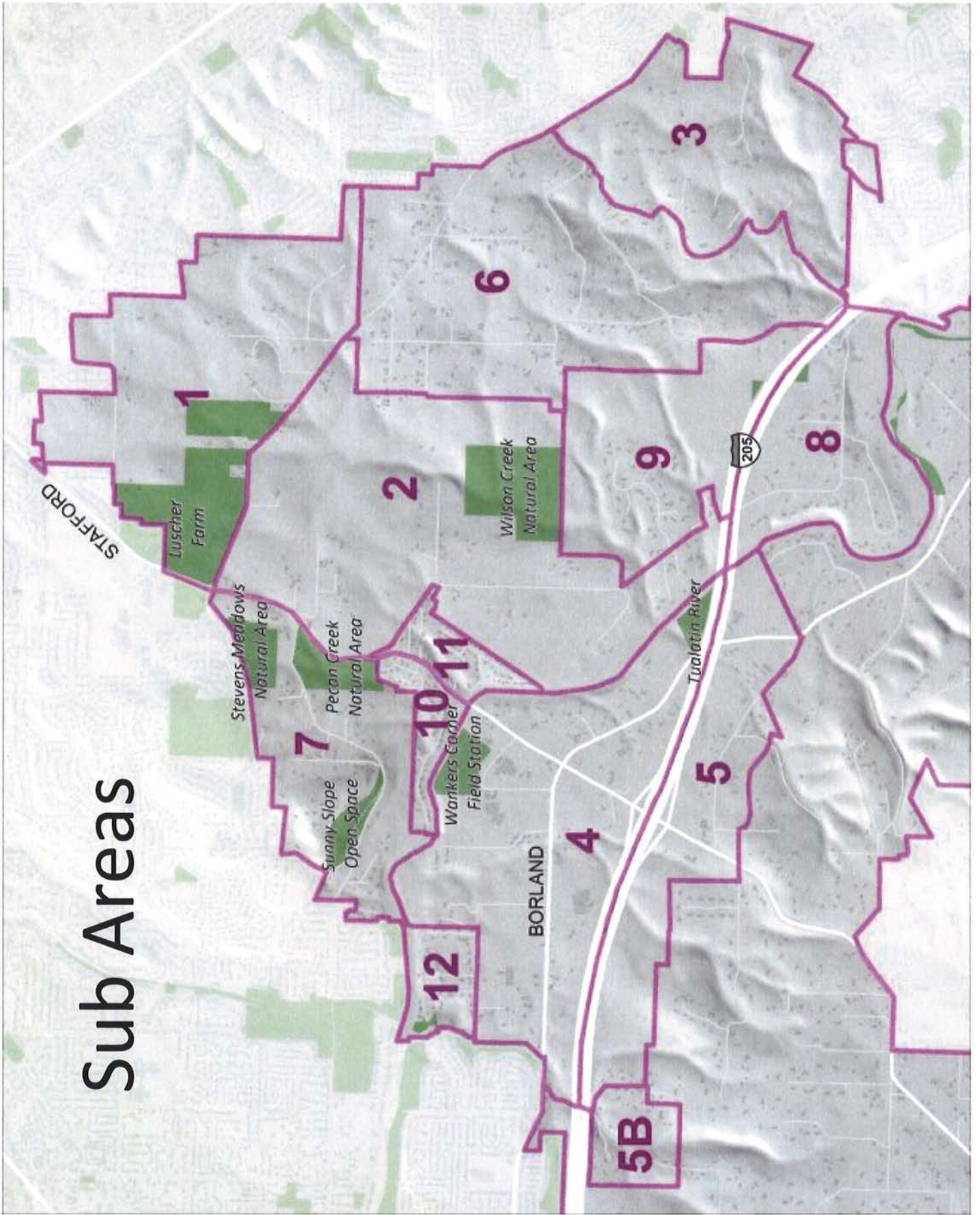
Scenario Concepts and Evaluation for the Stafford Basin Urban Reserve Area



Stafford Neighborhood

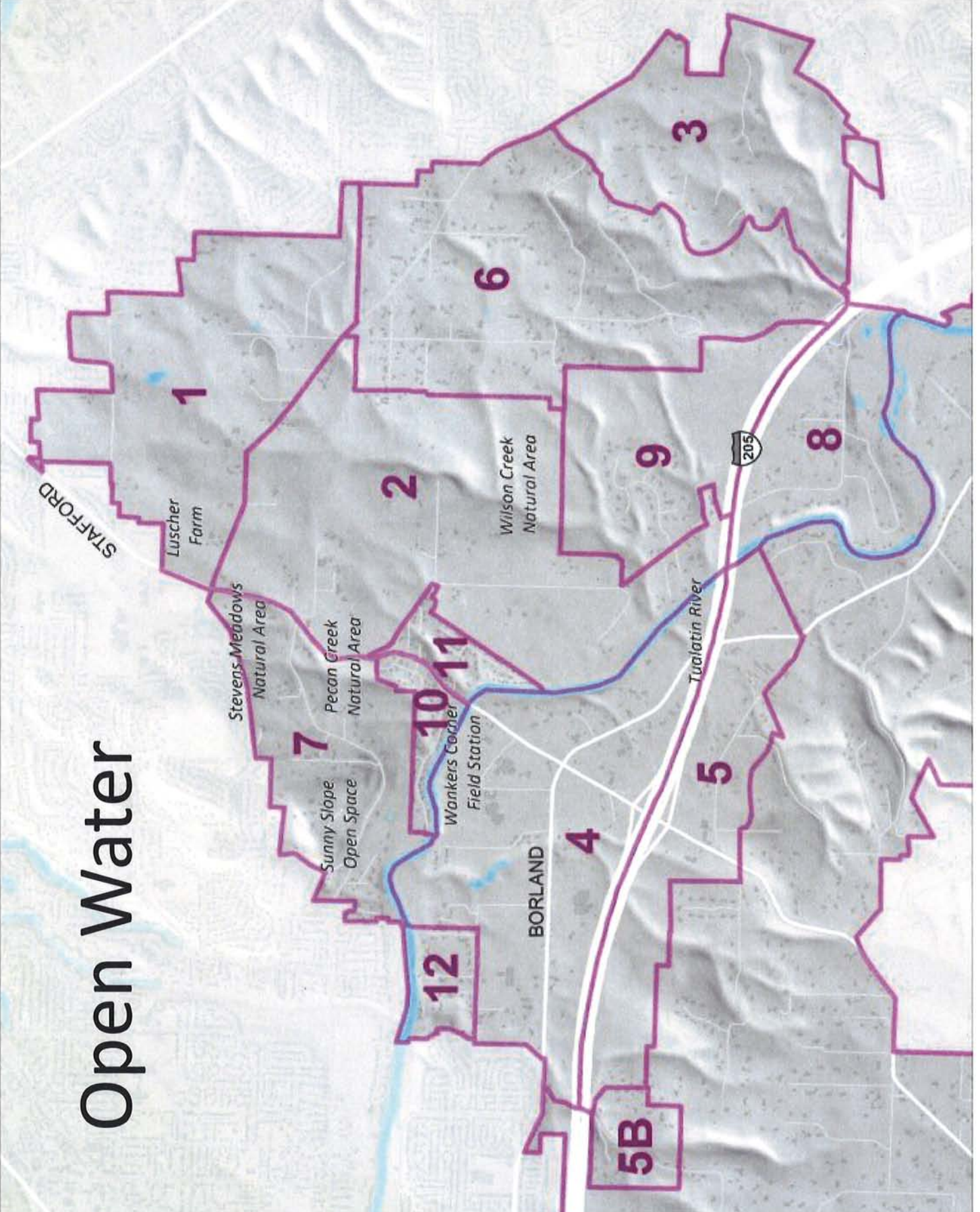


Sub Areas

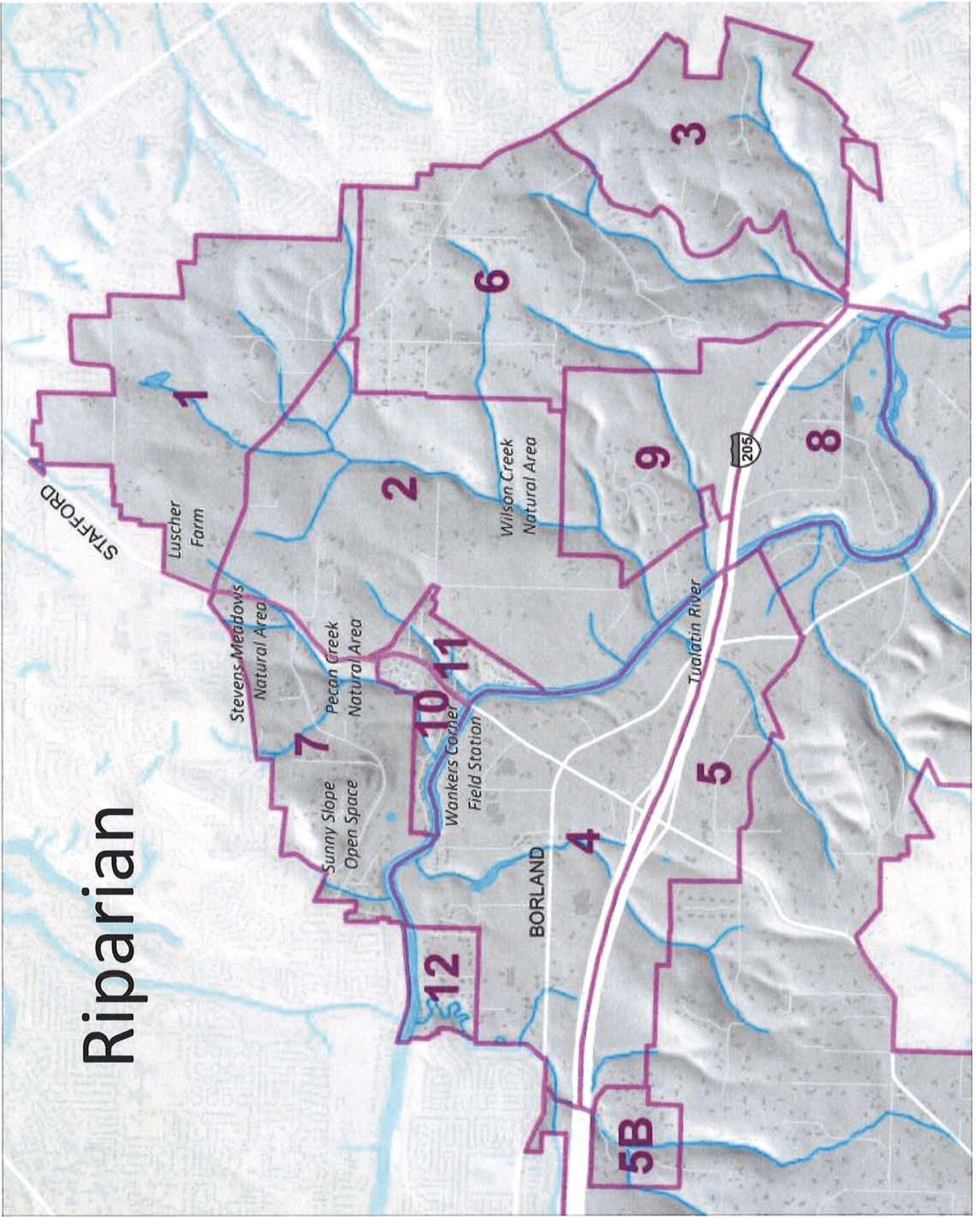


Subarea	Acres
1	411
2	766
3	370
4	605
5	331
5B	66
6	673
7	308
8	264
9	298
10	52
11	53
12	62
Total	4359

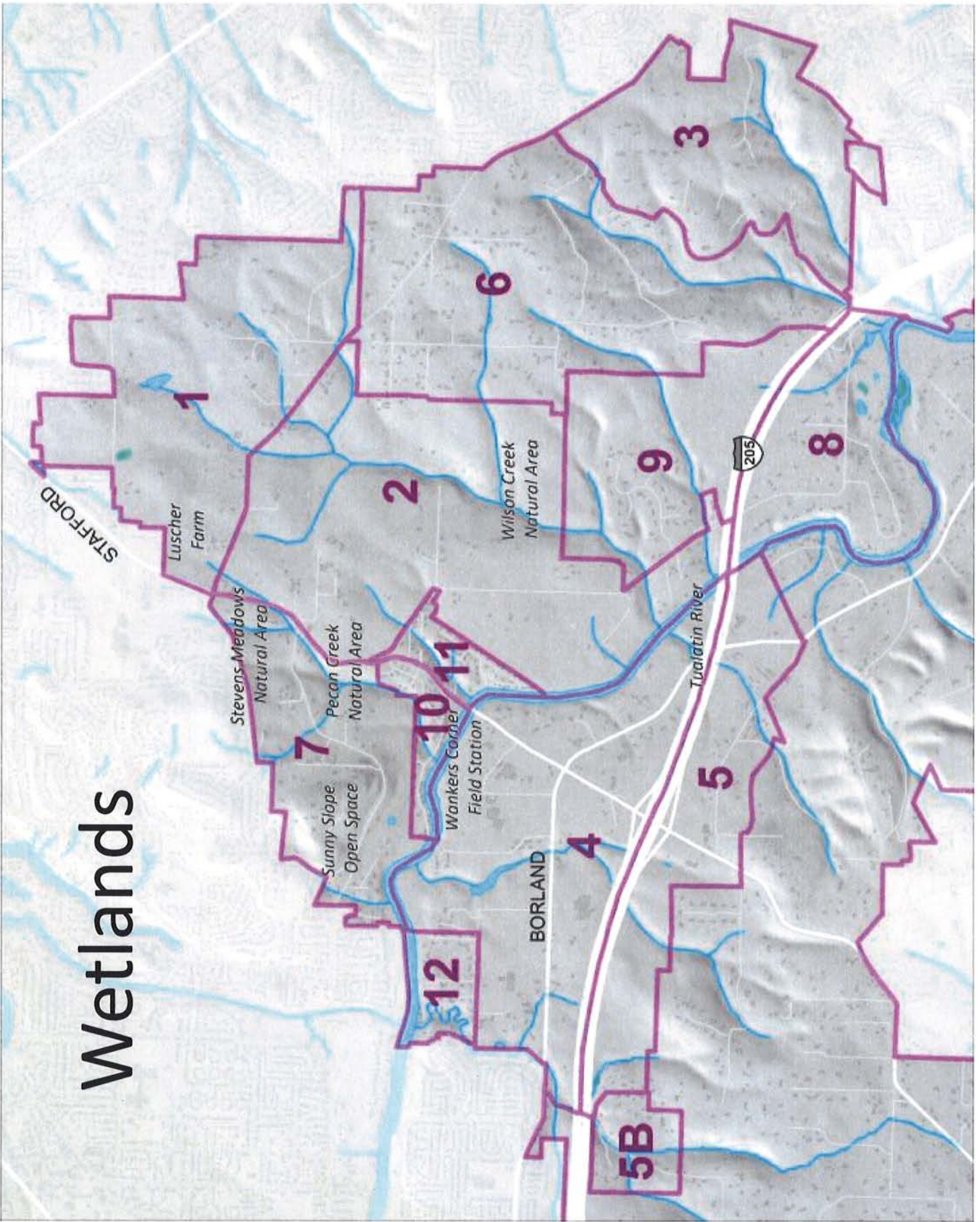
Open Water



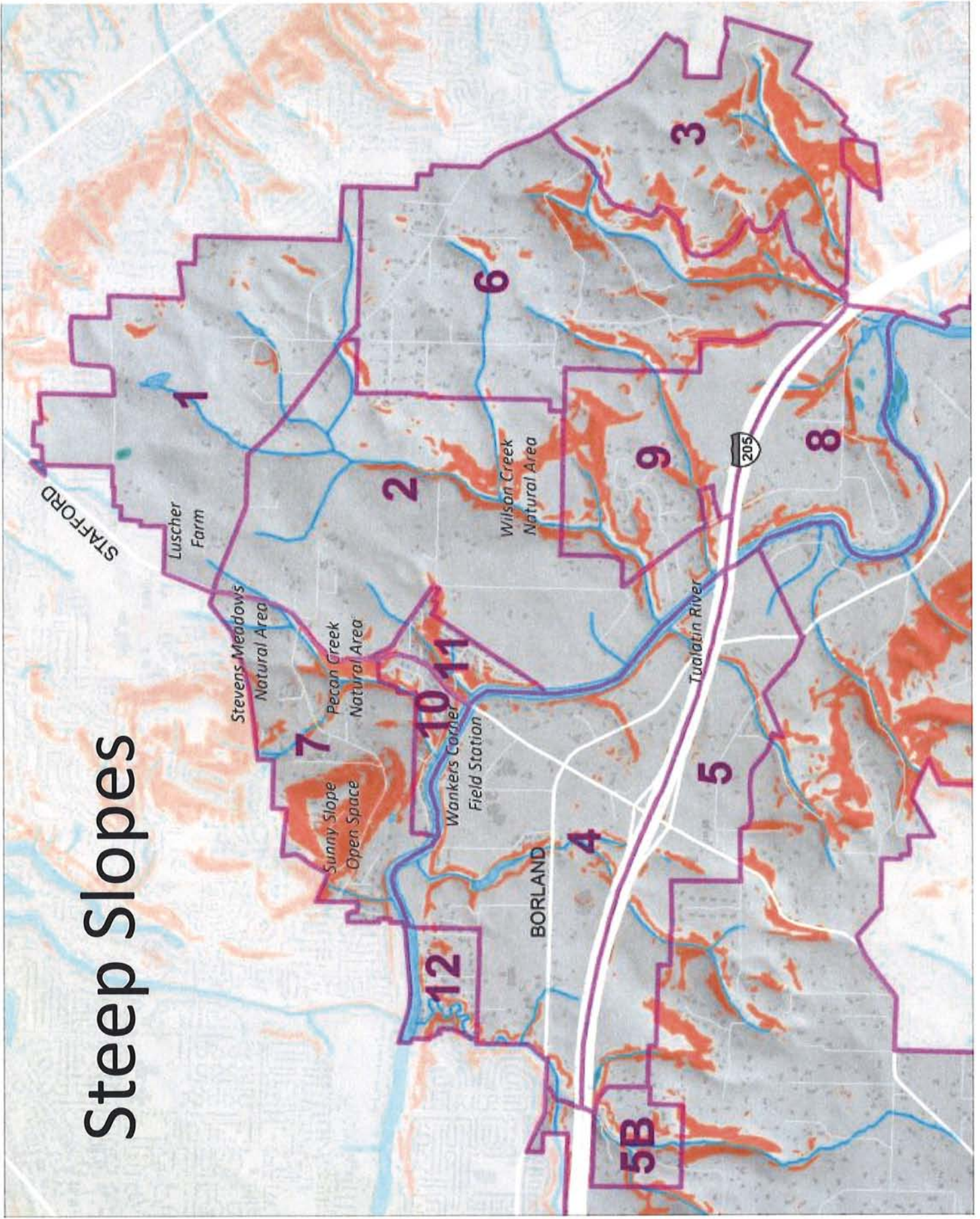
Riparian



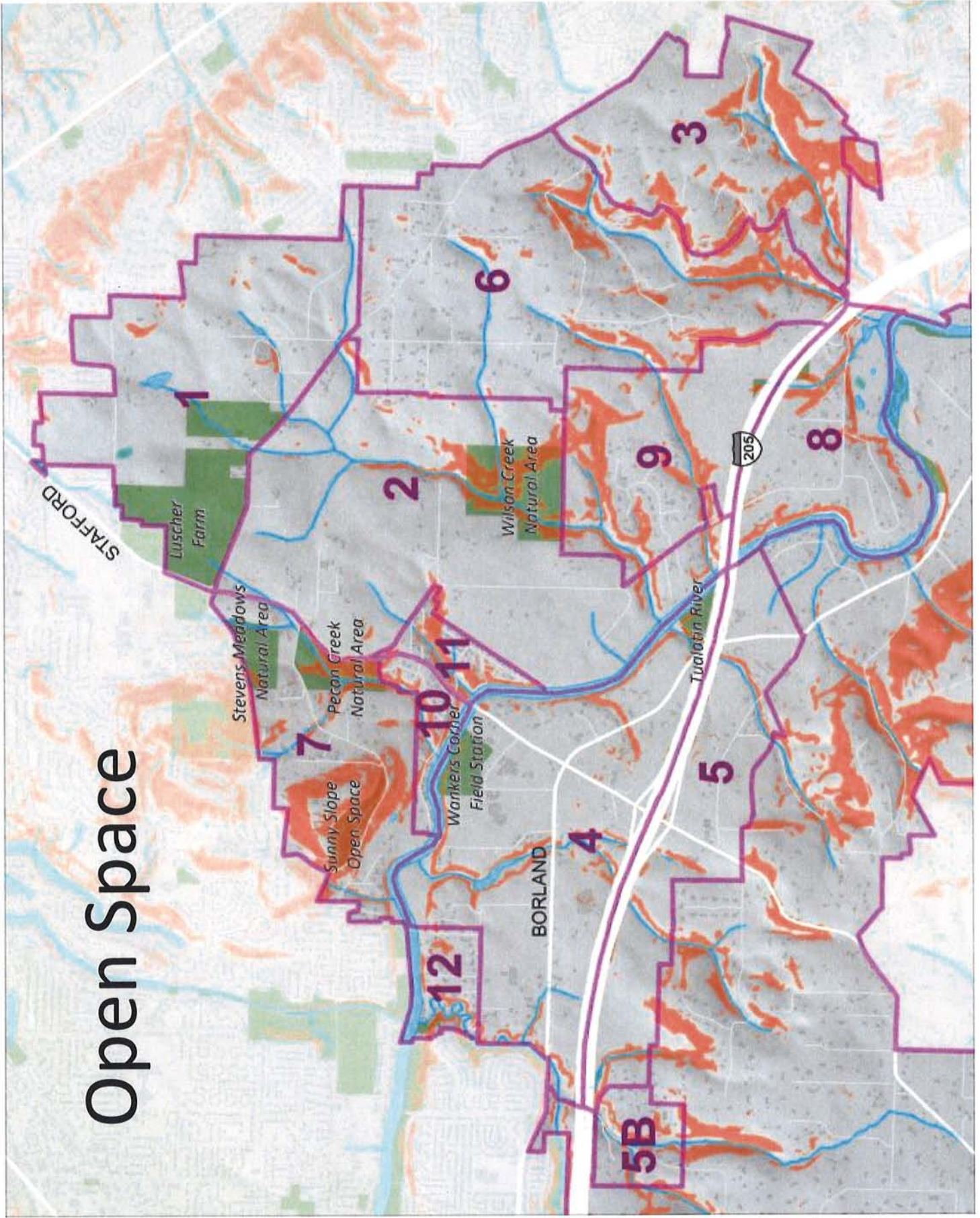
Wetlands



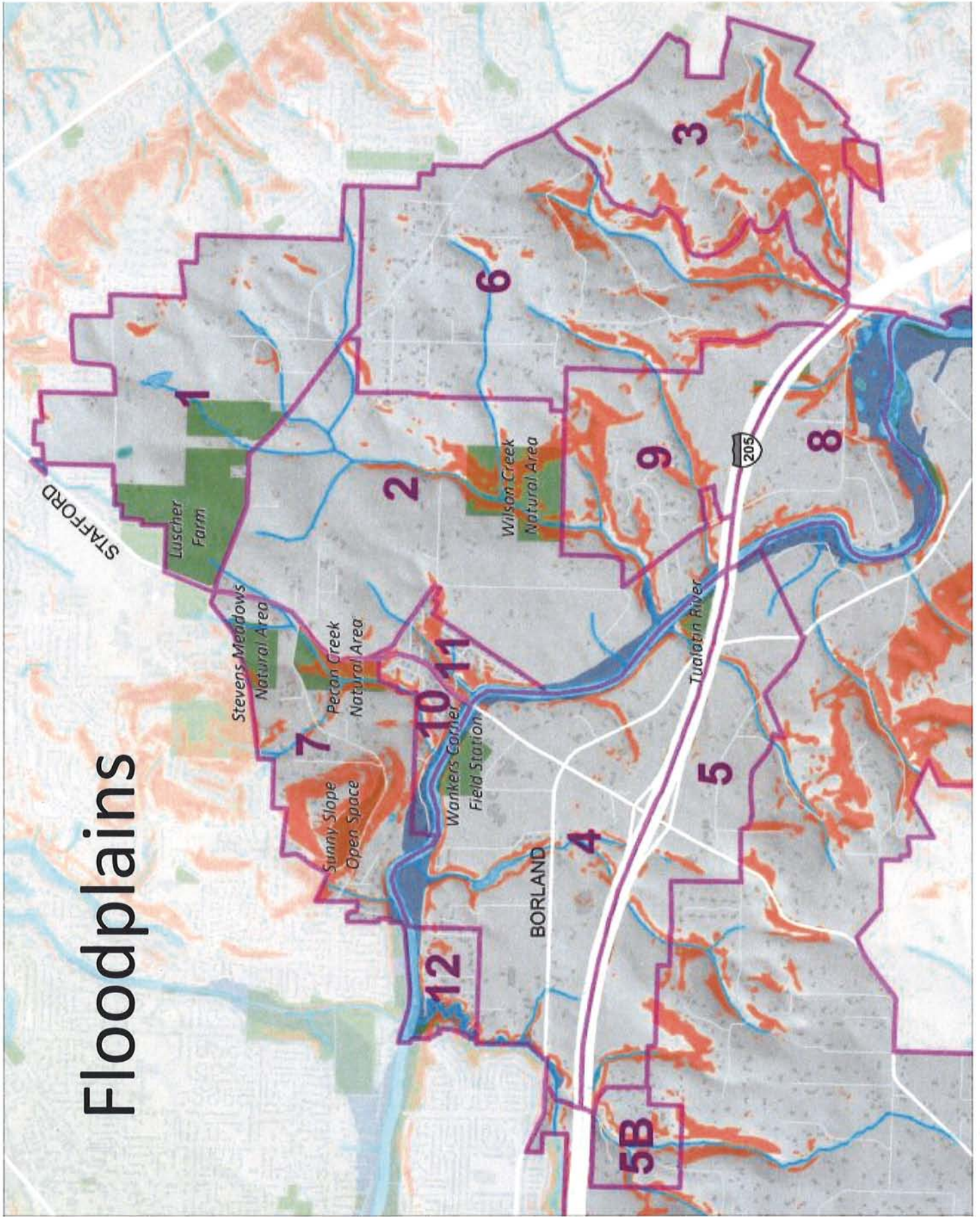
Steep Slopes



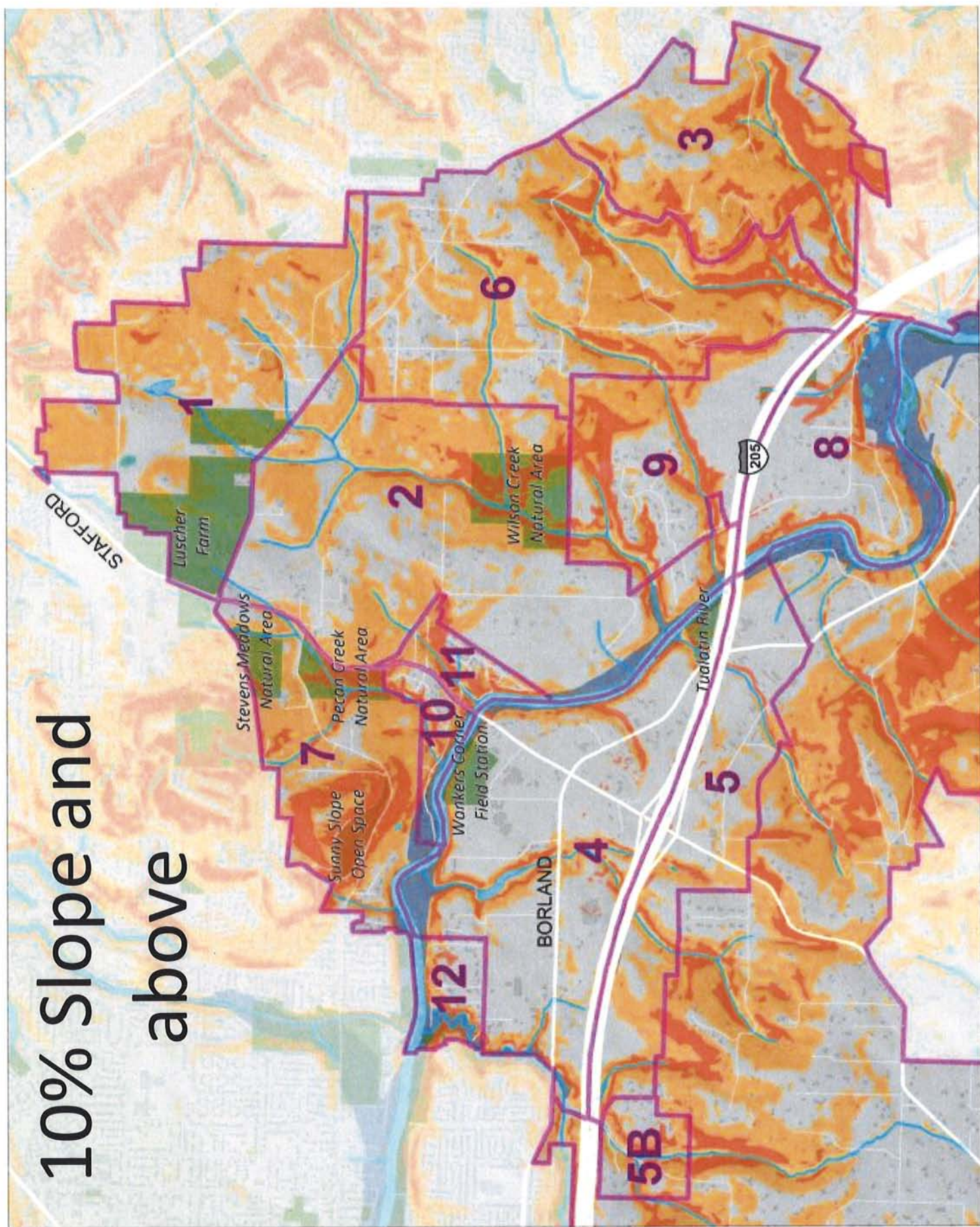
Open Space



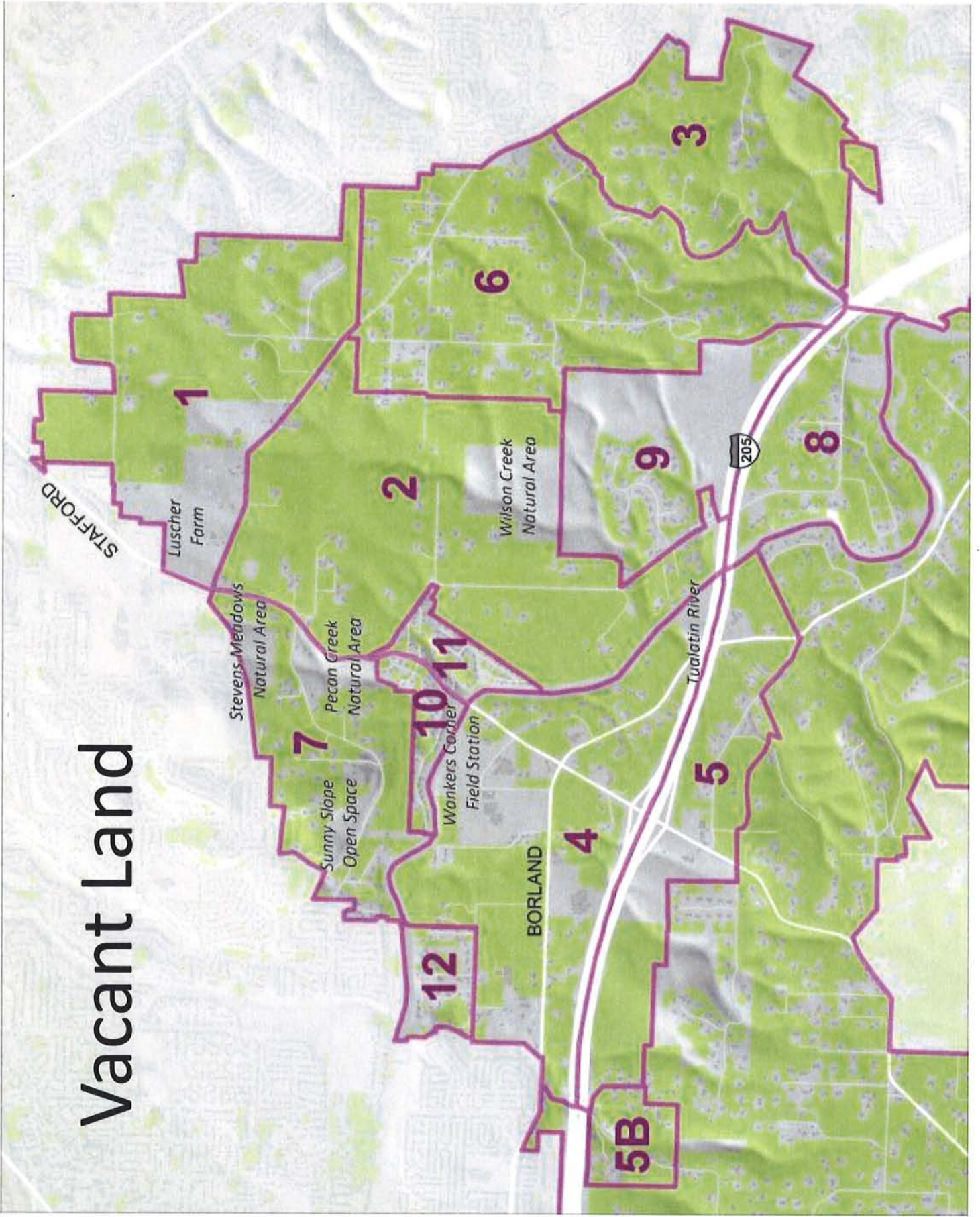
Floodplains



10% Slope and above

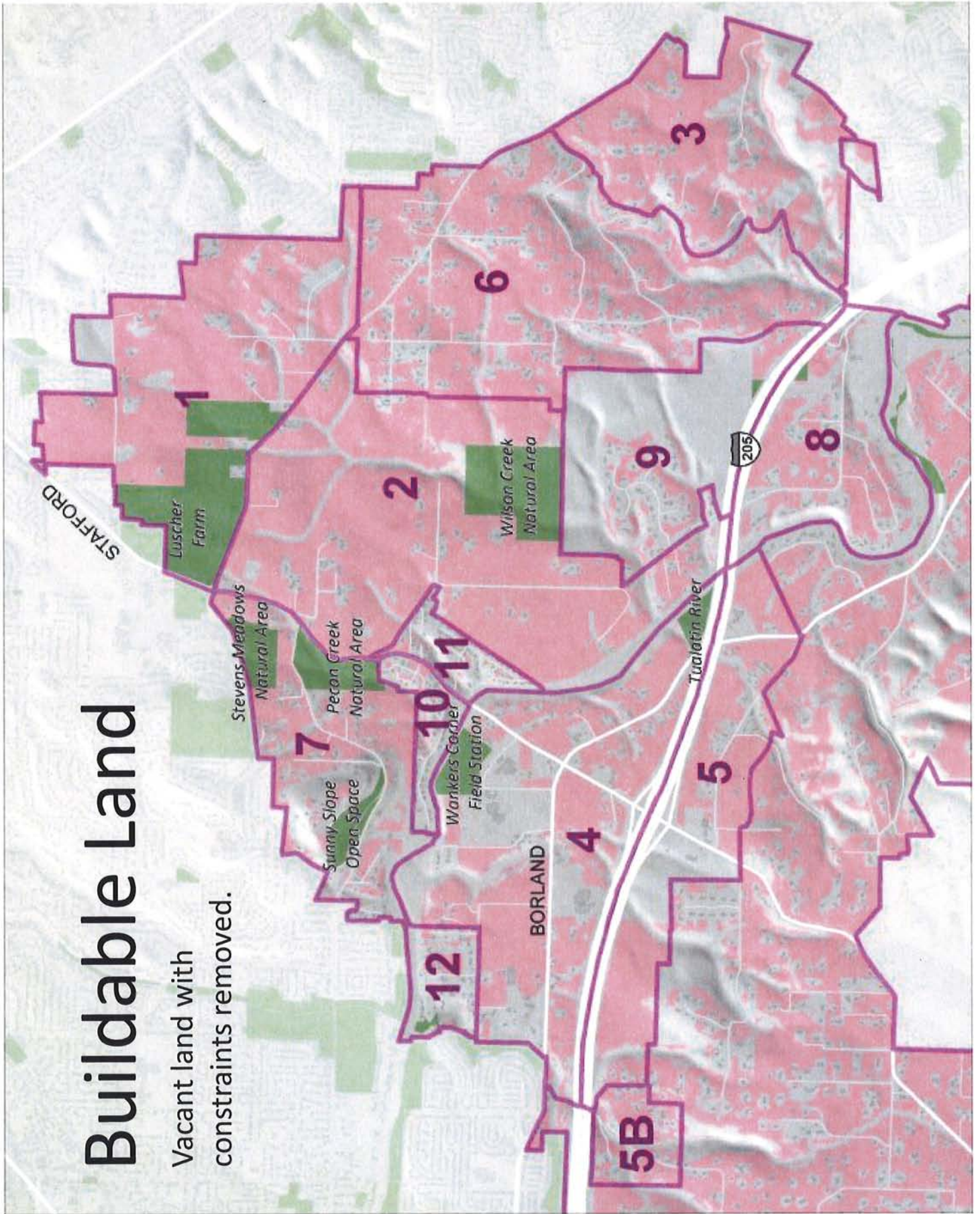


Vacant Land



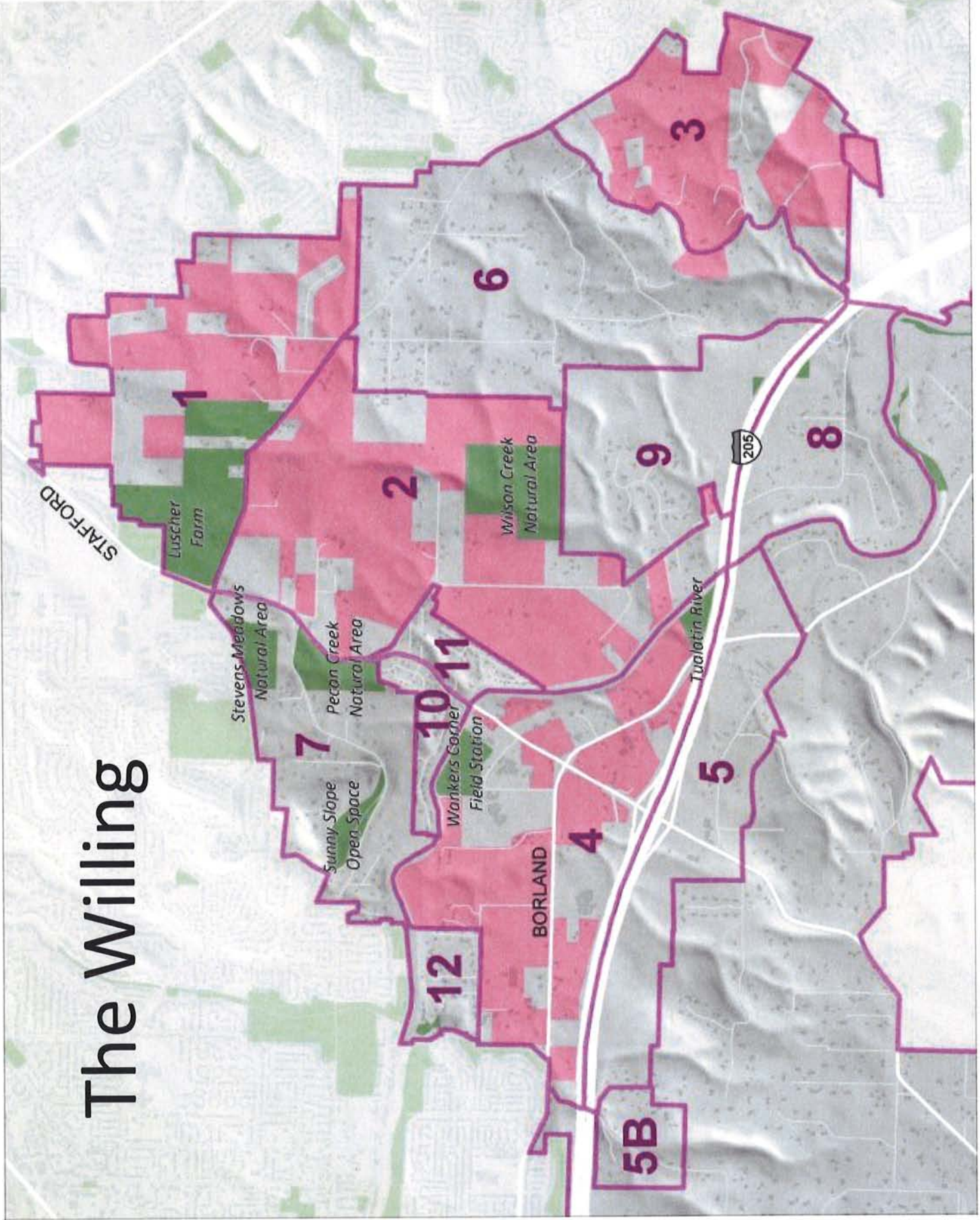
Buildable Land

Vacant land with constraints removed.



Subarea	Acres	Buildable Acres*	Buildable on 10% Slope
1	511	316	234
2	766	531	256
3	370	209	148
4	605	243	48
5	331	152	60
5B	66	27	18
6	673	358	246
7	308	99	84
8	264	73	16
9	298	0	0
10	52	5	2
11	53	3	3
12	62	6	1
Total	4359	2023	1116

The Willing



Subarea	Acres	The Willing	Buildable Acres*	BLI – The Willing
1	511	262	316	237
2	766	475	531	396
3	370	253	209	163
4	605	321	244	200
5	331	68	152	54
5B	66	Not yet available	27	Not yet available
6	673	Not yet available	358	Not yet available
7	308	Not yet available	99	Not yet available
8	264	Not yet available	73	Not yet available
9	298	Not yet available	0	Not yet available
10	52	Not yet available	5	Not yet available
11	53	Not yet available	3	Not yet available
12	62	Not yet available	6	Not yet available
Total	4344	1311	2023	1006

Title 13 - Inventory

Riparian Wildlife Habitat Quality

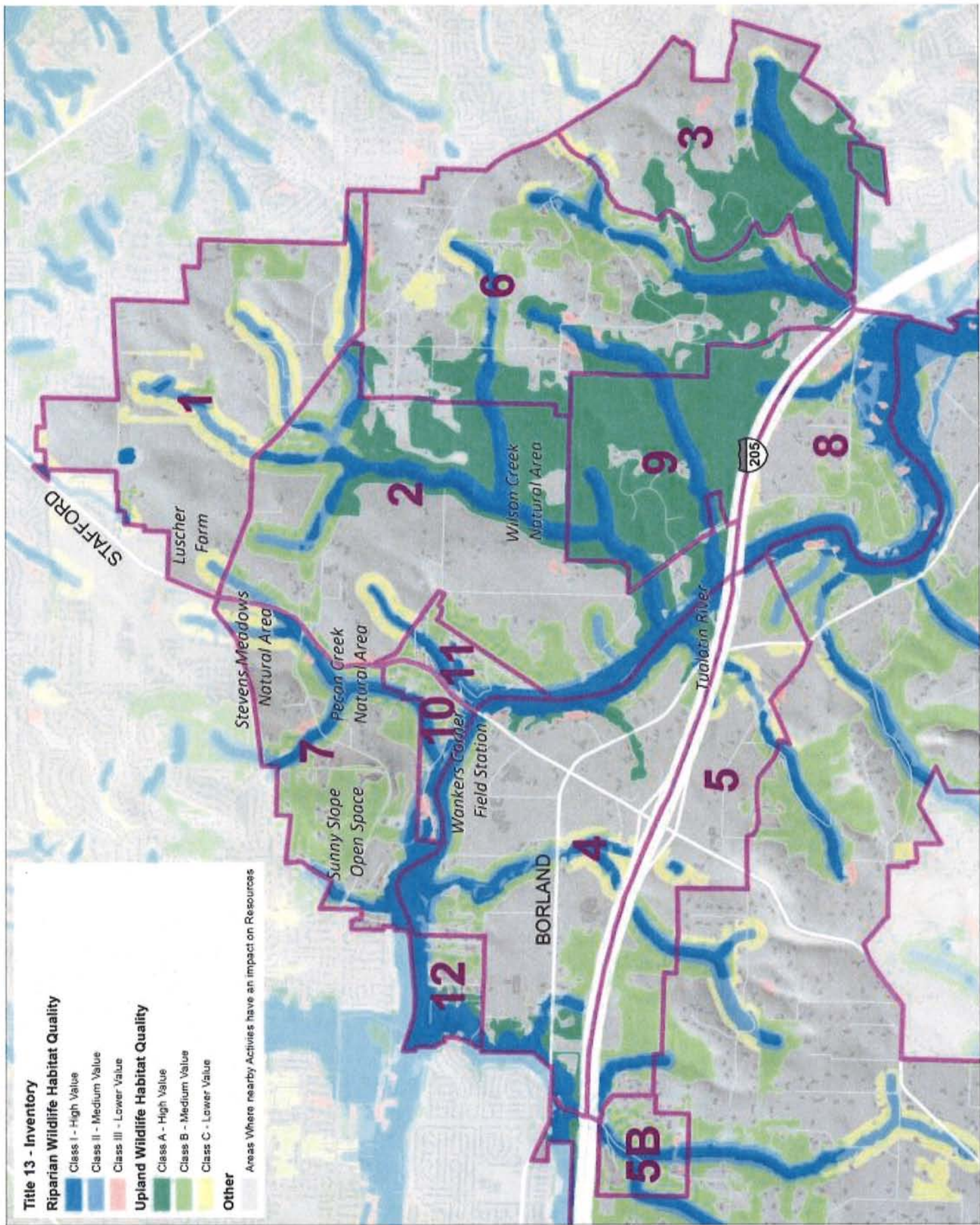
- Class I - High Value
- Class II - Medium Value
- Class III - Lower Value

Upland Wildlife Habitat Quality

- Class A - High Value
- Class B - Medium Value
- Class C - Lower Value

Other

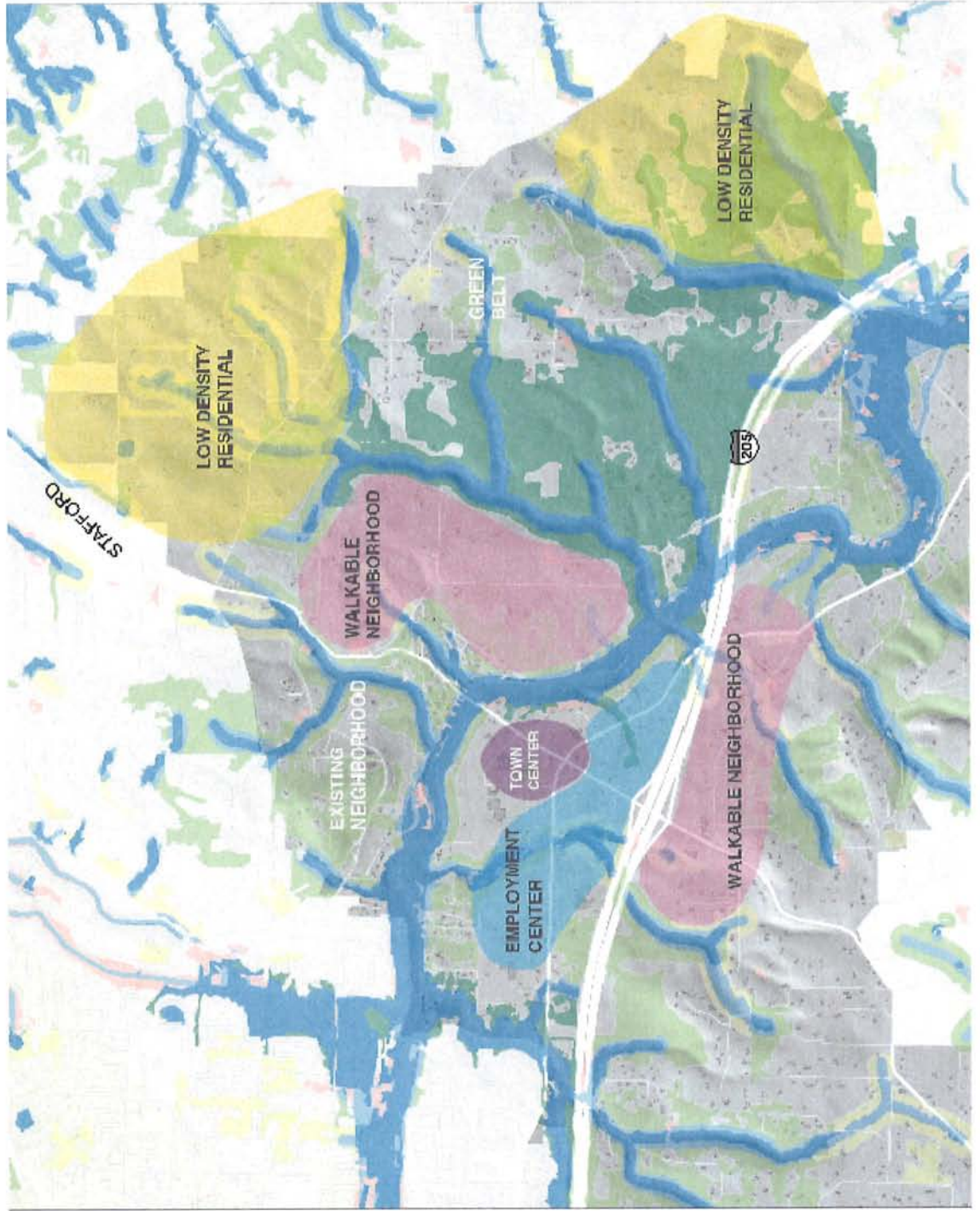
Areas Where nearby Activities have an impact on Resources



Subarea	Acres	Title 13	Rip I	Rip II	Rip III	Up A	Up B	Up C	Impact
1	496	173	13	33	0.01	None	31	71	26
2	766	447	114	33	3	138	112	13	35
3	370	210	38	3	1	134	9	8	16
4	605	267	104	23	3	28	60	13	35
5	331	143	19	19	3	None	63	19	20
5B	66	52	12	8	1	None	26	None	5
6	673	398	79	23	5	135	94	19	42
7	308	211	44	25	2	0.2	104	11	24
8	264	196	70	25	6	None	74	3	18
9	298	281	45	0.6	0.04	222	5	None	8
10	52	50	18	8	3	None	17	None	4
11	53	46	17	6	None	None	16	0.01	8
12	62	53	30	1	None	5	10	None	7
Total	4,344	2,527	602	209	27	663	622	156	248

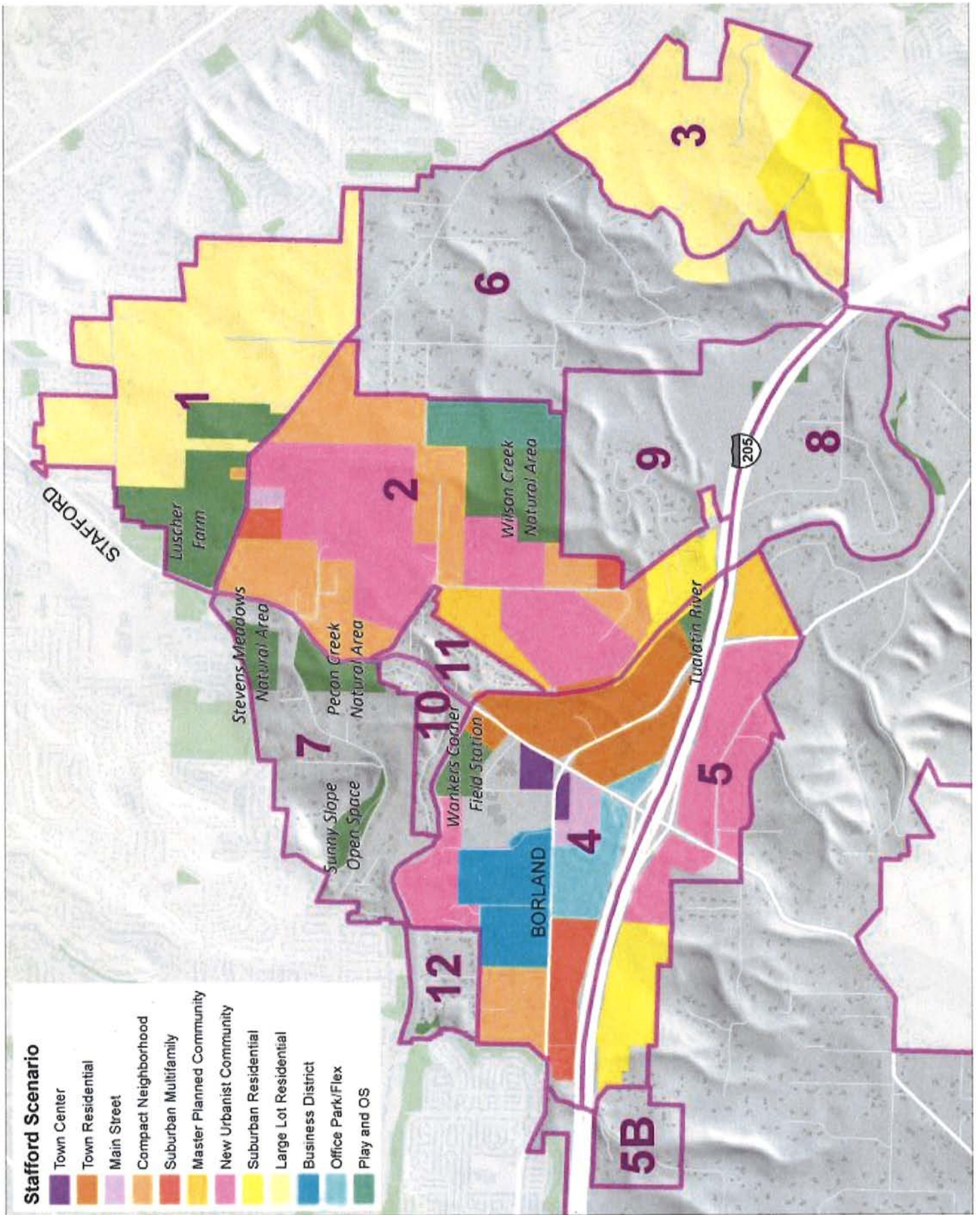
Scenario Planning

Design Concept



Stafford Scenario

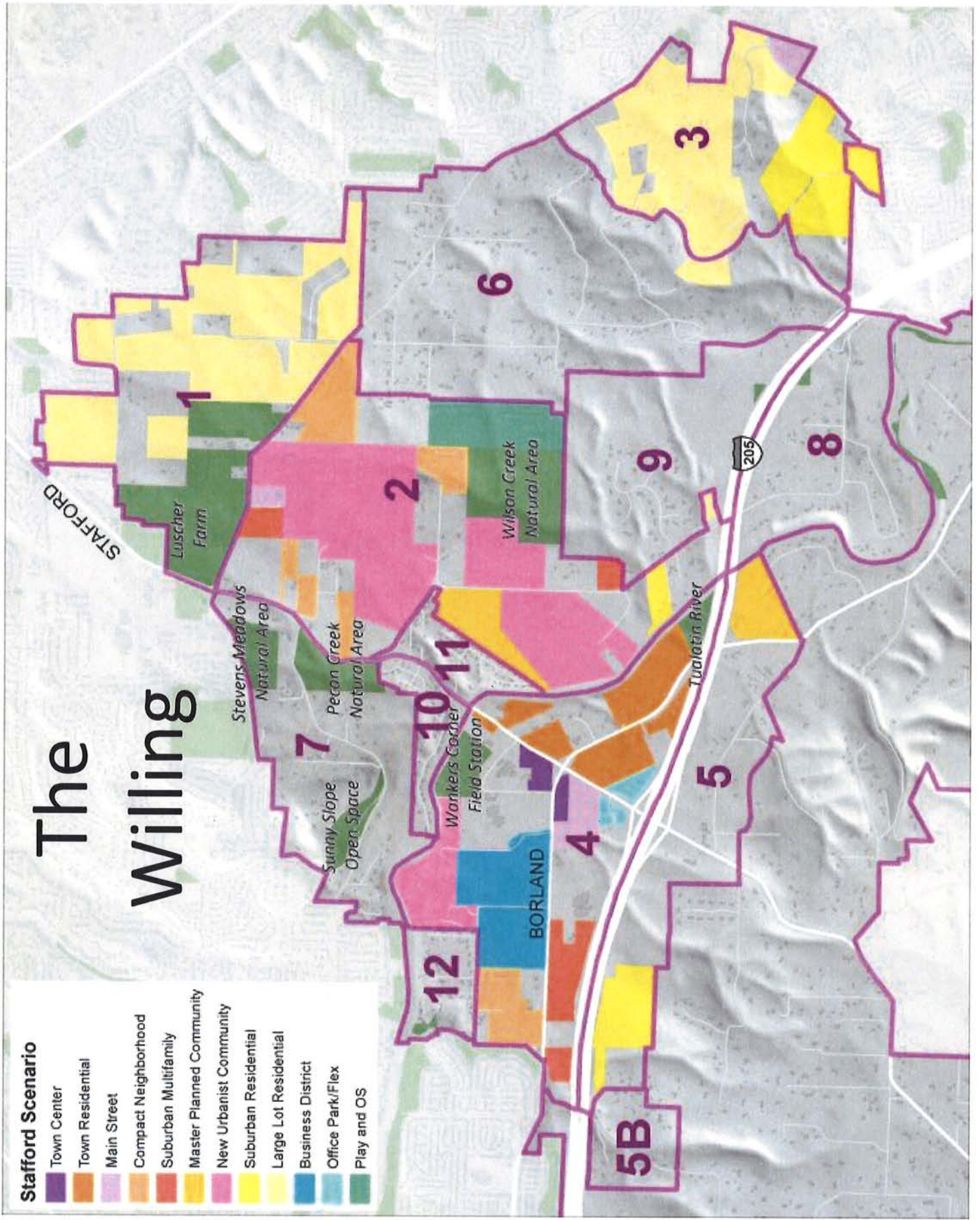
- Town Center
- Town Residential
- Main Street
- Compact Neighborhood
- Suburban Multifamily
- Master Planned Community
- New Urbanist Community
- Suburban Residential
- Large Lot Residential
- Business District
- Office Park/Flex
- Play and OS



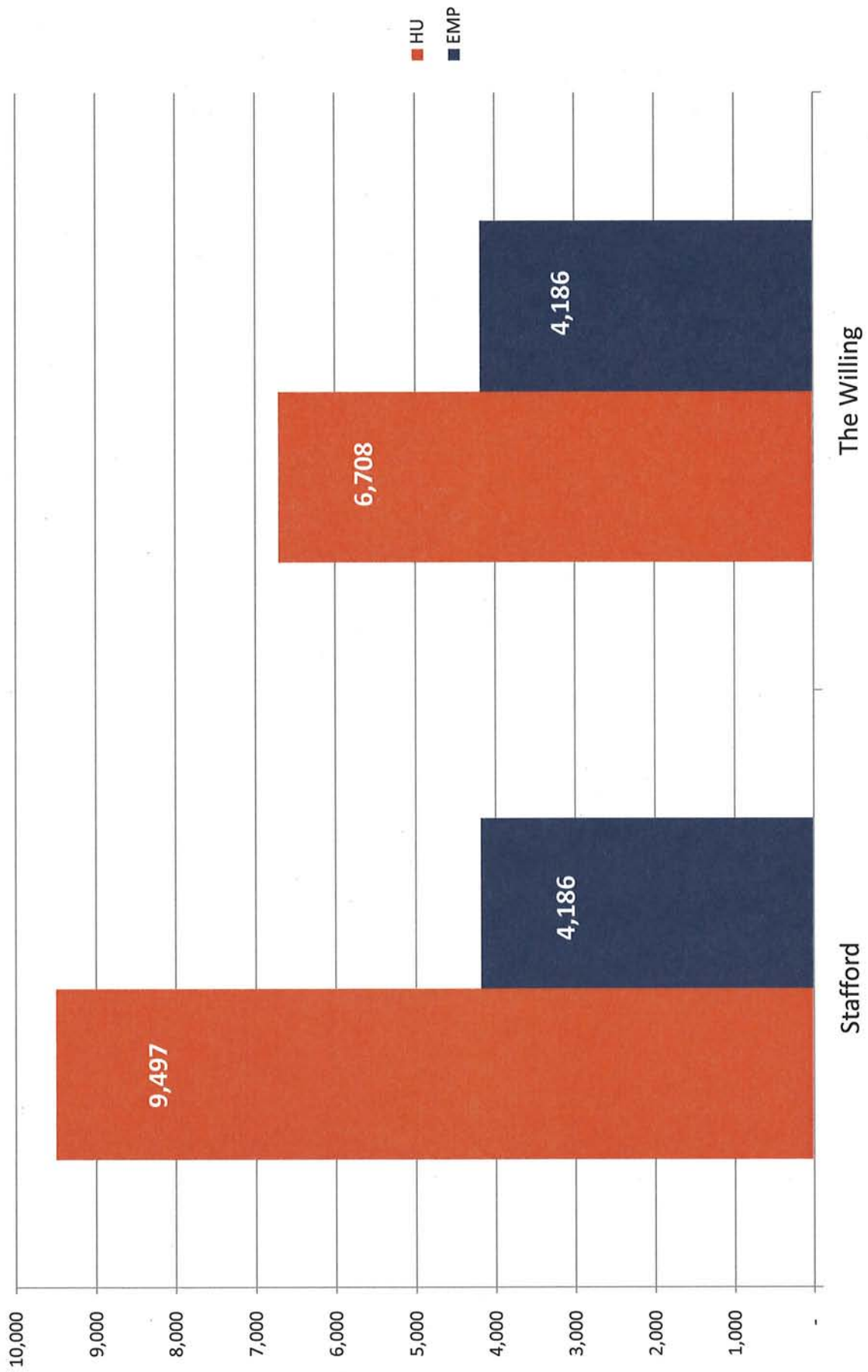
The Willing

Stafford Scenario

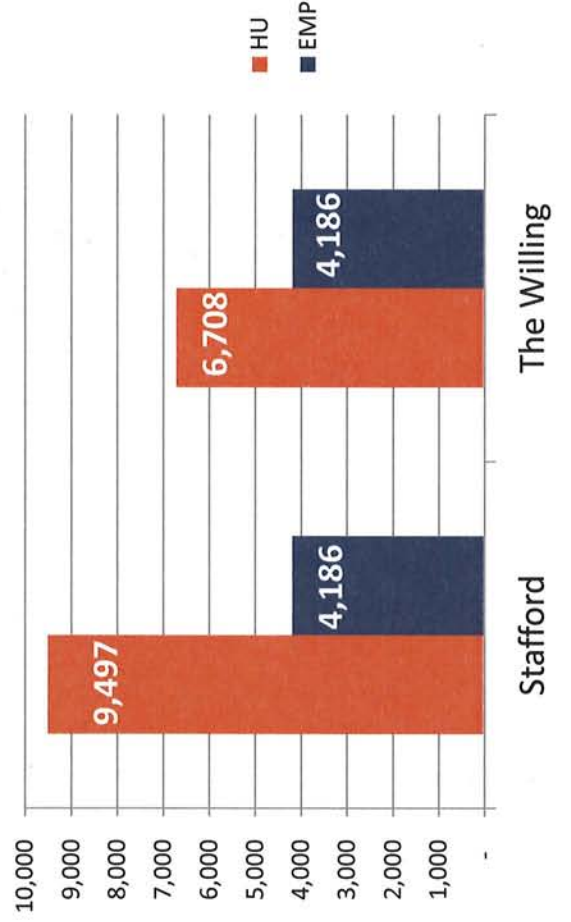
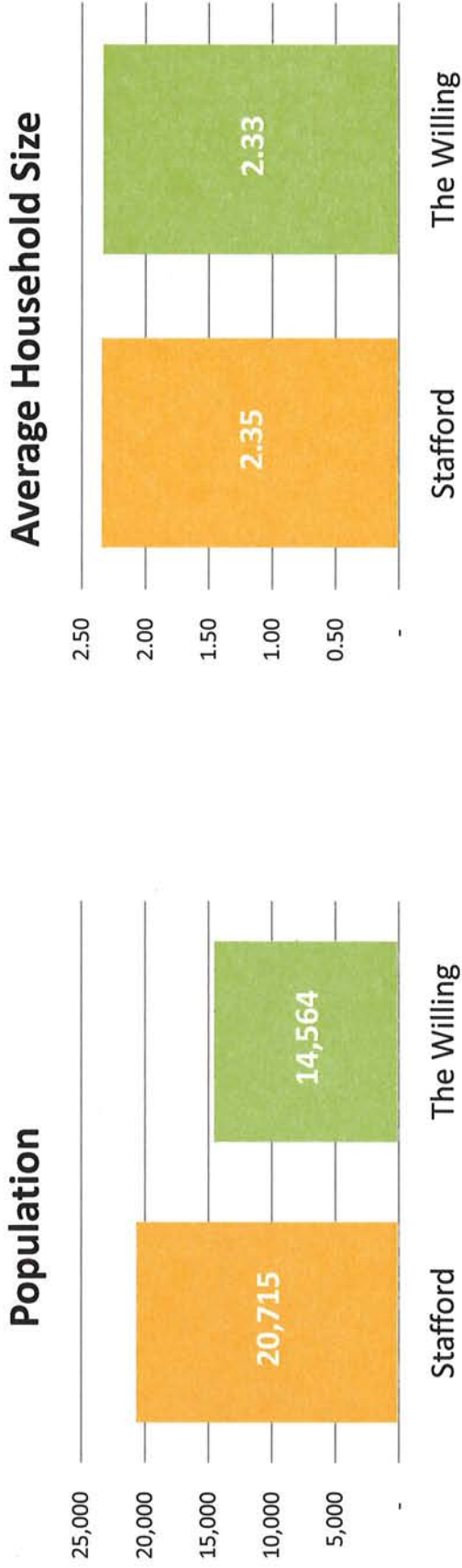
- Town Center
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- Business District
- Office Park/Flex
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Housing and Employment



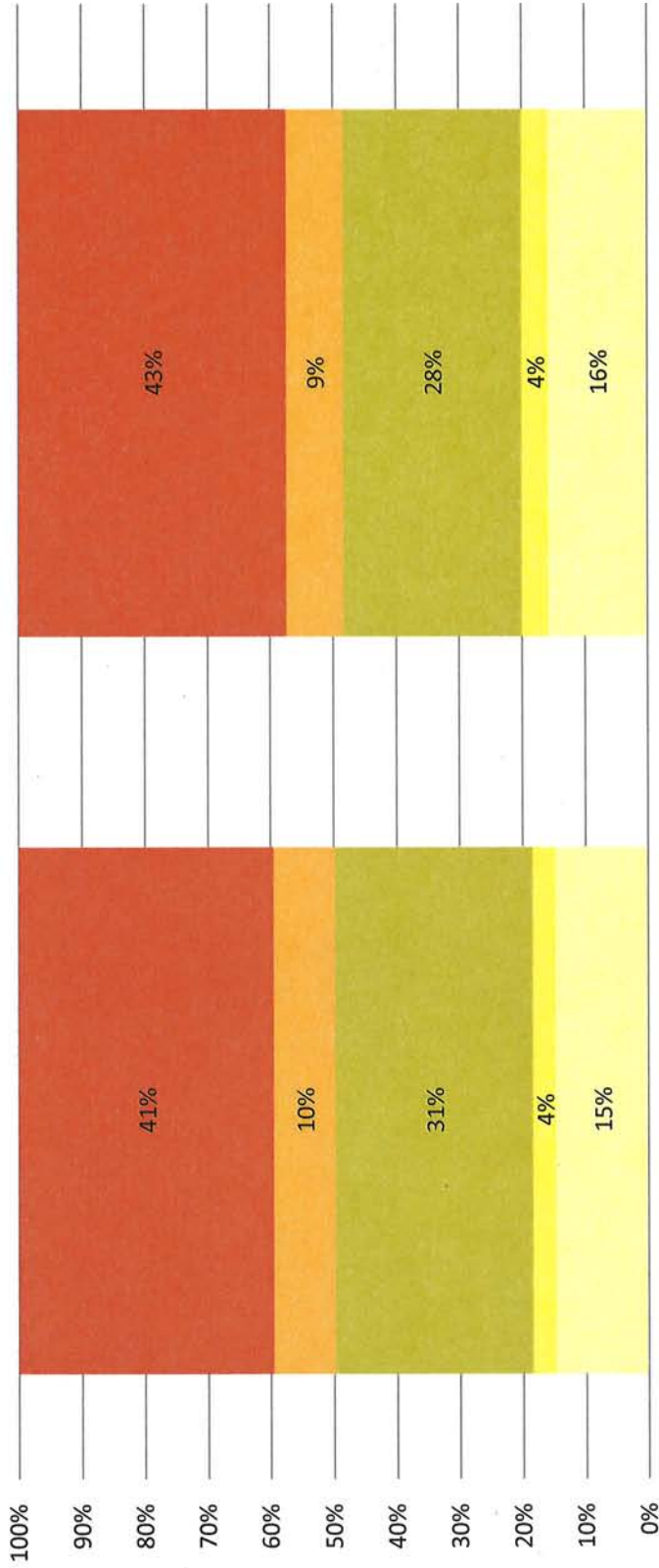
Development



Developed Acres



Housing Mix



Stafford

The Willing

■ Large Lot Single Family
 ■ Conventional Lot Single Family
 ■ Small Lot Single Family
 ■ Townhome
 ■ Multifamily

Lower Density Housing



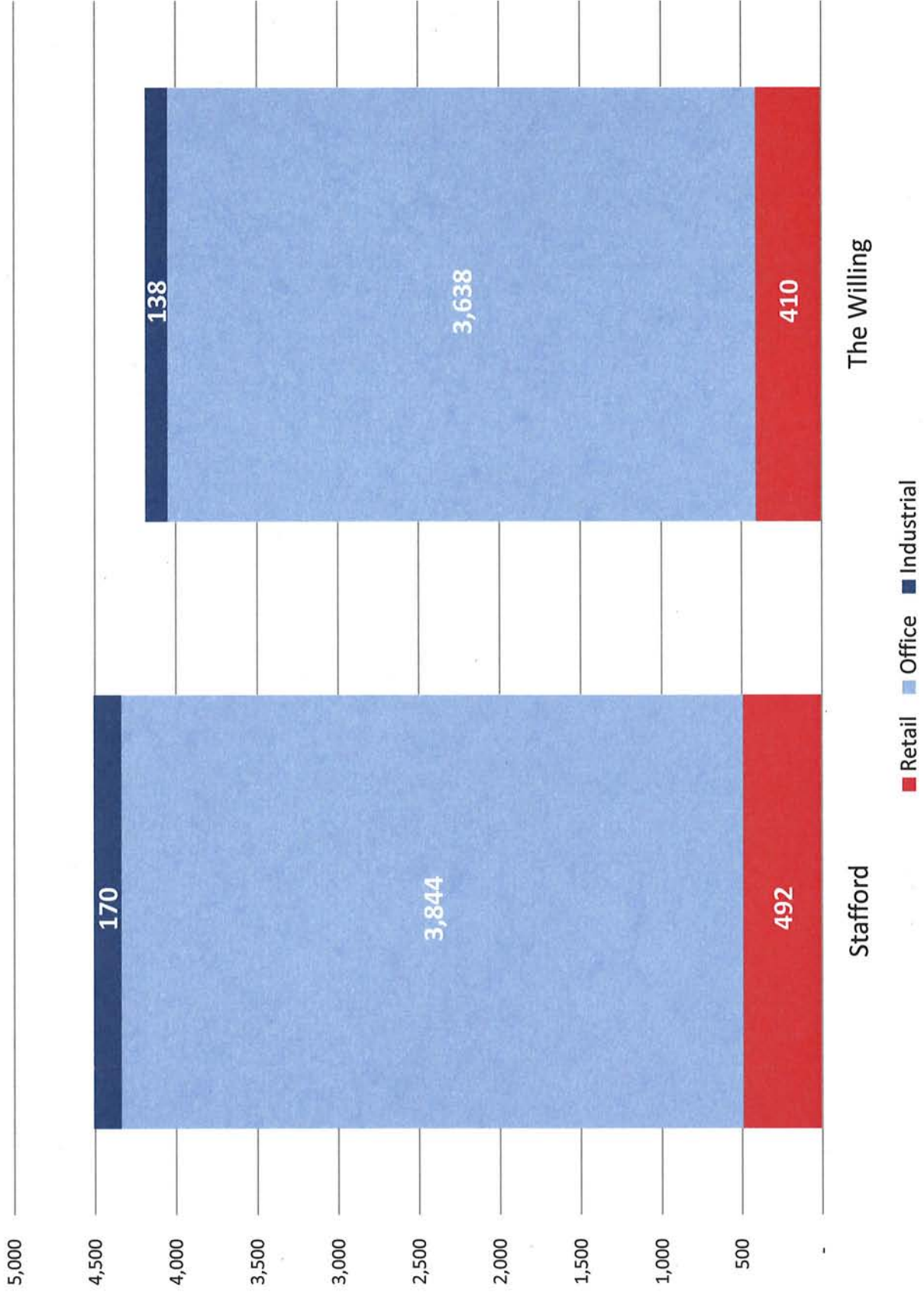
Higher Density Housing



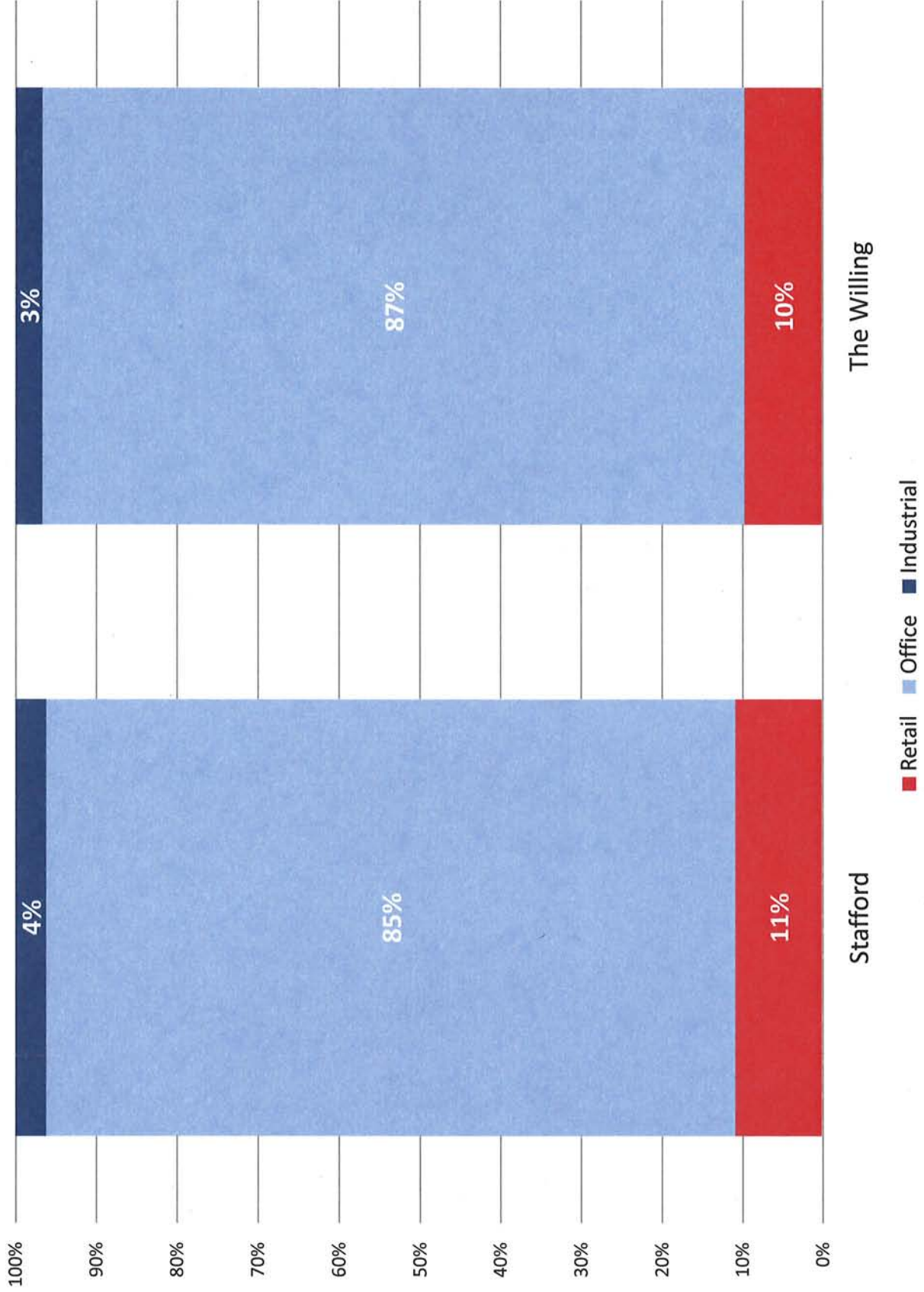
Housing Units per Net Acre



Employment by Type

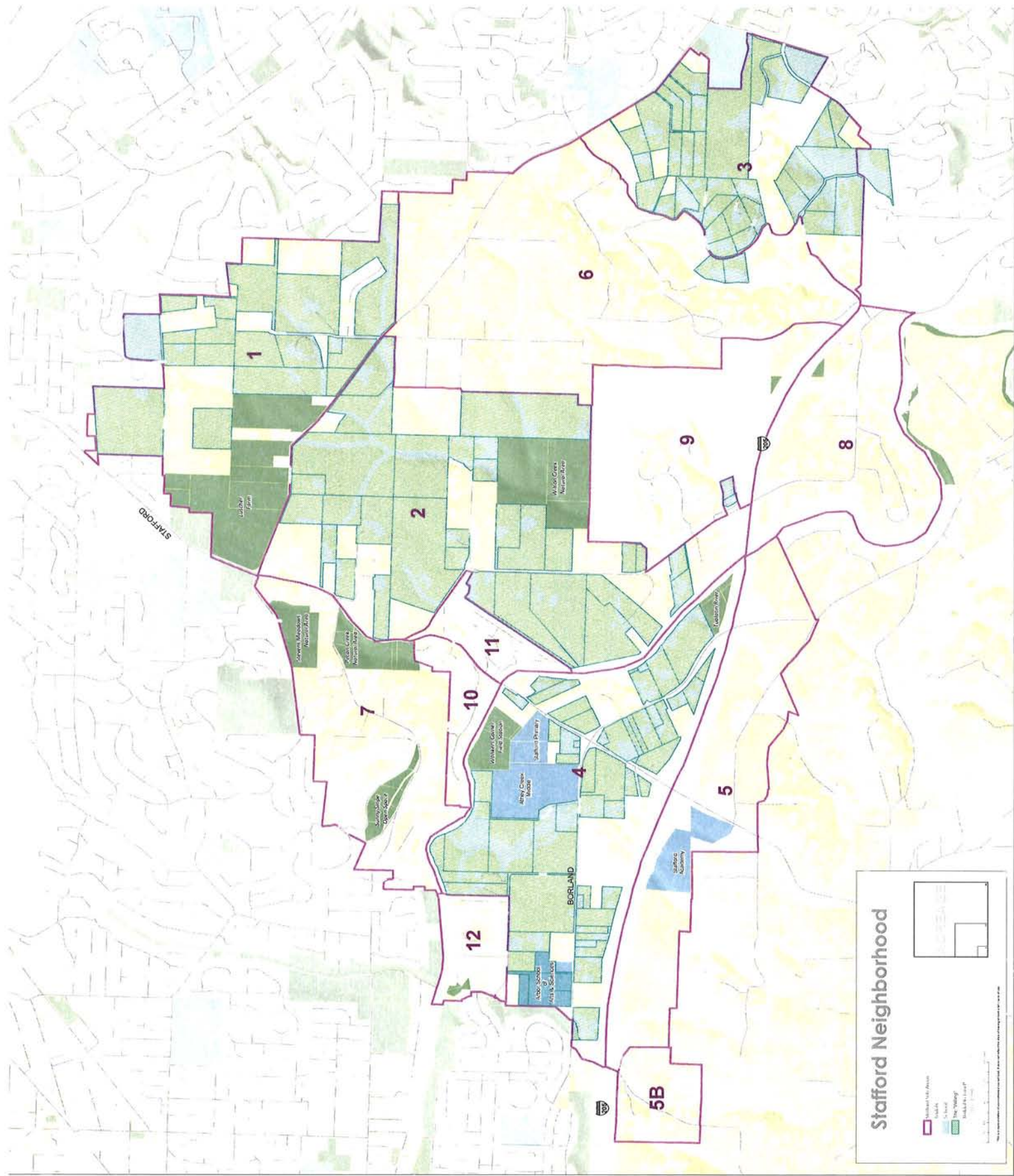


Employment Mix



Project Value





Stafford Neighborhood



- Stafford Neighborhood
- Residential
- Parks & Recreation
- Schools
- Open Space

Map prepared by the City of Stafford, Michigan, Planning Department, 2018. All rights reserved.

Stafford Basin Transportation Assessment Scope of Services

The purpose of this study is to develop findings to address the remand of the Stafford Basin Urban Reserve designation, and to provide information to Clackamas County, Metro, and the cities of Tualatin, West Linn, and Lake Oswego about the feasibility of urbanizing this area.

DKS is leading this team and will conduct the transportation analysis to identify the challenges and possible system solutions to be considered with future urbanization of this area.

The following assumptions will guide team's approach to the project:

- This is primarily a technical study by the consultant team with periodic coordination with Clackamas County.
- There will be three coordination meetings with Metro, ODOT, and the cities of Tualatin, West Linn and Lake Oswego
- We do not expect our work to be to involve the general public in the discussion
- Our technical evaluation will focus on system level capacity needs (street functional class, cross-sections) and facility spacing and connectivity.
- Operational issues related to performance at intersections, interchanges and along safety corridors will be addressed through subsequent studies.
- DKS will get a copy of the travel demand model network and land use data that was used for the Clackamas County 2035 TSP update or the pending RTP update, as directed by the County. We will apply that tool for any travel demand work in this study.
- We will evaluate a range of street connectivity alternatives that would expand existing routes, and add new circulation routes.
- Multimodal travel demand and system planning will not be considered specifically in this study, aside from reviewing system connectivity needs.
- Based on the link level performance evaluation using the travel demand model, we will identify a roster of facility improvements to advance in the Stafford Area planning discussion. This will include a screening for off-site issues that may need to be addressed later, including congestion or cut-through impacts.
- We will identify a list of outstanding transportation issues and a range of potential solutions.

Fregonese Associates (FA) is providing the land use modeling for a typical and possible development pattern that will be used to assess transportation and development issues. It is not to be represented as a possible plan for the area, but simply a feasible development that can be used to test and model transportation and public facility needs. FA will also assist in GIS, in meeting facilitation, and

CH2M HILL Engineers, Inc. (CH2M HILL) will study issues related to the development of transportation infrastructure in the Stafford Basin Urban Reserves Area. CH2M HILL will provide transportation engineering services to Fregonese Associates and in collaboration with the transportation analysis work being conducted by DKS Associates.

The project will be completed in a 90-day time frame.

TASK 1: Area Research and Agency Stakeholder Interviews

DKS and CH2M HILL will conduct transportation and development-related research on the history of the Stafford Basin Urban Reserves Area and attend agency stakeholder interviews. The stakeholders anticipated for the project include ODOT, Metro, Clackamas County, Washington County, City of Tualatin, City of Lake Oswego, and City of West Linn. The purpose of the research and interviews is for the team to develop and identify the critical issues for the study area and to provide input to the development of concept scenarios.

Deliverables:

- Technical memorandum summarizing research (~2 pages)
- Attendance at six (6) interviews staff.
- Meeting minutes from each stakeholder interview (total of 6)

Assumptions:

- DKS will coordinate the time and location of stakeholder interviews.

TASK 2: Develop an Alternative Land Use and Transportation Concept

Team members will work to collaboratively develop a land use and transportation alternative concept for the planning area based on prior work done by FA and developed in Envision Tomorrow scenario planning software. The concepts will be sketch level on aerials and other materials and will depict locations of transportation systems and proposed land uses.

The project team will meet in a workshop to review and guide selection of a single land use concept for the purpose of this transportation assessment. After the workshop, FA will translate the sketch concepts to GIS and CH2M HILL will develop up a transportation network design alternative complementary to the land uses proposed. Concepts will include the arterial and collector roadway network (with the support of DKS' analysis), active transportation corridors and the location of crossings. Concepts will identify opportunities and constraints for integrating transportation infrastructure into the landscape features and general aesthetics of the proposed land uses. Alternatives will be put in to GIS layers at a single line level.

Assumptions:

- Street and trail concepts will consider system spacing requirements and standard street cross-sections as provided in the Clackamas County TSP
- A draft and final concept will be developed.

TASK 3: Coordination Meeting #1

The team will participate in a meeting with the key governmental participants to review the concept land use and street network design and to receive input regarding the assumptions and solutions

proposed. The consultant team will modify the concept design following the meeting. DKS will prepare a meeting summary.

Deliverables:

- Meeting minutes
- Attendance meeting

Assumptions:

- The County will be responsible for selecting the governmental participant roster, distributing meeting notices, and scheduling a meeting location.

TASK 4: Transportation Modeling and System Evaluation

DKS will evaluate a range of street connectivity alternatives that expand existing routes, and add new circulation routes. DKS will use the travel demand model to evaluate the link level performance. Travel forecasts will be based on horizon year land use assumptions (either 2035 or 2040) for the Metro region plus the alternative land use plan for the Stafford Basin area (per Task 2 and 3). Using this travel forecast, DKS will identify which elements of the transportation system cannot adequately serve future demands, and then develop a roster of potential facility improvements to advance in the Stafford Area planning discussion. This will include a screening for off-site issues on County, State and City roadways that may need to be addressed later, including congestion or cut-through impacts.

TASK 5: Cost Estimating

CH2M HILL will develop concept level (Order of Magnitude) cost estimates for the transportation system facilities developed for the scenarios. Cost estimates will be prepared for collector classification and above facilities. For estimating purposes up to ten (10) roadways are assumed for each alternative. A forty (40) percent contingency will be applied to each estimate. Approximated Right-of-Way costs will be included.

Features and general aesthetics of the proposed land uses. Alternatives will be put in to GIS layers at a single line level.

Assumptions:

- The County will provide a typical cost per square foot for ROW acquisition.

TASK 6: Coordination Meeting #2

The team will participate in a meeting with the key governmental participants to review the results and receive input regarding the potential transportation system solutions that have been identified. The County will be responsible for distributing meeting notices, and scheduling a meeting location. DKS will prepare a meeting summary.

Deliverables:

- Meeting minutes

- Attendance meeting

Assumptions:

- The County will be responsible for selecting the governmental participant roster, distributing meeting notices, and scheduling a meeting location.

TASK 7: Draft Report

FA will lead the team in development of a draft study report on the study, including feedback from the coordination meetings to date. The report will detail the study assumptions, methods, findings and recommended areas for further study and research.

TASK 8: Coordination Meeting #3

The team will participate in a final meeting with the key governmental participants to review the results draft report. DKS will prepare a meeting summary.

Deliverables:

- Meeting minutes
- Attendance meeting

Assumptions:

- The County will be responsible for selecting the governmental participant roster, distributing meeting notices, and scheduling a meeting location.

TASK 9: Final Report

Modification will be made to the draft report following the meeting. A final copy of the report will be submitted to the County and study participants along with key supporting electronic data developed for this study, as noted below.

Deliverables:

- Final Study Report (electronic copy)
- GIS data developed during the study
- Travel model network data developed for this study

TASK 10: Management and Coordination

Time is included for team members to coordinate with, agency staff and stakeholders. Coordination includes attending project team meetings and advising on the physical constraints of alternatives developed. Up to twenty (20) hours for team coordination are included. Time is also included for project management activities including work planning, quality control, invoicing, change management and communications.

**DKS Associates Team
Clackamas County - Stafford Basin
Transportation Assessment
TASK DESCRIPTIONS**

	DKS Associates				CH2M HILL				Fregonese Associates				Project Totals		
	Springer, Principal \$200.00	Appanaitas, Sr. Planner \$130.00	Admin / Graphic Designer \$85.00	McGrath, Senior Project Engineer \$180.00	Hippenstiel, Project Engineer \$135.00	Stanley, Engineer-in-Training \$105.00	Diane Kestner, Admin \$96.00	Admin \$120.00	Admin \$120.00	Admin \$150.00	Admin \$120.00	Admin \$80.00	Total Labor Hours	Expenses	Expenses Per
Task 1: Background Research and Stakeholder Interviews	10	0	16	0	8	16	0	0	0	0	0	50	\$ 200	\$ 6,560	
1.1 Background Research	2		4		2	4						12		\$ 1,490	
1.2 Stakeholder Interviews (up to 6) and summary memo	8		12		6	12						38	\$200	\$ 5,070	
2.1 Develop Alternative Scenario	2	12	16	0	6	18	0	0	0	0	0	54	\$ -	\$ 6,260	
2.1 Land use scenario		4	8									12		\$ 1,320	
2.2 Street network scenarios (up to 3)	2	8	8		6	18						42		\$ 4,940	
Task 3: Coordination Meeting #1	4	0	10	0	3	7	0	0	0	0	0	24	\$ 100	\$ 3,040	
3.1 Attend and present findings at meeting	4		8		3	7						22	\$100	\$ 2,840	
3.2 Prepare meeting minutes			2									2		\$ 200	
Task 4: Transportation Modeling and System Evaluation	8	62	28	8	0	0	0	0	0	0	0	106	\$ -	\$ 13,140	
4.1 Code model scenarios		16										16		\$ 2,080	
4.2 Prepare travel forecasts for horizon year		24										24		\$ 3,120	
4.3 Evaluate travel distribution and patterns of Stafford Basin growth	2	12										14		\$ 1,960	
4.4 Evaluate transportation system performance	2	2	8									12		\$ 1,460	
4.5 Develop roster of possible system solutions	4	8	20	8								40		\$ 4,520	
Task 5: Cost Estimating	4	0	8	0	25	50	0	0	0	0	0	87	\$ -	\$ 10,225	
5.1 Prepare description of possible solutions	4		8		25	50						87		\$ 10,225	
Task 6: Coordination Meeting #2	4	0	10	0	3	5	0	0	0	0	0	22	\$ 100	\$ 2,830	
6.1 Attend and present findings at meeting	4		8		3	5						20	\$100	\$ 2,630	
6.2 Prepare meeting minutes			2									2		\$ 200	
Task 7: Draft Report	4	2	20	8	4	16	0	0	0	0	0	54	\$ -	\$ 5,960	
7.1 Develop tables, graphic and narrative for draft report	4	2	16	8	2	8						40		\$ 4,450	
7.2 Prepare technical appendix			4		2	8						14		\$ 1,510	
Task 8: Coordination Meeting #3	4	0	10	0	4	0	0	0	0	0	0	18	\$ 100	\$ 2,440	
8.1 Attend and present findings at meeting	4		8		4							16	\$100	\$ 2,240	
8.2 Prepare meeting minutes			2									2		\$ 200	
Task 9: Final Report	2	2	12	0	4	8	0	0	0	0	0	28	\$ -	\$ 3,240	
9.1 Revised draft report and appendix per meeting comments	2		8		2	4						16		\$ 1,890	
9.2 Prepare data deliverables for County		2	4		2	4						12		\$ 1,350	
Task 10: Management and Coordination	22	0	8	12	27	0	18	0	0	0	0	87	\$ -	\$ 12,808	
10.1 Project coordination and scheduling	20		8		20							48		\$ 8,400	
10.2 Project invoicing	2			12	7		18					39		\$ 4,408	
Total	64	78	138	28	27	120	18	0	0	0	0	530	\$ 400	\$ 66,403	