



22500 Salamo Road  
West Linn, Oregon 97068  
<http://westlinnoregon.gov>

## CITY COUNCIL AGENDA

Tuesday, November 4, 2025

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1:00 p.m. – Work Session – Council Chambers & Virtual\*

2:45 p.m. (estimated time) – Executive Session – Bolton Room

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|-----------------------|------------------|
| 1. Call to Order      | [1:00 pm/5 min]  |
| 2. Approval of Agenda | [1:05 pm/5 min]  |
| 3. Public Comments    | [1:10 pm/10 min] |

The purpose of Public Comment is to allow the community to present information or raise an issue regarding items that do not include a public hearing. All remarks should be addressed to the Council as a body. This is a time for Council to listen, they will not typically engage in discussion on topics not on the agenda. Time limit for each participant is three minutes, unless the Mayor decides to allocate more or less time. Designated representatives of Neighborhood Associations and Community Advisory Groups are granted five minutes.

- |   |                  |
|---|------------------|
| 4. Mayor and Council Reports              | [1:20 pm/10 min] |
| a. Reports from Community Advisory Groups |                  |
| 5. Proclamations                          | [1:30 pm/10 min] |
| a. Native American Heritage Month         |                  |
| b. Small Business Saturday                |                  |
| c. Veterans Day                           |                  |
| 6. Metro Town Center Boundaries           | [1:40 pm/30 min] |
| 7. Operations Complex Update              | [2:10 pm/30 min] |
| 8. City Manager Report                    | [2:40 pm/5 min]  |
| 9. Adjourn to Executive Session           | [2:45 pm]        |

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1. Executive Session per ORS 192.660(2) (i) To review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing and ORS 192.660(2) (h) To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

*\*City Council meetings will be conducted in a hybrid format with some Councilors, staff, presenters, and members of the public attending virtually and others attending in person. The public can watch all meetings online via <https://westlinnoregon.gov/meetings> or on Cable Channel 30.*

*Submit written comments by email to City Council at [citycouncil@westlinnoregon.gov](mailto:citycouncil@westlinnoregon.gov). We ask that written comments be provided before noon on the day of the meeting to allow City Council members time to review your comments.*

*If you cannot attend the meeting in person and would like to speak live at a public meeting by videoconferencing software or by phone, please complete the form located at: <https://westlinnoregon.gov/citycouncil/meeting-request-speak-signup> by 12:00 pm the day of the meeting to be input into our system. Instructions on how to access the virtual meeting will then be provided to you by email prior to the meeting. If you miss the deadline and would like to speak at the meeting, please fill out the form and staff will send you a link as time allows.*

*The City abides by Public Meetings law. If you believe a violation has occurred, please [click here](#) to inform the staff of your concern.*

*To request an interpreter or other communication aid, please contact Kathy Mollusky at 503-742-6013 or [kmollusky@westlinnoregon.gov](mailto:kmollusky@westlinnoregon.gov).*

*When needed, the Council will meet in Executive Session pursuant to ORS 192.660(2).*

# PROCLAMATION

West Linn, Oregon

**WHEREAS**, Native American Heritage Month is celebrated annually in November to honor the history, rich culture, traditions, and contributions of Native peoples; and

**WHEREAS**, It was first declared as National American Indian Heritage Month by President George H.W. Bush in 1990 and serves to honor the history, raise awareness about tribal nations, and celebrate the achievements of Native Americans, Alaska Natives, and Native Hawaiians; and

**WHEREAS**, The forced removal of Native peoples from their homes and ancestral homelands; attempts to assimilate entire generations; and stripping of Indigenous peoples of their identities, cultures, and traditions are some of the darkest chapters of our Nation's history; and

**WHEREAS**, Indigenous peoples' history in the United States is defined by strength, survival, and a deep commitment to and pride in their heritage, right to self-governance, and ways of life; and

**WHEREAS**, Native peoples have built and sustained powerful Tribal Nations, and the knowledge they developed still benefits us today; and

**WHEREAS**, The month is a time to celebrate the history, traditions, and cultures of Native Americans and to raise awareness about the unique challenges they have faced.

**NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF WEST LINN**, that NOVEMBER 2025 is:

## NATIVE AMERICAN HERITAGE MONTH

DATED THIS 4TH DAY OF NOVEMBER, 2025

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RORY BIALOSTOSKY, MAYOR

ATTEST:

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KATHY MOLLUSKY, CITY RECORDER

**PROCLAMATION**  
**West Linn, Oregon**

**WHEREAS**, the City of West Linn celebrates and supports our local small businesses and the contributions they make to our local economy and community by creating jobs, boosting our local economy and preserving our communities; and

**WHEREAS**, around 33 million small businesses currently operate in the United States; and

**WHEREAS**, for the past 20 years, small businesses have accounted for roughly 40% of the United States' gross domestic output (GDP), which equates to trillions of dollars of economic activity; and

**WHEREAS**, Small Businesses Saturday has become an important part of small businesses' busiest shopping season; and

**WHEREAS**, by designating a day in their honor, we are reminded that these businesses rely on our patronage during critical consumer shopping seasons as well as year-round; and

**WHEREAS**, nearly half of consumers (47%) said a key reason they choose to shop at a small business over a larger retailer is their desire to contribute to their communities and support overall entrepreneurial success.

**WHEREAS**, advocacy groups as well as public and private organizations across the country have endorsed the Saturday after Thanksgiving as Small Business Saturday®.

**NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY OF WEST LINN**, that Saturday, November 29, 2025 is:

**SMALL BUSINESS SATURDAY®**

and we urge the residents of our community, and communities across the country, to support small businesses and merchants on Small Business Saturday® and throughout the year.

DATED THIS 4TH DAY OF NOVEMBER, 2025

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RORY BIALOSTOSKY, MAYOR

ATTEST:

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KATHY MOLLUSKY, CITY RECORDER

# PROCLAMATION

West Linn, Oregon

**WHEREAS**, the greatest acknowledgement of our freedom is to honor our armed forces veterans who have sacrificed and in many instances paid the ultimate price for our freedom; and

**WHEREAS**, West Linn recognizes and respects all the veterans throughout our City and the Country for their many contributions; and

**WHEREAS**, all our armed forces continue to be an inspiration to all of us through their demonstration of courage, leadership and commitment in service to our community and country; and

**WHEREAS**, it is up to us to ensure that every veteran feels that his or her service to this country is appreciated by their fellow Americans; and

**WHEREAS**, regardless of how one feels about policies that lead to war, let there be no doubt that veterans serve with honor. They serve to make life better for others; and

**WHEREAS**, war is never anything to celebrate, but peace is. The peace in between wars and conflicts is brought to you mainly by our veterans; and

**WHEREAS**, West Linn is dedicated to remembering the legacy of all veterans and recognizes and honors veterans who have served and are still serving our country so that all may pursue life, liberty, and the pursuit of happiness.

**NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF WEST LINN:**

That in observance of Veterans Day on November 11, 2025, West Linn proudly joins the rest of our nation to salute and give special honor and recognition to all those who served us in our armed forces and ask all those in West Linn to take this time to recognize those around them that have served.

DATED THIS 4TH DAY OF NOVEMBER, 2025

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RORY BIALOSTOSKY, MAYOR

ATTEST:

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KATHY MOLLUSKY, CITY RECORDER

**Work Session Agenda Bill**

Date: November 4, 2025

To: Rory Bialostosky, Mayor  
Members, West Linn City Council

Through: John Williams, City Manager *JRW*

From: Steve Koper, Community Development Director *SK*  
Darren Wyss, Principal Planner *DSW*

Subject: 2025 CDC Code Cleanup Amendment Package Work Session

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**Purpose:**

Receive briefing on Planning Commission recommended Comprehensive Plan amendments to adopt the Willamette and Bolton Town Center Boundary Maps (see Attachments 1 and 2) as required by Oregon Administrative Rules and Metro Urban Growth Management Functional Plan.

**Question(s) for Council:**

Does the Council have questions regarding the amendments and legislative process, or need additional information before the December 9, 2025, public hearing?

**Background & Discussion:**

The State of Oregon adopted administrative rules in 2022 and 2023 requiring the City of West Linn to adopt the Metro 2040 Growth Concept town center boundaries by December 31, 2025. The City is proposing to adopt the Bolton and Willamette Town Center Boundary Maps into the West Linn Comprehensive Plan to comply with associated Oregon Administrative Rules and Metro Urban Growth Management Functional Plan requirements (UGMFP). The Planning Commission recommended Council adopt the amendments at its October 15, 2025, public hearing.

The [Land Conservation and Development Commission \(LCDC\)](#) adopted the administrative rules to implement the [Climate Friendly and Equitable Communities \(CFEC\) project](#). The City of West Linn is required to implement the rules. The four primary areas of impact to the City of West Linn include:

1. Reforming parking mandates and amending parking lot design standards
2. Preparing for the electric vehicle future
3. Planning for future transportation options; and
4. Adopting Metro 2040 Growth Concept town center boundaries

The City completed Items 1 and 2 with the adoption of the [CFEC Parking Amendments in November 2024](#). The City must now complete Item 4 by the end of calendar year 2025. Item 3 will be addressed when the City updates its [transportation system plan](#) in the future. Staff have provided additional information about the Metro Town Center Boundary adoption requirements below.

### Adopting Metro 2040 Growth Concept town center boundaries

One of the primary components of the CFEC rules ([OAR 660-012-0012\(4\)\(d\)](#)) is the requirement to create and adopt climate friendly areas with associated zoning and development code requirements. However, the Portland Metropolitan Area is exempt from the requirements since the region has already adopted the [2040 Growth Concept](#) with associated Regional Centers, Town Centers, Corridors, Station Communities, and Main Streets where urban density growth is anticipated to occur. The CFEC rules required Metro to establish requirements for adoption of Centers.

The City has two Town Center areas identified on the [2040 Growth Concept Map](#). One in the Bolton neighborhood and the second in the Willamette neighborhood. The City will need to adopt the two Town Center boundaries by end of calendar year 2025. No additional requirements were established by Metro Council (see Attachment 3).

The Planning Commission recommended adoption of the Willamette Town Center Boundary as it exists on the 2040 Growth Concept Map. Two small additions to the Bolton Town Center Boundary were recommended to align with the Vision 43 Focus Areas and West Linn Waterfront Vision Plan Historic City Hall District vision (see Attachments 1 and 2).

The Planning Commission held a work session on August 20, 2025, to review the materials proposed for adoption. The Planning Commission asked a few clarifying questions and directed staff to bring the proposal forward to the legislative public hearing.

[Work Session Packet](#)

[Work Session Video](#)

[Draft Work Session Summary Notes](#)

The Planning Commission public hearing was held on October 15, 2025. The Commission voted unanimously to recommend City Council adopt the maps as presented.

[Work Session Packet](#)

[Work Session Video](#)

[Draft Work Session Summary Notes](#)

### **Council Options:**

1. Receive briefing and hold public hearing on December 9<sup>th</sup> for a final decision.
2. Receive briefing and direct staff to provide any additional information and return for another work session in before holding the public hearing.

### **Staff Recommendation:**

Request any additional needed information and make a final decision at the public hearing scheduled for December 9, 2025.

### **Attachments:**

1. West Linn Planning Commission (PC) Recommendation Memorandum
2. ORD 1765 – PC Recommended Comprehensive Plan Amendments (Town Center Maps)
3. Metro Implementation Memo and Ordinance

# **Attachment 1**



## Memorandum

Date: October 16, 2025  
To: West Linn City Council  
From: West Linn Planning Commission  
Subject: PLN-25-03 Recommendation – Bolton and Willamette Town Center Adoption

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The Planning Commission held a legislative public hearing on October 15, 2025, for the purpose of making a recommendation to the City Council on adoption of proposed amendments to the West Linn Comprehensive Plan. The amendments will adopt the Bolton and Willamette Town Center Boundary Maps to implement Climate Friendly and Equitable Communities (CFEC) rules codified in Oregon Administrative Rules Chapter 660 Division 12 and the Metro Urban Growth Management Functional Plan.

In 2022, the City Council directed the Planning Commission to act as the working group for CFEC implementation and recommend necessary amendments for compliance. The Planning Commission held a work session on August 20, 2025, to review draft documents and make changes before bringing the amendments into the legislative adoption process.

After conducting the public hearing, the Commission deliberated and voted five (5) to zero (0) to recommend City Council adopt the proposal (Ordinance 1765) as presented. No oral or written testimony was submitted.

Respectfully,

A handwritten signature in black ink, appearing to read "Joel Metlen", is written over a faint, light-colored circular stamp or watermark.

Joel Metlen  
Chair, West Linn Planning Commission

## **Attachment 2**

## ORDINANCE NO. 1765

### AN ORDINANCE ADOPTING TEXT AMENDMENTS TO WEST LINN COMPREHENSIVE PLAN CHAPTER 2: LAND USE PLANNING, ADOPTING THE BOLTON AND WILLAMETTE TOWN CENTER BOUNDARIES AS REQUIRED BY OREGON ADMINISTRATIVE RULES CHAPTER 660 DIVISION 12 AND TITLE 6 OF THE METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

**WHEREAS**, Chapter II, Section 4, of the West Linn City Charter provides: Powers of the City. The City shall have all powers which the Constitution, statutes and common law of the United States and of this State now or hereafter expressly or implied grant or allow the City, as fully as though this Charter specifically enumerated each of those powers;

**WHEREAS**, in 2007 the Oregon Legislature adopted a goal to reduce Oregon's climate pollution 75 percent 2050; and

**WHEREAS**, in 2020 the Governor issued Executive Order No. 20-04 directing state agencies to develop measures to reduce Oregon's greenhouse gas emissions; and

**WHEREAS**, the Land Conservation and Development Commission launched the Climate Friendly and Equitable Communities (CFEC) rulemaking project that resulted in adoption of new rules the City must implement, including adoption of the Metro 2040 Growth Concept Map town centers; and

**WHEREAS**, the City Council appointed the West Linn Planning Commission (PC) on September 19, 2022 to act as the working group and work with staff to propose amendments to comply with the CFEC rules; and

**WHEREAS**, the PC held a work session on August 20, 2025; and

**WHEREAS**, the PC held a public hearing, which was noticed in accordance with City standards, on October 15, 2025, and recommended approval of the proposed Bolton and Willamette Town Center Boundary Maps; and

**WHEREAS**, the West Linn City Council held a public hearing, which was noticed in accordance with City standards, on December 9, 2025, to consider the Planning Commission recommendation, receive public testimony, and evaluate the decision-making criteria; and

**WHEREAS**, the Council's decision is based on the findings contained in these Whereas Clauses, together with findings, conclusions, and substantial evidence found in the associated land use record file CDC-25-03, which is incorporated by this reference.

**NOW, THEREFORE, THE CITY OF WEST LINN ORDAINS AS FOLLOWS:**

**SECTION 1. Amendments.** West Linn Comprehensive Plan Chapter 2: Land Use Planning is amended to include the adopted Bolton and Willamette Town Center Boundary Maps as shown in Exhibit A.

**SECTION 2. Severability.** The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

**SECTION 3. Savings.** Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement actions were commenced, shall remain valid and in full force and effect for purposes of all cases filed or commenced during the times said ordinance(s) or portions of the ordinance were operative. This section simply clarifies the existing situation that nothing in this Ordinance affects the validity of prosecutions commenced and continued under the laws in effect at the time the matters were originally filed.

**SECTION 4. Codification.** Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 2-4) need not be codified and the City Recorder or the designee is authorized to correct any cross-references and any typographical errors.

**SECTION 9. Effective Date.** This ordinance shall take effect on the 30<sup>th</sup> day after its passage.

The foregoing ordinance was first read by title only in accordance with Chapter VIII, Section 33(c) of the City Charter on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and duly PASSED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
RORY BIALOSTOSKY, MAYOR

ATTEST:

\_\_\_\_\_  
KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:

\_\_\_\_\_  
KAYLIE KLEIN, CITY ATTORNEY

Figure 2-3

Adopted Bolton Town Center Boundary

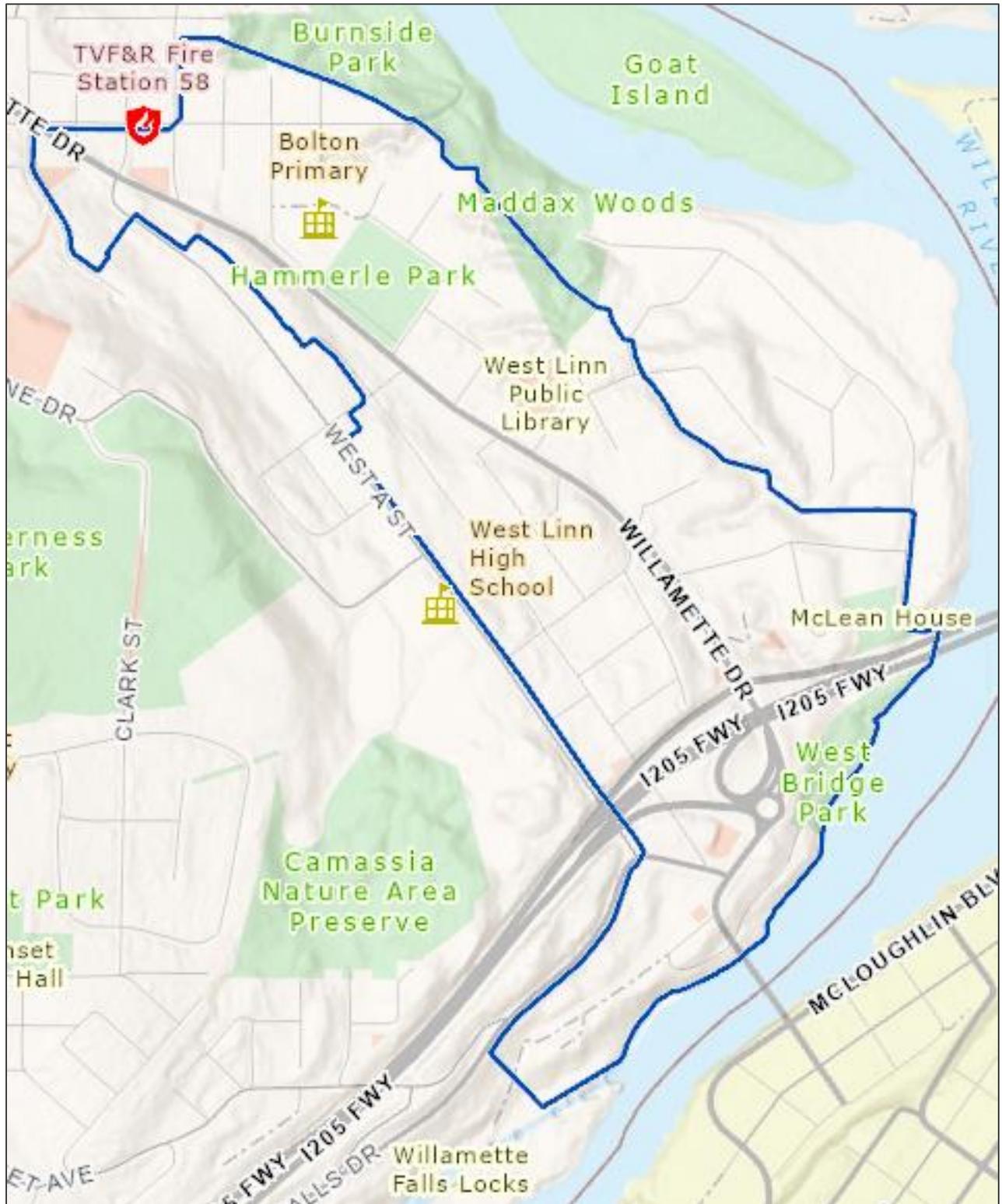
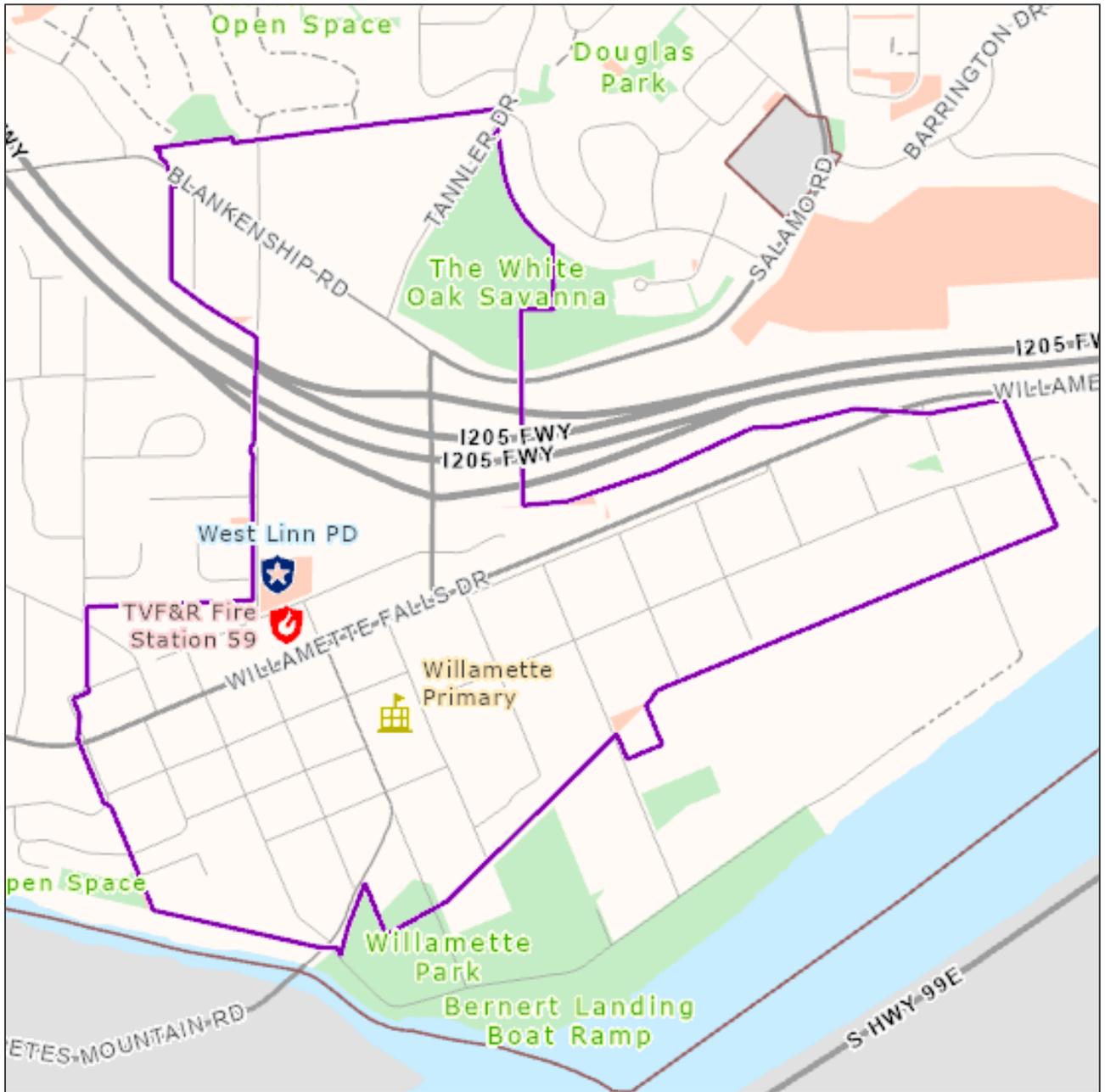


Figure 2-4

Adopted Willamette Town Center Boundary



## **Attachment 3**



600 NE Grand Ave.  
Portland, OR 97232-2736

Date: February 11, 2025  
To: All cities and counties in Metro  
From: Glen Hamburg, Senior Regional Planner, on behalf of Metro's Chief Operating Officer  
Subject: New requirements for adoption and reporting of 2040 center boundaries

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### **Notice of amendment to the Urban Growth Management Functional Plan (UGMFP)**

The Metro Council adopted Ordinance No. 24-1523 on December 19, 2024. In accordance with Oregon Administrative Rules (OAR) 660-012-0012(4)(d), and following the recommendations of the Metro Technical Advisory Committee and the Metro Policy Advisory Committee, the ordinance amends UGMFP Title 6, *Centers, Corridors, Station Communities and Main Streets*, as shown in Exhibit A to the ordinance (attached), to require local adoption of boundaries for the Central City and for regional and town centers depicted on the 2040 Growth Concept Map (also attached). The amendments further require reporting of those adopted boundaries to Metro. The amendments were acknowledged by the Department of Land Conservation and Development (DLCD) January 29, 2025, and are effective March 19, 2025.

### **Key dates and requirements**

When effective, the amendments will require each city and county to do the following:

1. By December 31, 2025, adopt, by local ordinance, boundaries for all 2040 Growth Concept Map centers for which the city/county has adopted urban land use designations in their comprehensive plan, with those boundaries being in the general area of the center as identified on the map; and
2. By February 1, 2026, identify to Metro the locally adopted center boundaries.

### **FAQs**

1. *Will the amendments to UGMFP Title 6 require anything other than adoption and reporting of center boundaries (e.g., changes to zoning within centers)?*

No, the UGMFP amendments will not themselves include new requirements for local jurisdictions to make other planning or regulatory changes within/near those boundaries. Metro nonetheless continues to recommend that centers be higher in density and include a mix of uses in order to promote vibrancy, walkability, and other goals for centers as listed the Regional Framework Plan. UGMFP Subsection 3.07.640(a) identifies a recommended average number of residents and workers per acre for centers.

State requirements, such as those in OAR chapter 660, division 12, may require cities/counties to take certain actions with regard to centers (e.g., during the next major update to the jurisdiction's transportation system plan). Metro advises communicating with DLCD to understand state requirements for planning and land use regulation within or near adopted center boundaries.

Additionally, a jurisdiction voluntarily seeking a "regional investment" in a center (i.e., an investment in a new high-capacity transit line) will still need to comply with the requirements in UGMFP Section 3.07.620. Eligibility to use the higher volume-to-capacity standards in Table 7

of the 1999 Oregon Highway Plan will also continue to require compliance with UGMFP Section 3.07.630.

2. *Is there a required minimum area for each center?*

No. The city/county with planning jurisdiction for each center will determine the exact size of the center's bounded area. However, the center must be in the "general area" of the center as identified on the 2040 Growth Concept Map; this implies that the center should be roughly the size of the center as conceptually depicted on the 2040 Growth Concept Map.

3. *The 2040 Growth Concept Map conceptually depicts some centers as crossing city/county lines. In these cases, are multiple jurisdictions required to adopt boundaries for all or part of the same center?*

No, only one jurisdiction must adopt boundaries for each center identified on the 2040 Growth Concept Map. If one jurisdiction has adopted boundaries for a center, another jurisdiction does not also need to adopt boundaries for the same center, even if the 2040 Growth Concept Map conceptually depicts the center as crossing city/county lines. Metro recommends that local jurisdictions coordinate with their neighboring jurisdictions on adoption of boundaries for centers that are near to city/county lines.

4. *Our jurisdiction has already adopted boundaries for our center(s). Do we need to do anything further?*

Yes. Your jurisdiction will need to identify the adopted boundaries to Metro by February 1, 2026, so that Metro can update its maps to reflect those boundaries. Please provide Metro ([glen.hamburg@oregonmetro.gov](mailto:glen.hamburg@oregonmetro.gov)) with resources such as a Metro-compatible GIS file or a detailed map of tax lots that shows the adopted boundaries. When providing these resources, please also affirm that the boundaries were formally adopted by ordinance of your jurisdiction's governing body.

5. *Once adopted, can center boundaries be changed?*

Yes, so long as the center continues to be in the "general area" of the center as identified on the 2040 Growth Concept Map. By February 1, 2026, cities and counties must identify to Metro the boundaries of each center adopted as of December 31, 2025. After December 31, 2025, cities and counties must notify Metro of any new or revised center boundaries within 31 days of adopting those new or revised center boundaries.

6. *What if our jurisdiction has concerns about meeting the requirements of Ordinance No. 24-1523, needs technical assistance, or has questions?*

Metro's Planning, Development and Research Department is available to help. Please contact Glen Hamburg, Senior Regional Planner at Metro ([glen.hamburg@oregonmetro.gov](mailto:glen.hamburg@oregonmetro.gov)), with any concerns, assistance needs, or questions.

Title 6 of Chapter 3.07 of the Metro Code (Urban Growth Management Functional Plan) is amended as follows, with underlined text representing inserted text and ~~strikethrough~~ representing deleted text:

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**CHAPTER 3.07**  
**URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

**Title 6: Centers, Corridors, Station Communities and Main Streets**

**3.07.610 Purpose**

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, ~~–~~ Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to Oregon Administrative Rules (OAR) 660-012-0012(4)(d), Title 6 requires cities and counties to define the boundaries of Centers for which they have adopted urban land use plan designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments, ~~to enhance this role.~~ A “regional investment” is: an investment in a new high-capacity transit line; or a designated a-regional investment in a grant or funding program that is either administered by Metro or subject to Metro’s approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

**3.07.615 Adoption of Boundaries for Centers**

- (a) By December 31, 2025, each city and county must adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (b) Each city and county must adopt boundaries for any other Center identified on Metro’s 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 must be located in the general area of the Center as identified on the 2040 Growth Concept Map.

- (d) By February 1, 2026, cities and counties must identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties must notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.
- (e) Cities and counties must comply with the requirements of this section notwithstanding the generally applicable two-year functional plan compliance deadline in Subsection 3.07.810(b).

### **3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets**

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county ~~shall~~must take the following actions:
- (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~Subsection 3.07.620(b);
  - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~Subsection 3.07.620(c); and
  - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~Subsection 3.07.620(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, ~~shall~~must:
- (1) Be consistent with the general location shown in the RFP 2040 Growth Concept Map except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
  - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;
  - (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
  - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~Subsection 3.07.820(a) ~~of section 3.07.820~~ of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, ~~shall~~must analyze the following:
- (1) Physical and market conditions in the area;

- (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
  - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
  - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
  - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street ~~shall~~must consider the assessment completed under ~~subsection~~Subsection 3.07.620(c) and include at least the following elements:
- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
  - (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
    - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~Section 3.07.640; and
    - (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
  - (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
  - (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~Subsections 3.08.230(a) and (b) of the RTFP, that includes:
    - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
    - (B) A transportation system or demand management plan consistent with ~~section~~Section 3.08.160 of the RTFP; and
    - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~Section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of ~~subsections~~Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

- (f) Compliance with the requirements of this section is not a prerequisite to:
  - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
  - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

### **3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates**

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
  - (1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620(b); and
  - (2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
  - (1) Established a boundary pursuant to ~~subsection (b) of~~ Subsection 3.07.620(b);
  - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section~~ Section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
  - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230 (a) and (b) of the RTFP, that includes:
    - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
    - (B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and
    - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]
- (c) ~~(c)~~ (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

### 3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- (a) A-Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
- (1) Central City - 250 persons
  - (2) Regional Centers - 60 persons
  - (3) Station Communities - 45 persons
  - (4) Corridors - 45 persons
  - (5) Town Centers - 40 persons
  - (6) Main Streets - 39 persons
- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
- (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
  - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
  - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:
- (1) The types of housing ~~listed in the~~ identified as “needed housing” statute, in ORS 197.303(1)(a)-(e);
  - (2) The types of housing identified in the city’s or county’s housing need analysis ~~done completed~~ pursuant to ORS 197.296 or ~~statewide~~ Statewide planning Planning Goal 10 (Housing); and
  - (3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

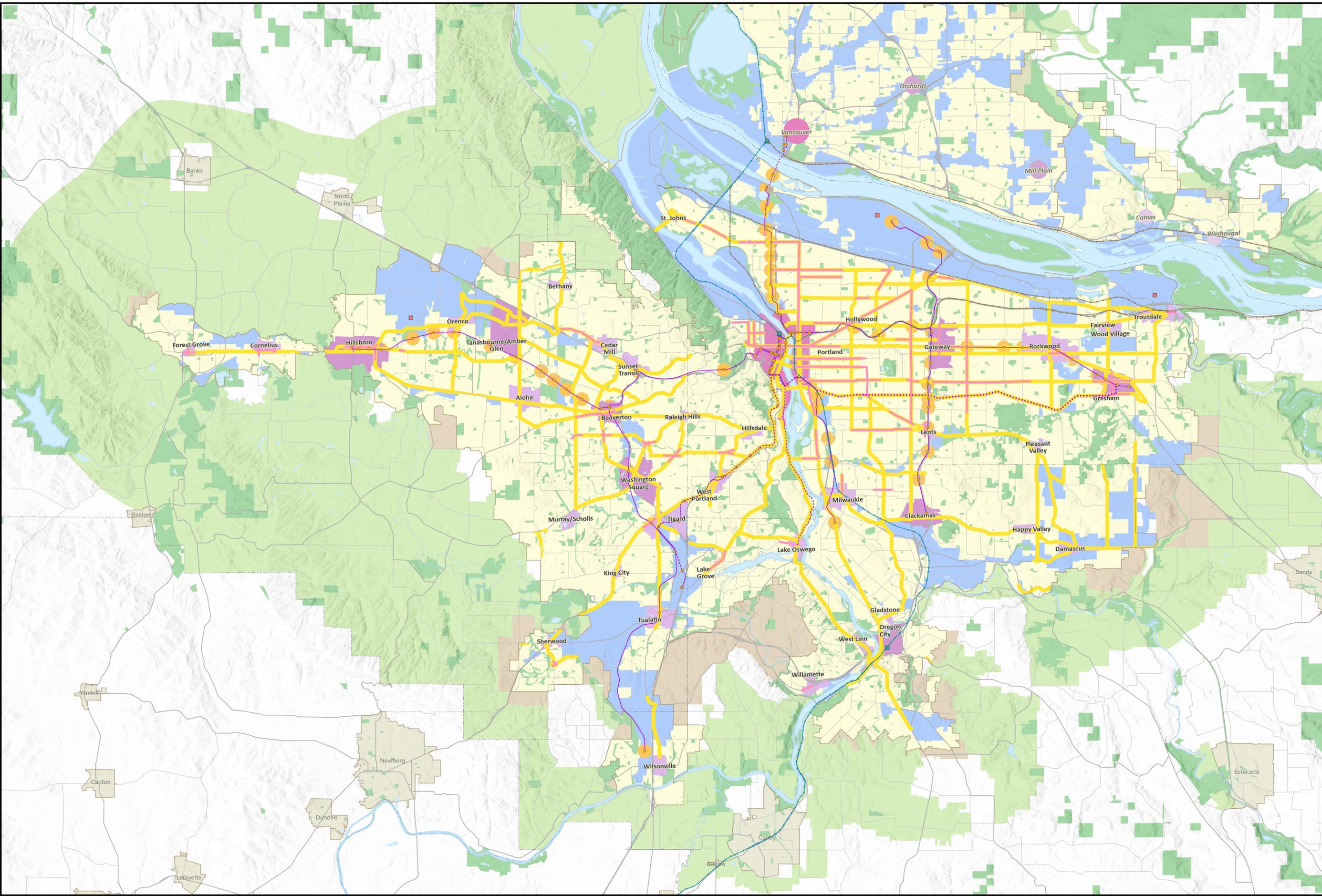
### 3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- (a) The 2040 Growth Concept Map’s depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the “Title 6 Centers, Corridors, Station Communities and Main Streets Map” and is Metro’s ~~official depiction~~ representation of their boundaries. The map shows the boundaries established pursuant to this title.

Exhibit A to Ordinance No. 24-1523

- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county ~~shall~~ must provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection (b) of section 3.07.620(b).
- (c) The COO ~~shall~~ must revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform ~~the~~ such maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

**Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021** [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]



# 2040 Growth Concept Map

May 2023



Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- |                     |                         |                                       |                         |
|---------------------|-------------------------|---------------------------------------|-------------------------|
| Central city        | Employment land         | Existing high capacity transit        | Neighboring cities      |
| Regional center     | Parks and natural areas | Planned high capacity transit         | Airports                |
| Town center         | Neighborhood            | Proposed high capacity transit tier 1 | Intercity rail terminal |
| Station communities | Rural reserve           | Mainline freight                      |                         |
| Main streets        | Urban reserve           | High speed rail (proposed)            |                         |
| Corridors           | Urban growth boundaries | County boundaries                     |                         |

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>





CITY OF  
**West  
Linn**

# City Council

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Work Session  
Metro TC Boundary Adoption

November 4, 2025



# Metro Town Center Boundary Adoption

## Council Packet

- Background Information
  - CFEC Rules
  - Metro UGMFP
- PC Work Session
- PC Public Hearing
- Recommendation

## Attachments

- PC Recommendation Memo
- ORD 1765
  - Bolton TC Boundary
  - Willamette TC Boundary
- Metro Memo and Ordinance



**City of  
West Linn**

**STAFF REPORT  
FOR THE PLANNING COMMISSION**

**FILE NUMBER:** PLN-25-01

**HEARING DATE:** October 15, 2025

**REQUEST:** To consider adoption of text amendments to West Linn Comprehensive Plan Goal 2: Land Use Planning, adopting the Bolton Town Center Boundary Map and the Willamette Town Center Boundary Map per Oregon Administrative Rule 660-012-0012(4)(d) and Metro Urban Growth Management Functional Plan Title 6.

**APPROVAL CRITERIA:** Community Development Code (CDC) Chapters 98 and 105

**STAFF REPORT PREPARED BY:** Darren Wyss, Principal Planner

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# What is a Town Center?

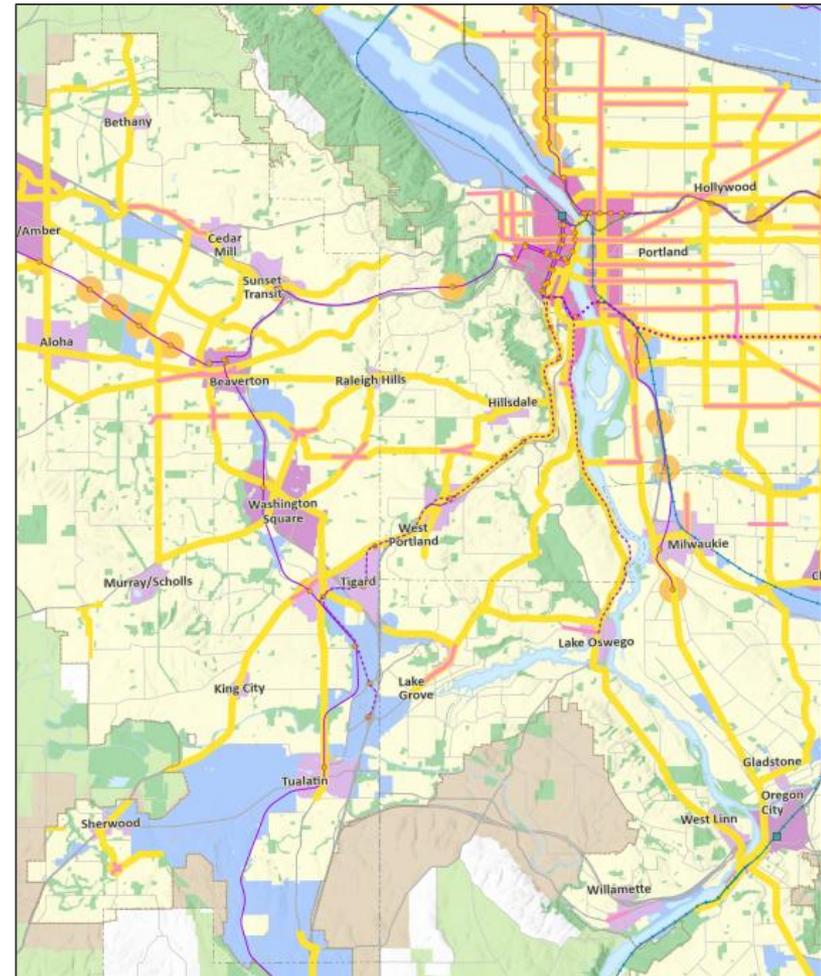


## Metro 2040 Growth Concept Map

- Central City
- Regional Centers
- Town Centers
- Main Streets/Corridors
- Station Communities

## Town Centers

- Eligible for Regional Investment
  - Adopt Boundary
  - Perform an Assessment
  - Adopt a Plan of Actions/Investments
- Lower Mobility Standards
  - Land use standards to allow mix and intensity of uses in UGMFP
  - Adopted plan to achieve non-SOV mode share





# Why Adopt Town Center Boundaries?

## CFEC Rules

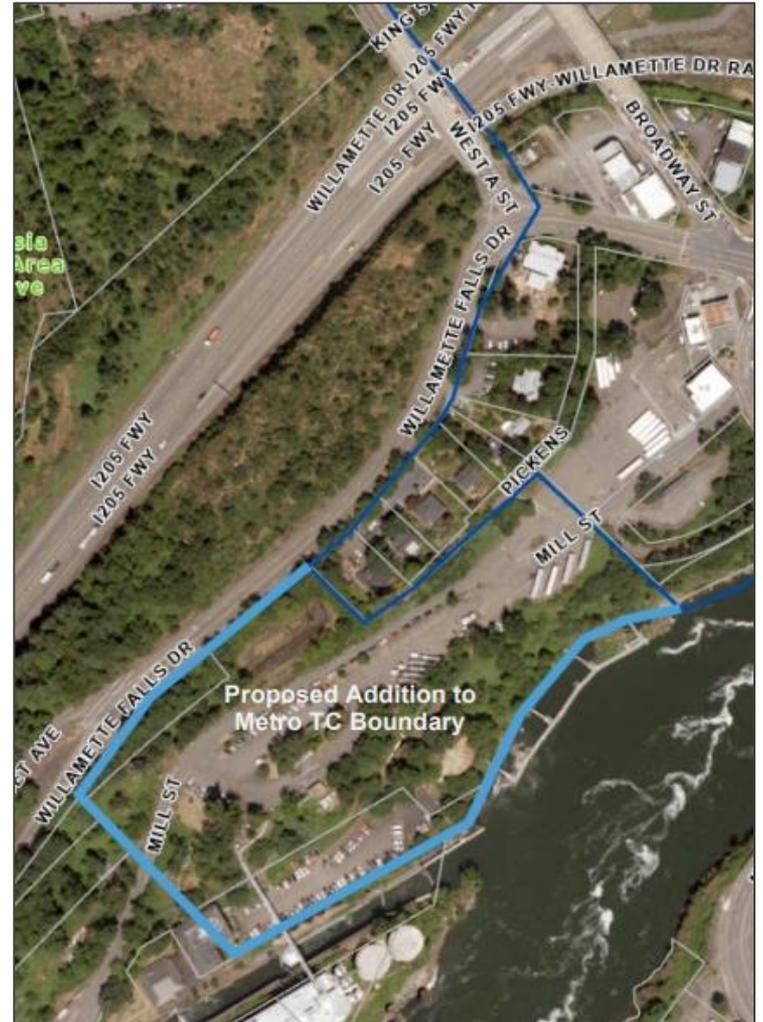
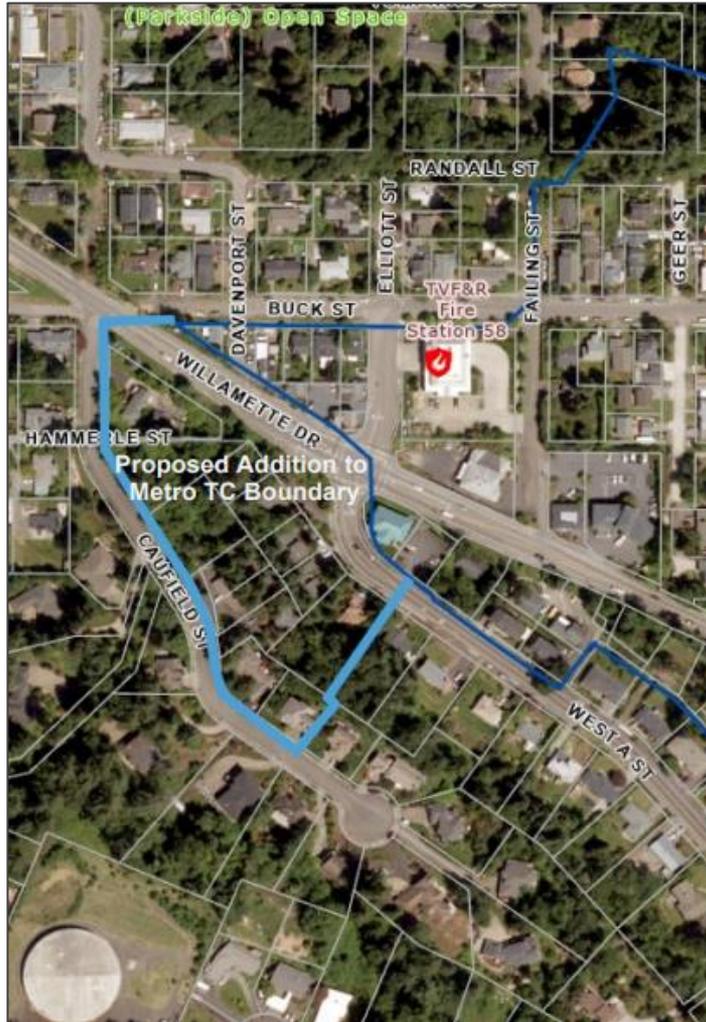
- OAR 660-012-0012
- Metro Creates Adoption Rules
- Cities Adopt Boundaries by 2025

## West Linn Town Centers

- Bolton Town Center
  - Small addition on north end to match Vision43 Focus Area
  - Small addition on south end to capture entire mill parking lot property within the WLWF Boundary
- Willamette Town Center
  - Adopt boundary as shown on 2040 Map
  - White Oak Savanna Property



# Bolton Town Center Boundary



# Bolton Town Center Boundary

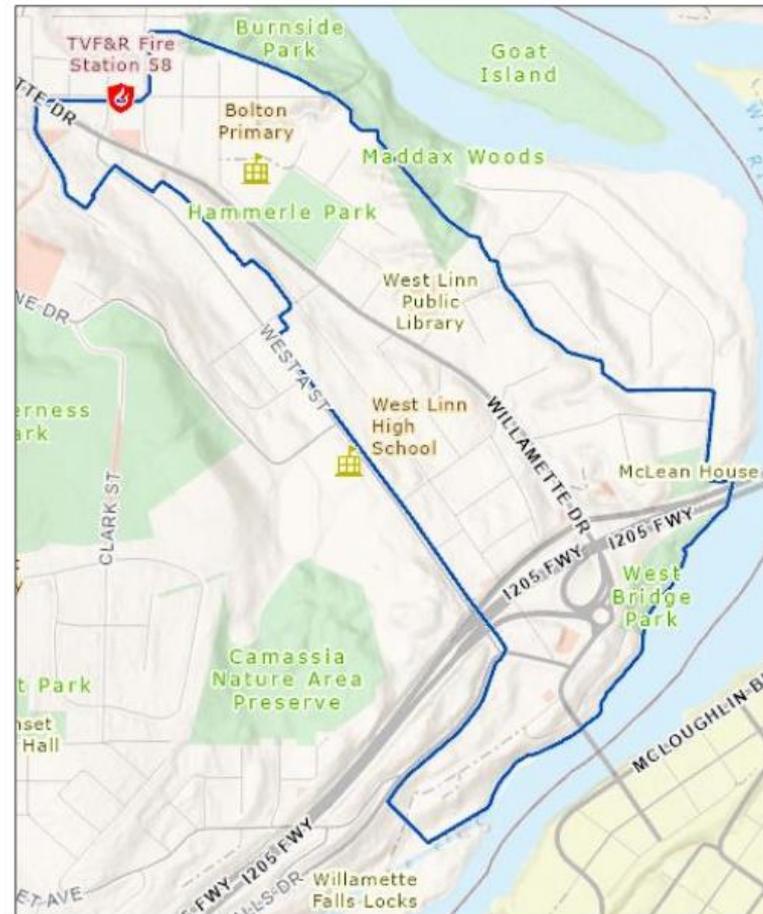


# Bolton Town Center Boundary

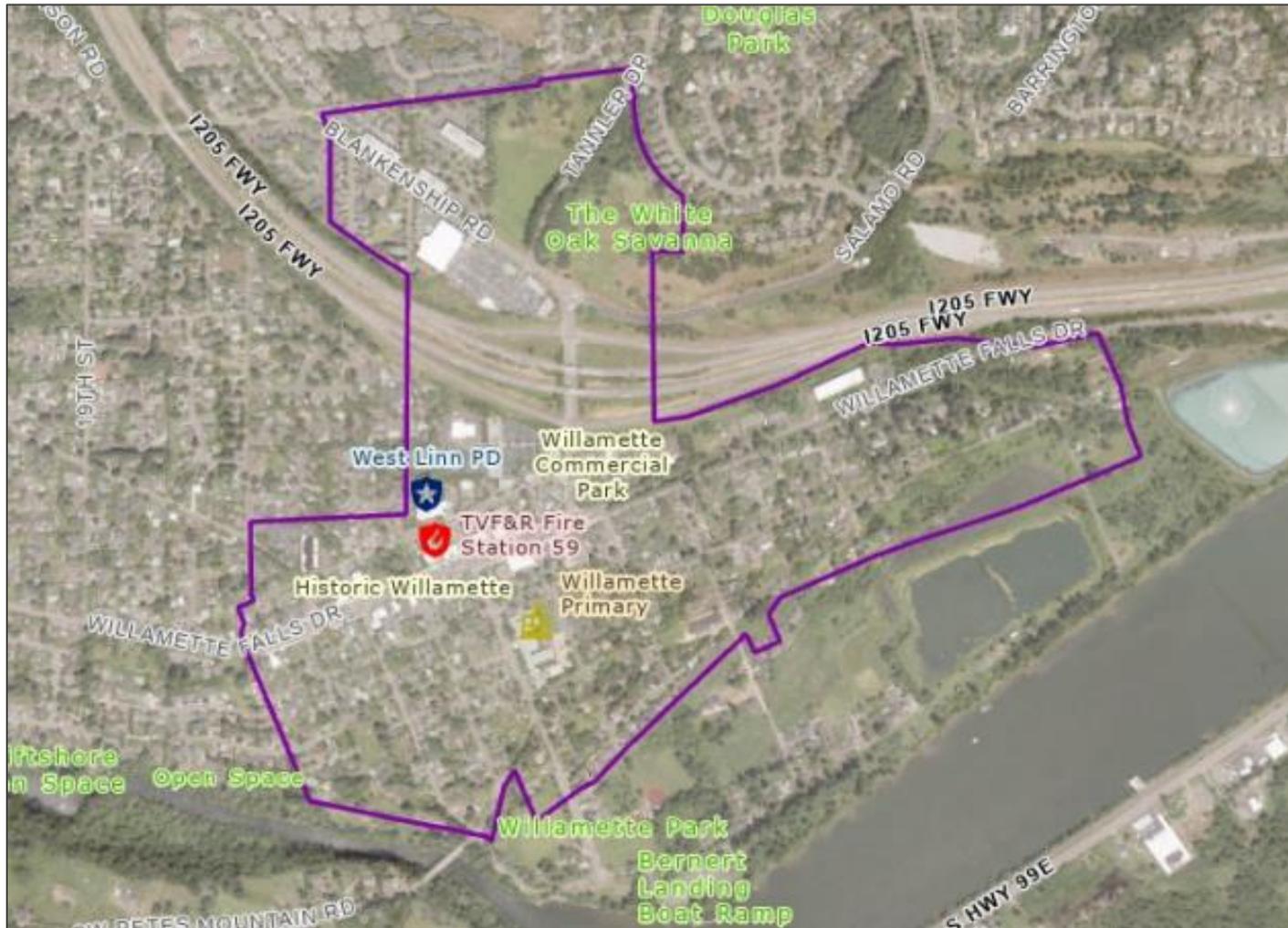


Figure 2-3

Adopted Bolton Town Center Boundary



# Willamette Town Center Boundary

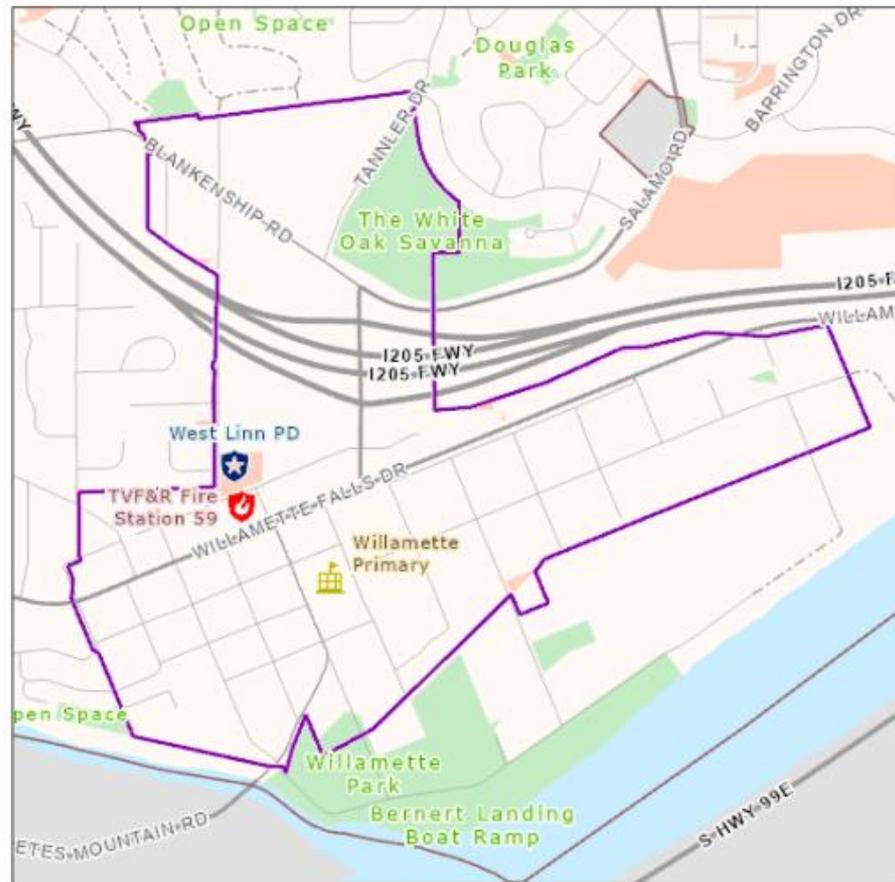


# Willamette Town Center Boundary



Figure 2-4

Adopted Willamette Town Center Boundary





# Adoption Process

- 🍃 PC Work Session (Aug. 20<sup>th</sup>)
  - Few Questions
  - Consensus Bring to PH
- 🍃 PC Public Hearing (Oct 15<sup>th</sup>)
  - Complies with Fed/State/Regional Rules and West Linn Policy/Code
  - Amend Comp Plan Chapter 2: Land Use to Include Two TC Boundary Maps
  - Recommended Adoption
- 🍃 CC Work Session (Nov. 4<sup>th</sup>)
  - Briefing on proposal and process
- 🍃 CC Public Hearing (Dec. 9<sup>th</sup>)
  - Final Decision





**QUESTIONS OF STAFF?**

**Work Session Agenda Bill**

Date: 11/04/2025

To: Rory Bialostosky, Mayor  
Members, West Linn City Council

Through: Deputy City Manager, Elissa Preston *EP*

From: Erich Lais, PE – City Engineer/Public Works Director

Subject: Operations Complex Design and Budget Update

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**Purpose:**

To provide Council with an update on preconstruction services and design progress related to the new Operations Complex Construction Project.

**Question(s) for Council:**

None. Presentation only.

**Background & Discussion:**

The City is in process of designing the facility to serve as a centralized operations hub, housing Water Distribution Maintenance, Sewer and Storm Collections Maintenance, Parks Maintenance, Facilities Maintenance, and Fleet Maintenance. It will also include accommodations for City fueling and materials storage needs.

The purpose of this new facility is to address and correct sever deficiencies that exist at the current building located at 4100 Norfolk St. The current building is undersized with regards to proper office and team room space, meeting space, locker room facilities, snow/ice material storage, equipment and vehicle storage, and day to day storage for supplies required for all maintenance divisions to perform their daily activities. To accommodate for lack of storage and functionality within the current operations site, Public Works and Parks Maintenance must store materials in various satellite locations throughout the City leading to severely inefficient daily work flow.

On September 15, 2025, the project team provided a Council update regarding the ongoing value engineering effort which was led by the City's contractor Skanska. This multi-week comprehensive value engineering exercise was comprised of five core subgroups focusing on key elements including but not limited to: site development, architecture and structural components, mechanical/electrical systems, IT/security, and equipment/furnishings. The goal was to identify key elements of programming for the complex, identify alternative methods of construction aimed to provide cost savings while maintaining quality and safety, review of cost estimates to identify any duplicate expenses across project elements, identify alternative sourcing methods and/or materials that result in cost savings, and any and all other creative means and methods to produce the most cost-effective final design possible. This process was completed and resulted in alternative design and construction recommendations which are targeted to reduce the initial construction cost estimate of the project.

Highlights of the alternative builds that will be presented in the attached presentation include: maintain original building site configuration but eliminates two bays that were originally intended for covered storage and future warehouse expansion (as needed), reducing remaining building footprints, eliminating bulk of covered parking. Alternatively, it is proposed to stack the administration/office building on top of building maintenance/streets shops, reduce parking, eliminate the two extra bays (storage/future expansion), reduce site development on the upper tier, as well as reduction of pavement on the upper tier and the need for a large retaining wall.

As outlined in the Operations Complex Budget Scenarios presentation, budgetary impacts are anticipated as original estimated budget of \$35,000,000 was based on 50% design and without cost estimates developed by the City's contractor. The available build site presents significant challenges and contributes to significant portion of the overall budget.

The proposed not to exceed budget developed in response to the intensive value engineering effort outlined in the attached presentation is \$45,000,000. Detailed funding scenarios are attached within the Operations Complex Budget Scenarios presentation. The proposed allocation of \$45,000,000 will provide the best cost savings to the City while maintaining operability of the new site. Drastic reduction in programming in order to maintain a \$35,000,000 budget would likely result in complete removal of the on site warehouse and the inability to sell and decommission the original operations facility on Norfolk St.

Attached is a presentation which provides an overview of the original and alternate design options, summary of estimated construction expenditures related to the project, the current status, and anticipated next steps.

**Council Options:**

Presentations only. Staff will seek formal guidance and approval of the design securing of the planned Full Faith Credit Obligation funds at the November 18, 2025 Business Meeting.

**Staff Recommendation:**

Presentation only.

**Attachments:**

1. Operations Complex Design Update Presentation
2. Operationc Complex\_Budget Scenarios Presentation



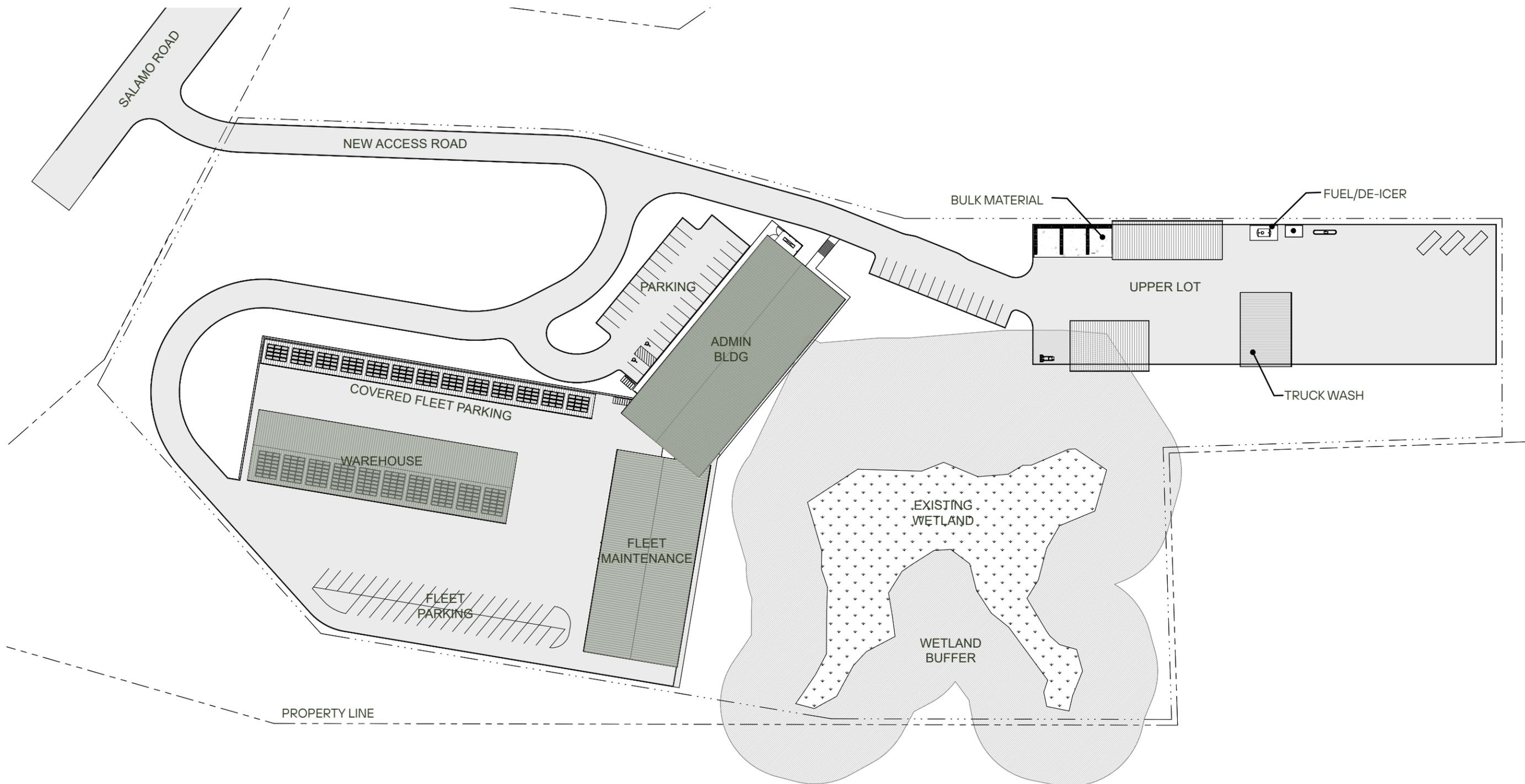
# West Linn Operations Complex

Council Update ▪ 11/04/2025

# Agenda

- I. Current Design & Estimate
- II. Approach to VE & Design Development
- III. Proposed Path Forward
- IV. Schedule & Next Steps
- V. Q & A

# Current Design & Estimate



Current Site Design



Scott  
Edwards  
Architecture



Current Building Design



Scott  
Edwards  
Architecture

# Initial Estimate

SITE DEVELOPMENT  
\$17.7 M

OFFICE BUILDING  
\$10.7 M

STORAGE BUILDING  
\$4.1 M

FLEET BUILDING  
\$5.7 M

+ COST OF WORK =  
\$9 M

TOTAL  
CONSTRUCTION  
ESTIMATE

**\$47.2M**

TOTAL CONSTRUCTION ESTIMATE

**\$47.2M**

TOTAL SOFT COST

+ **\$6.5M**

TOTAL DEVELOPMENT COST

**\$53.7M**



Current Building Design

**SKANSKA**

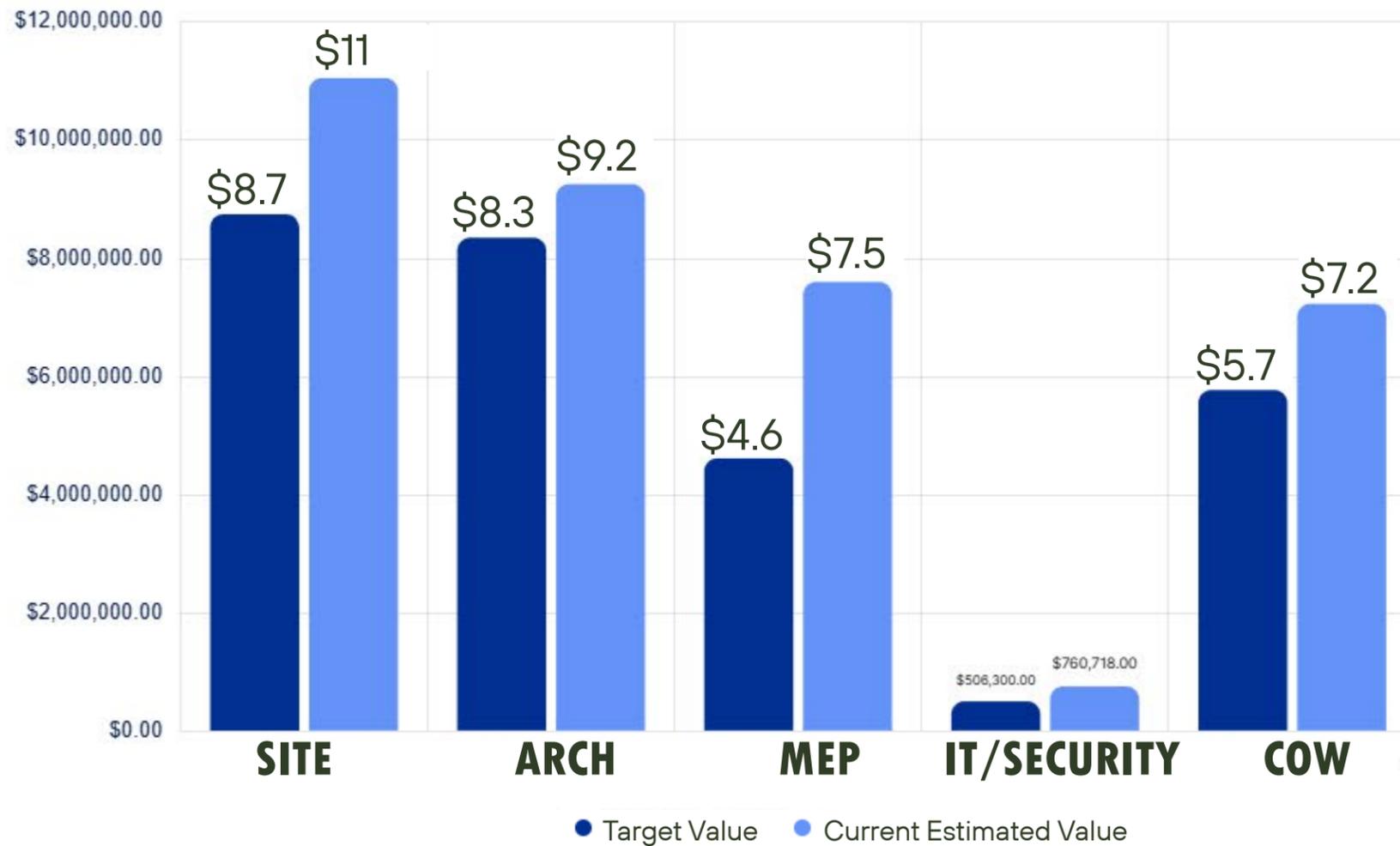


Scott  
Edwards  
Architecture

# Approach to VE & Design Development

# Approach to VE

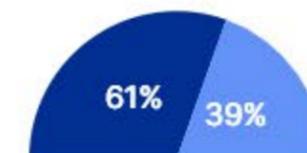
## TARGET VALUE vs CURRENT ESTIMATED COST OF WORK (COW)



### COW Recommended Savings

Site	-\$4,015,000.00
Architectural/Structural	-\$5,125,910.00
Mech/Elec/Plumb/Fire	-\$350,929.00
IT / Security	-\$111,270.00
GC, GR & Below Line	-\$2,712,404.00

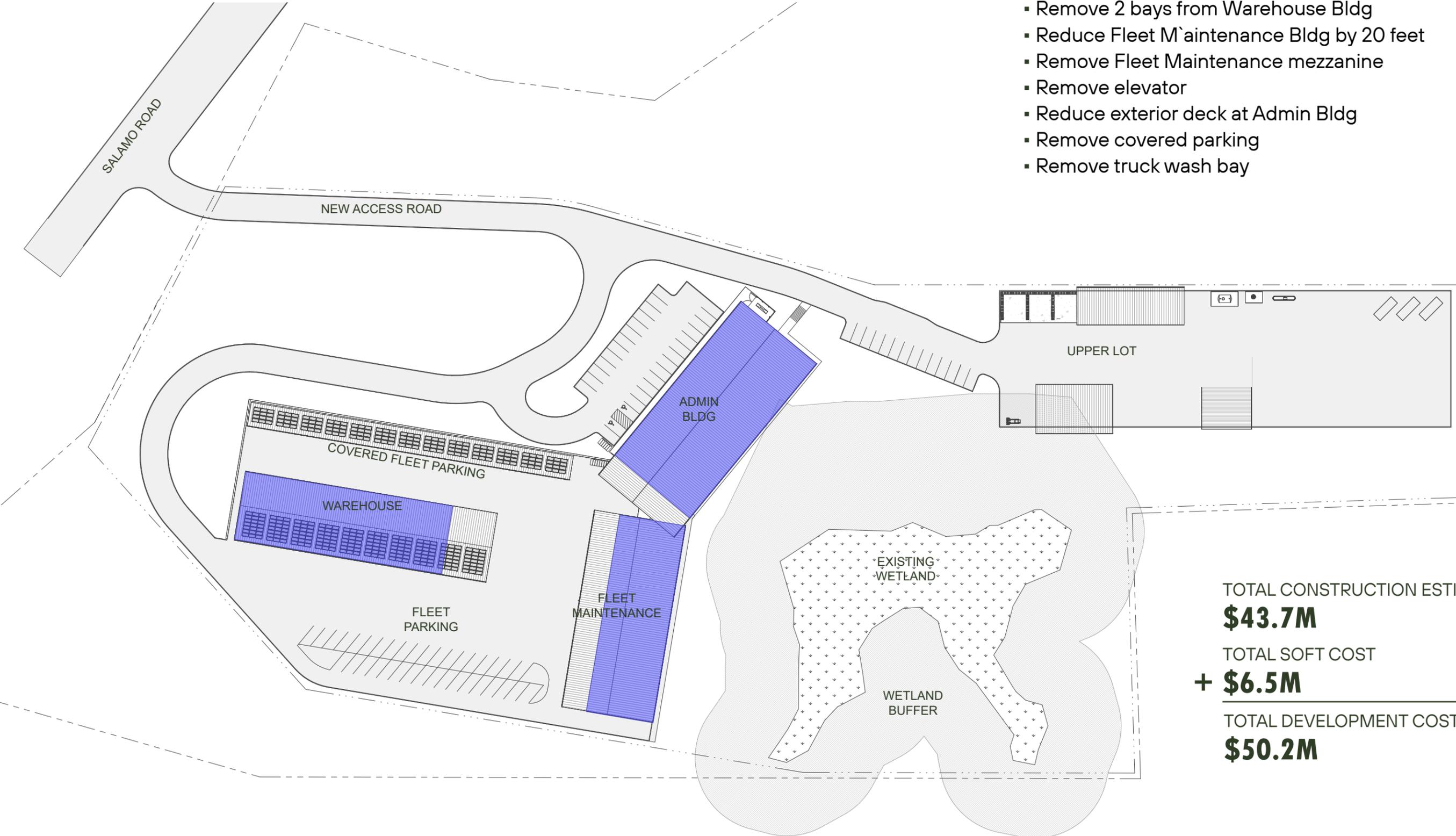
### Rec. vs Target



TOTAL  
POTENTIAL  
SAVINGS  
**\$12.2M**

# Development Scenario 1:

- Remove 2 bays from Warehouse Bldg
- Reduce Fleet Maintenance Bldg by 20 feet
- Remove Fleet Maintenance mezzanine
- Remove elevator
- Reduce exterior deck at Admin Bldg
- Remove covered parking
- Remove truck wash bay



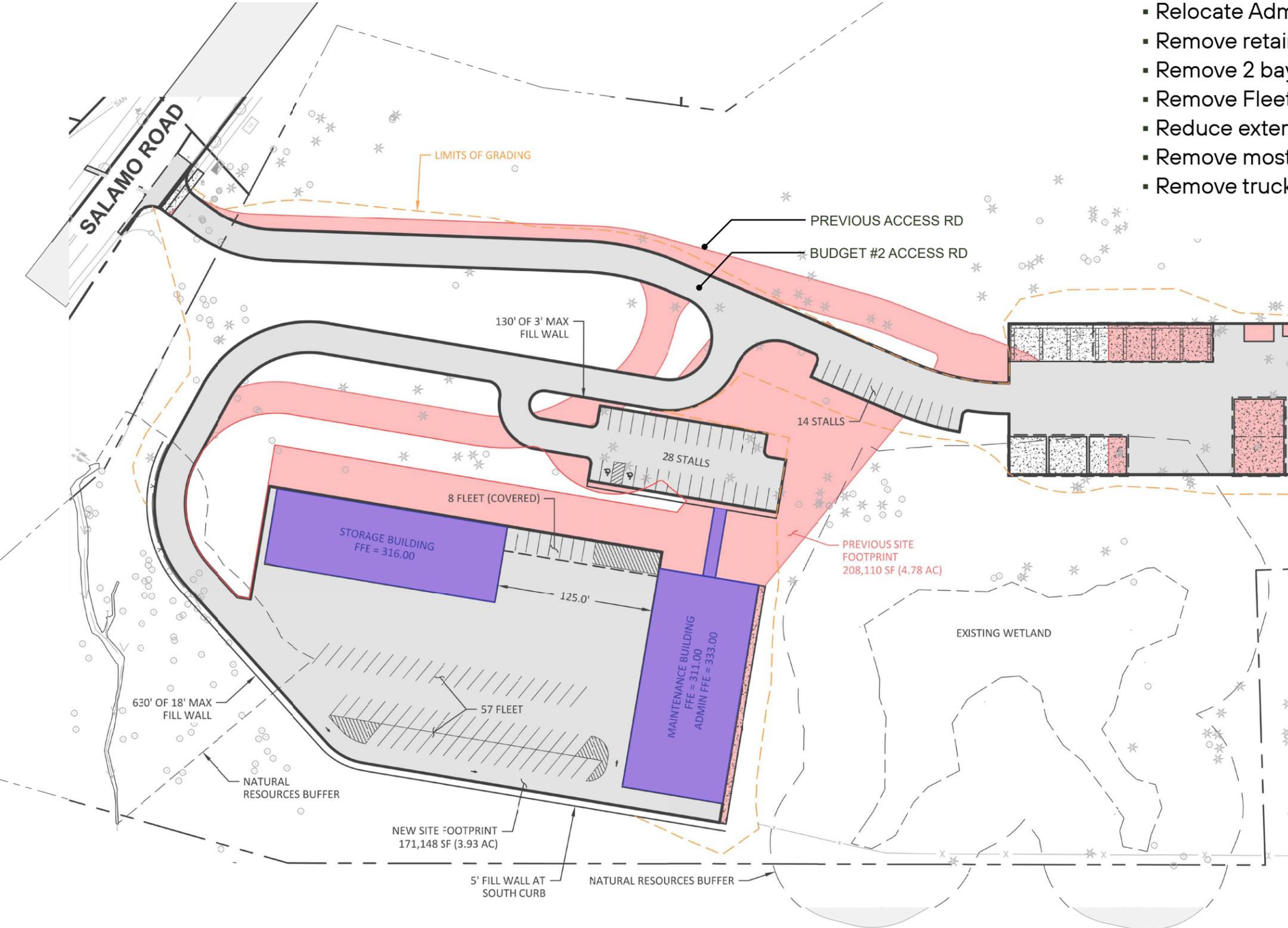
TOTAL CONSTRUCTION ESTIMATE  
**\$43.7M**  
 TOTAL SOFT COST  
**+ \$6.5M**  


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 TOTAL DEVELOPMENT COST  
**\$50.2M**

# Development Scenario 2:

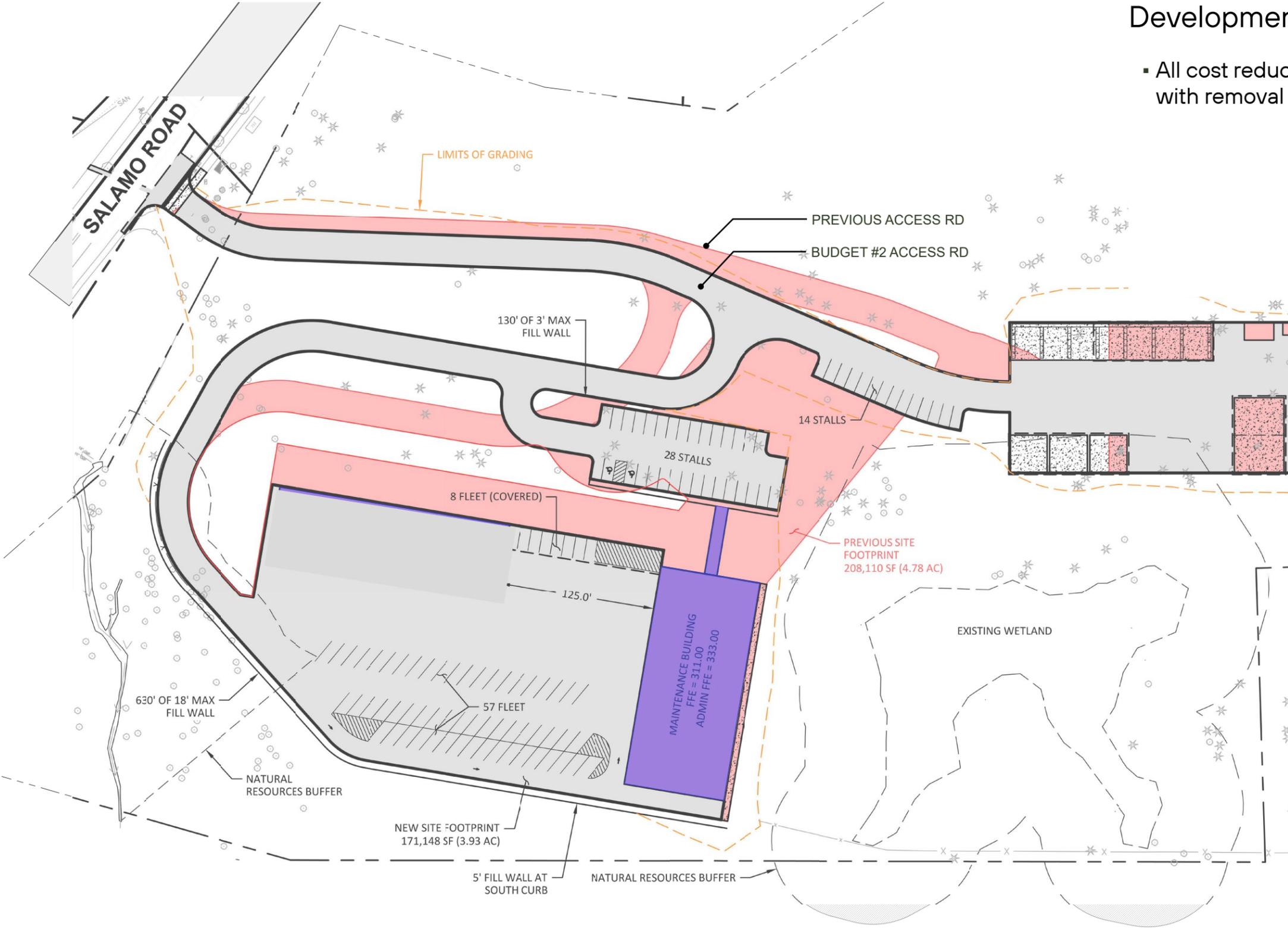
- Relocate Admin Bldg to sit above Fleet Maintenance
- Remove retaining wall between upper and lower lot
- Remove 2 bays from Warehouse Bldg
- Remove Fleet Maintenance mezzanine
- Reduce exterior deck at Admin Bldg
- Remove most covered parking
- Remove truck wash bay



TOTAL CONSTRUCTION ESTIMATE  
**\$38.5M**  
 TOTAL SOFT COST  
 + **\$6.5M**  
 TOTAL DEVELOPMENT COST  
**\$45M**

# Development Scenario 3:

- All cost reduction items from Budget Option 2 along with removal of Warehouse Building



TOTAL CONSTRUCTION ESTIMATE  
**\$34.5M**  
 TOTAL SOFT COST  
 + **\$6.5M**  


---

 TOTAL DEVELOPMENT COST  
**\$41M**

Development Scenario 3  
 Major Impact to Program/Design



Scott  
 Edwards  
 Architecture

# Proposed Path Forward

# Recommendation

## Development Scenario 1:

- Remove 2 bays from Warehouse Bldg
- Reduce Fleet Maintenance Bldg by 20 feet
- Remove Fleet Maintenance mezzanine
- Remove elevator
- Reduce exterior deck at Admin Bldg
- Remove covered parking
- Remove truck wash bay

TOTAL CONSTRUCTION ESTIMATE

**\$43.7M**

TOTAL SOFT COST

+ **\$6.5M**

TOTAL DEVELOPMENT COST

**\$50.2M**

## Development Scenario 2:

- Relocate Admin Bldg to sit above Fleet Maintenance
- Remove retaining wall between upper and lower lot
- Remove 2 bays from Warehouse Bldg
- Remove Fleet Maintenance mezzanine
- Reduce exterior deck at Admin Bldg
- Remove most covered parking
- Remove truck wash bay

TOTAL CONSTRUCTION ESTIMATE

**\$38.5M**

TOTAL SOFT COST

+ **\$6.5M**

TOTAL DEVELOPMENT COST

**\$45M**

## Development Scenario 3:

- Relocate Admin Bldg to sit above Fleet Maintenance
  - Remove retaining wall between upper and lower lot
  - Remove 2 bays from Warehouse Bldg
  - Remove Fleet Maintenance mezzanine
  - Reduce exterior deck at Admin Bldg
  - Remove most covered parking
  - Remove truck wash bay
- All cost reduction items from Budget Option 2 along with removal of Warehouse Building

TOTAL CONSTRUCTION ESTIMATE

**\$34.5M**

TOTAL SOFT COST

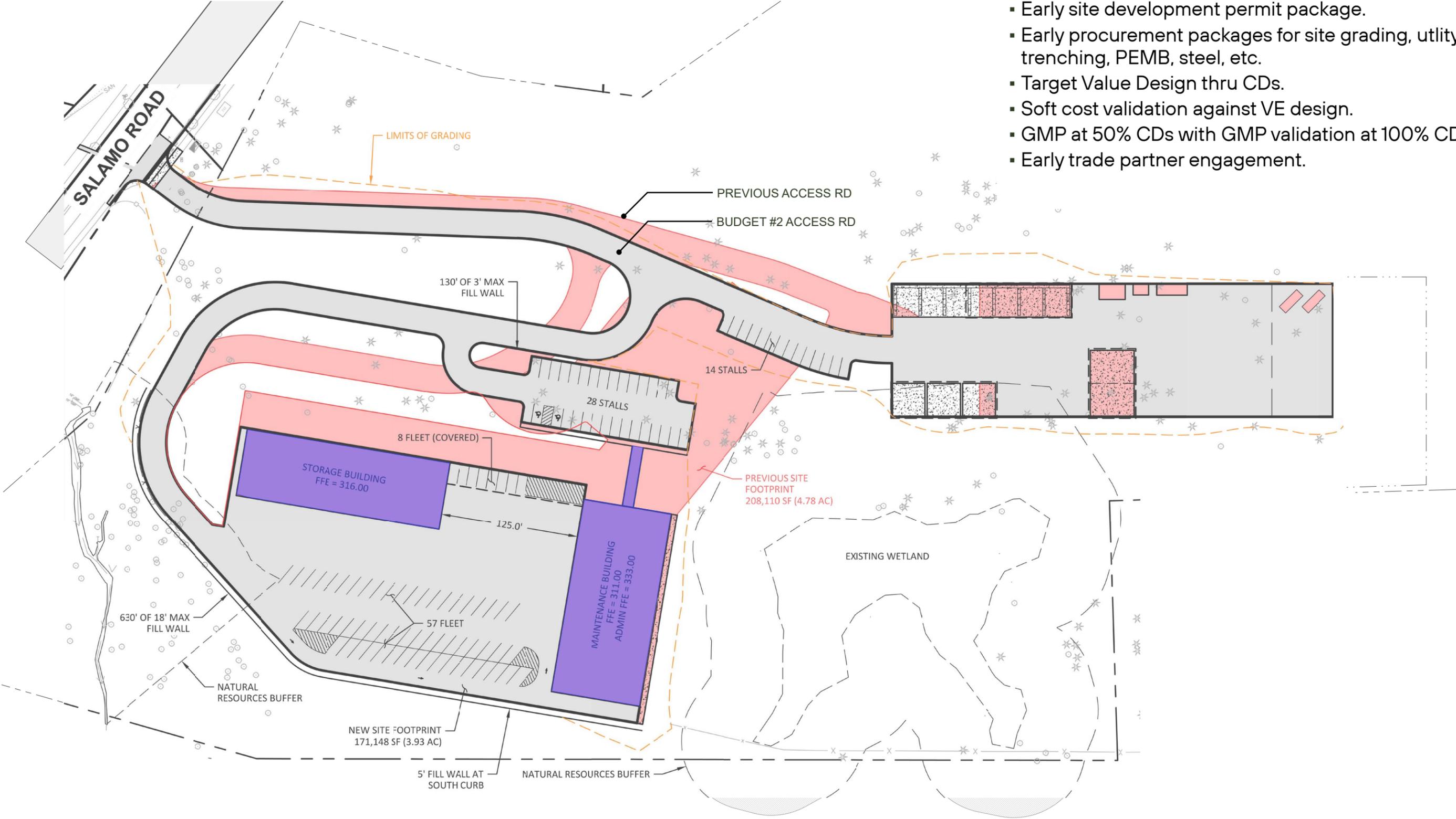
+ **\$6.5M**

TOTAL DEVELOPMENT COST

**\$41M**

# Approach to Cost Certainty

- Early site development permit package.
- Early procurement packages for site grading, utility trenching, PEMB, steel, etc.
- Target Value Design thru CDs.
- Soft cost validation against VE design.
- GMP at 50% CDs with GMP validation at 100% CDs.
- Early trade partner engagement.



Proposed Path Forward Proposed Path Forward



Scott  
Edwards  
Architecture



3D View

The new Admin Building above Fleet Maintenance and bridge in foreground



West Linn Public Works

West Linn, OR  
Project #23028

10.22.2025

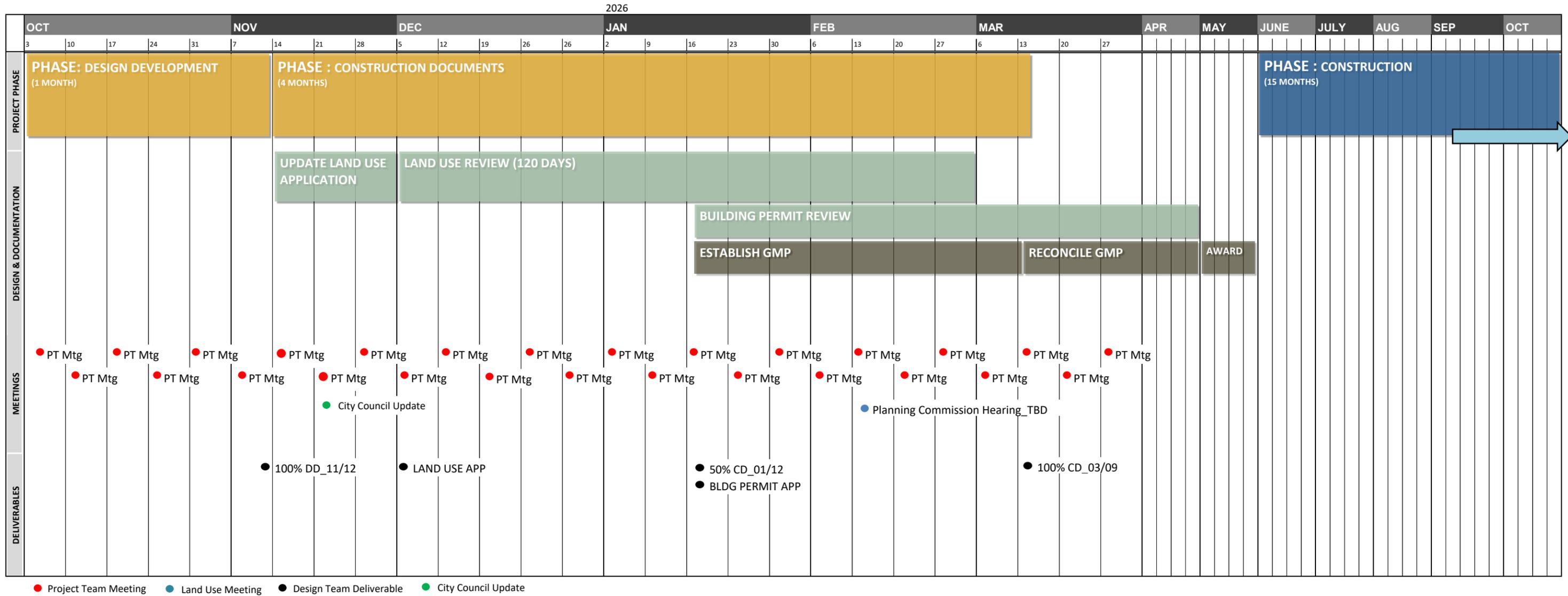


Scott  
Edwards  
Architecture

# Schedule & Next Steps

WEST LINN OPERATIONS COMPLEX 2025/2026  
PROJECT SCHEDULE / WORK PLAN

October 21, 2025



Scott  
Edwards  
Architecture

Q & A



CITY OF  
**West  
Linn**

# Operations Complex Project Budget Options

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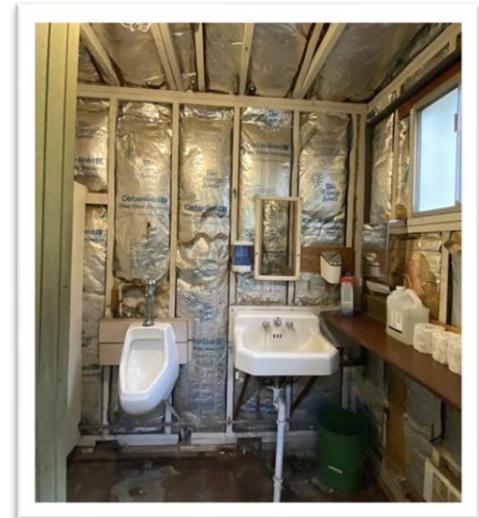
City of West Linn

November 4, 2025

# PROJECT BACKGROUND



- ◆ Establishing a new Operations Complex for all Public Works, Parks Maintenance, Fleet Maintenance, City fueling, and materials storage.
- ◆ Current facility is undersized (approximately 2 acre) and located in a residential neighborhood on Norfolk St.
- ◆ Current facility does not provide adequate space for:
  - Employees
  - Materials storage
  - Covered and uncovered equipment storage
  - maintenance of fleet
  - significant deficiencies related to building mechanical systems such as HVAC, heat, and back-up generator capacity.



# CURRENT BUDGET AND FUNDING STRATEGY



- Project is being financed through a Full Faith Credit Obligation which will create a long-term debt service payment equitably shared among each division occupying the building.
- Project funding is adopted in the FY2026-2027 West Linn budget and currently allocates \$35,000,000 for project expenditures and outlines roughly \$540,000/year in debt service for each fund.
- Initial budget was developed based on preliminary 50% design and cost estimates established prior to onboarding of a CM/GC.
- Current construction cost estimates (as assessed by the City's contractor) are higher than anticipated. This is largely due to the available building site which presents significant challenges.

# UPDATED BUDGET



- Value Engineering efforts resulted in alternate building scenarios which target reductions in building costs related to both site development and vertical construction.
- The refined not to exceed budget, based on the VE effort and proposed building scenario including all construction and soft costs is \$45,000,000.
  - Soft costs include but are not limited to: design contract, building permits, owner's representative contract, lighting/furnishings, on-site wayfinding, building and design contingencies.
- The annual debt service, combined for all applicable funds, is approximately \$3.2 Million.

# UPDATED FUNDING STRATEGY



- It is the goal of the City to distribute the debt service in an equitable manner across the impacted divisions. Proportionally, there is more street/pavement/transportation related improvements associated with the overall project
- The proposed funding strategy suggests a higher debt service to the Streets fund, with equal distribution of debt service funding among the remaining four funds. Deposit of revenue funds and subsequent construction payments would also be split proportionally.
- The adjusted, but equitable funding strategy, will minimize negative budgetary impacts to the City's overall long-term budget and preserve the highest degree of spending for other improvements in the City's adopted Capital Improvement Plan.



# FUNDING SCENARIOS – 30% Cost Share to Streets

**Streets:** \$13M of revenue/\$13M project expenditure - \$962K annual debt service

**All other funds** (Storm, Sewer, Water, Parks Maintenance)

\$8M of revenue/\$8M project expenditures - \$561K per fund annual debt service

## **Projected 5-year budget implications to adopted CIP**

- \$1.5M Large Diameter Steel Pipe Replacement scheduled for FY30 would be postponed
- \$1.1M - \$1.4M in stormwater capital improvements in FY26 would be delayed to future years (outside of 5-year window)
- \$500K reduction in stormwater spending in FY27
- \$25k reduction in capital or maintenance spending for Parks annually

# FUNDING SCENARIOS – 35% Cost Share to Streets



**Streets:** \$16M of revenue/\$16M project expenditure - \$1.1M annual debt service

**All other funds** (Storm, Sewer, Water, Parks Maintenance)

\$7.25M of revenue/\$7.25M project expenditures - \$521K per fund annual debt service

## **Projected 5-year budget implications to adopted CIP**

- \$1.5M Large Diameter Steel Pipe Replacement scheduled for FY30 would be postponed
- \$1.1M - \$1.4M in stormwater capital improvements in FY26 would be delayed to future years (outside of 5-year window)
- \$500K reduction in stormwater spending in FY27



# CONCLUSION

- Replacement of the City's current operations facility is a critical need to adequately, efficiently, and proactively support the day-to-day operations of the City's valuable public infrastructure and parks.
- The new facility is also a crucial element of City's ability to effectively and quickly respond to inclement weather and/or utility emergencies.
- Financing of the operations complex construction will require some capital/maintenance trade-offs in the short-term.
  - These short-term trade-offs are minimal and are heavily outweighed by the long-term benefit of addressing the severe deficiencies of the existing operations facility.

