

**AGENDA BILL**

**Beaverton City Council  
Beaverton, Oregon**

**SUBJECT:** Ratify Mayor's Decision Deleting 125th Avenue Extension Project Option B

**FOR AGENDA OF:** 08/04/08 **BILL NO:** 08143

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Mayor's

**DATE SUBMITTED:** 07/30/08

**CLEARANCES:** None

**PROCEEDING:** CONSENT AGENDA

- EXHIBITS:**
1. July 23, 2008, 125th Avenue Extension Memo from Mayor Rob Drake to City Council
  2. City Staff Decision Matrix for 125th Avenue Extension Option B

**BUDGET IMPACT**

<b>EXPENDITURE REQUIRED \$0</b>	<b>AMOUNT BUDGETED \$0</b>	<b>APPROPRIATION REQUIRED \$0</b>
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**HISTORICAL PERSPECTIVE:**

About a decade ago the Citizen Advisory Committee (CAC) that reviewed the road design and alignment for the 125th Avenue Extension project had considered and then ultimately rejected the Green Lane access to Hall Boulevard. A preliminary engineering design and alignment was chosen that extended the 125th Avenue Extension project to intersect with Hall Boulevard north and west of the Green Lane and Cressmoor Drive intersection. It was also proposed by the CAC that Green Lane would not have direct access to Hall Boulevard. Though a funding source has not yet been identified to complete the 125th Avenue Extension project, City Council has allocated funds in the interim to complete right-of-way acquisition and partially complete other construction and design elements.

**INFORMATION FOR CONSIDERATION:**

Approximately a year ago, City Council approved funds to begin final design for the 125th Avenue Extension project. City staff has been working with the consultant team to finalize design and alignment consistent with the recommendation made by the CAC. City staff has also explored an Option B to the originally approved alignment, though it was not part of the City Council's funding approval. City staff explored an alternative route that did access Hall Boulevard via Green Lane. The intent was to explore savings options with a modified design. After the CAC approved the original alignment a decade ago, a condo development was approved and built that fronted Green Lane. In recent testimony to the City Council, homeowners informed the City Council that they had made a purchasing decision based on the

original 125th Avenue Extension's approved design and alignment. Homeowners felt the City had made a commitment to the one alignment and would be severely impacted if Option B was chosen as an alternative. Mayor Rob Drake agrees with the homeowners and as a result has directed City staff to permanently drop consideration of Option B and apply the alternative design element options to the original alignment choice recommended by the CAC.


**RECOMMENDED ACTION:**

Beaverton City staff has provided a decision matrix exhibit for the 125th Avenue Extension Option B in this agenda bill. City Council concur with the Mayor's action and recommendation to permanently drop consideration of Option B to the 125th Avenue Extension project design options.

**CITY of BEAVERTON**

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**ROB DRAKE**  
MAYOR**MEMORANDUM**  
*Office of the Mayor*

**To:** City Councilors  
**From:** Rob Drake, Mayor   
**Date:** July 23, 2008  
**Subj:** 125<sup>th</sup> Extension, Option B

This memo is a follow-up to earlier discussions regarding the 125<sup>th</sup> Street Extension Project, specifically the Option B evaluation. As you know, we heard significant testimony from condo owners who live on the Green Lane portion adjacent to the 125<sup>th</sup> Street Extension right-of-way and other area residents at a Budget Committee meeting and also at the later public hearing to approve the 2008-2009 budget on June 23. Those who testified were strongly opposed to Option B utilizing Green Lane for access to Hall Blvd. About a decade ago the Citizen Advisory Committee that reviewed the road design and alignment had considered and then ultimately rejected the Green Lane access to Hall Blvd. The condo project was built after the initial alignment was recommended. Property owners testified that they made a purchasing decision in good faith with the belief that the alignment had already been decided.

The Option B alignment and some specific design elements in the second option may offer some cost savings. After reviewing those possible design options with City staff, I believe that some of those same savings may be able to be applied to the original alignment choice. In addition, I have given the condo owners' testimony considerable thought and believe that we have not kept good faith with them by considering a new alignment after their project was built. Fair is fair. As a result, I have directed staff to permanently drop consideration of Option B and apply the alternative design element options to the original alignment choice.

# EXHIBIT 2

## Decision Matrix for 125<sup>th</sup> Avenue Extension Project

Option	Base Case	Base Case 1-A	1-B
Project Element	Original PAC/CAC Alignment (Depressed Vertical Profile)	Original PAC/CAC Alignment (Raised Vertical Profile)	Alternate Green Lane Alignment (Raised Vertical Profile)
Estimated Construction Cost	\$14.79 million (2008 estimate)	\$12.4 million (2008 estimate) **	\$11.7 million (2008 estimate) **
Traffic Engineering	New intersection approx. 600 feet south of Hart Road. Horizontal alignment complies with existing Comprehensive Plan and Transportation System Plan (TSP).	New intersection approx. 600 feet south of Hart Road. Horizontal alignment complies with existing Comprehensive Plan and Transportation System Plan (TSP).	New intersection approx. 1,000 feet south of Hart Road. Increases street spacing distance, connects to Cresmoor Drive. Does not conform to the TSP, requires Comp. Plan Amendment. Requires new traffic analysis for Green Lane /Cresmoor / Hall Blvd. intersection.
Environmental Impacts	Wetland mitigation. DSL/US Corps of Engineers permitting necessary. Storm Water Quantity /Quality Detention required, difficult and more costly to mitigate with depressed profile section.	Reduced wetland mitigation from Option 1. DSL/US Corps of Engineers permitting necessary. Storm Water Quantity/Quality Detention required, may be mitigated with narrower raised section using roadside swales.	Reduced wetland impacts and associated permits from Options 1 & 2. Water Quantity/Quality Detention required, may be mitigated with narrower raised profile section using roadside swales.
Design Flexibility	Depressed profile roadway consumes more ROW decreasing ability to include green concepts, separated sidewalks, and buffer screening. Wider pre-existing 125th Ave. ROW at Hall Blvd. adds flexibility for connection design.	Ability to integrate green concepts and pedestrian and bike friendly with raised vertical profile. Wider pre-existing 125th Ave. ROW at Hall Blvd. adds flexibility for connection design.	Ability to integrate green concepts and pedestrian and bike friendly with raised vertical profile. Narrower existing Green Lane ROW causes more difficult roadway connection at Hall Blvd.

## EXHIBIT 2

Option	Base Case	Base Case 1-A	1-B
Project Element	Original PAC/CAC Alignment (Depressed Vertical Profile)	Original PAC/CAC Alignment (Raised Vertical Profile)	Alternate Green Lane Alignment (Raised Vertical Profile)
Right of Way (ROW)	No added ROW necessary, at this stage of design. Route follows pre-existing rights-of-way. Allows on-street parking on Green Lane.	No added ROW necessary, at this stage of design. Route follows pre-existing rights-of-way. Allows continued on-street parking on Green Lane.	Requires negotiation and acquisition of ROW from property owner (undeveloped) to widen Green Lane and accommodate new development access to Green Lane. Increased cost for on-street parking on Green Lane.
Impact to Frontage Residents	Decreased impact to residents along Green Lane. Northerly connection to Hall Blvd. in TSP and known to all properties when initially developed.	Decreased impact to residents along Green Lane. Northerly connection to Hall Blvd. in TSP and known to all properties when initially developed.	Increased impact to residents along Green Lane. Alignment not known at time of Green Lane condominiums development.
Traffic & Noise Impacts	Unchanged (base case), retaining walls needed for roadway design, sound walls recommended by PAC.	Sound mitigation not yet determined, requires more engineering. Traffic impacts same as Option 1.	Sound mitigation and traffic impacts not yet determined, requires more engineering.

**\*\* Assumes a raised vertical profile to reduce excavation, haul off, and disposal.**

### Definitions:

Green Concepts - Project elements that are environmentally "friendly"/sensitive (pervious sidewalk and swales).

PAC/CAC - Public Advisory Committee/Citizen Advisory Committee

Base Case - Original vertical and horizontal roadway alignment recommended by the PAC/CAC in 1998