

# City of Woodland Planning Commission

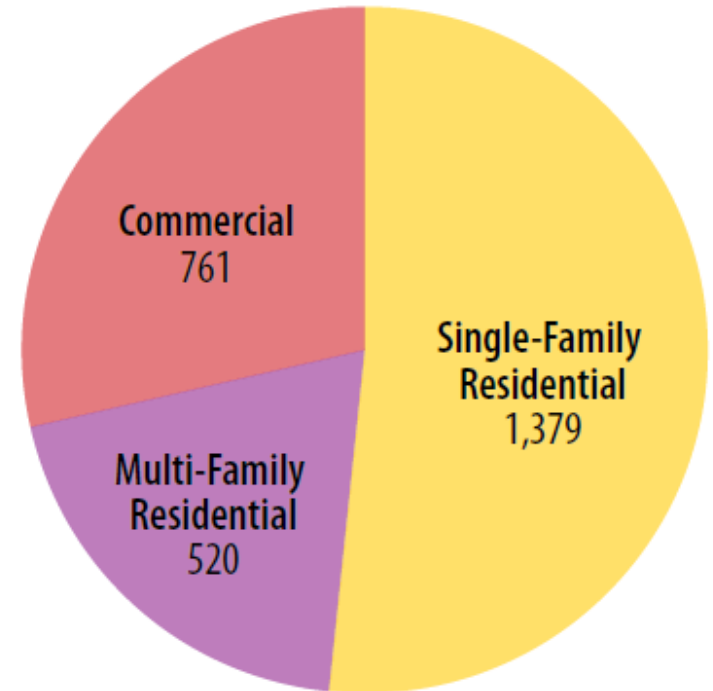
## CPA 2018-010 Comp Plan Map Amendment

17 January, 2019 (#2)

# Water (Comp Plan Section 8.3)

**Table 8-2. Water System Connections  
by Customer Class for 2012**

Single-Family Residential	1,379
Multi-Family Residential	520
Commercial	761
Total	2,660



## *Water Production and Distribution System*

- ▶ **Current Consumption**
  - 664,000 GPD (average)
  - or 460 gpm (average)

# Water (Comp Plan Section 8.3)

- ▶ The City has water rights for 2,800 gallons per minute.
  - The City's well has more capacity than rights.
- ▶ Treatment capacity
  - 3 Million gallons per day
  - 2,200 gpm
- ▶ Storage Capacity
  - 1.6 million gallons
  - 2019 project will add 1 million gallons

# Water (per comp plan & water plan)

- ▶ **Distribution** –184,666 linear feet of distribution pipe.
  - 80% PVC
  - 7.9% AC Pipe
  - 9.4% Cast Iron
  - .4% Steel
  - 2.1% Ductile Iron

# Water

## ▶ 2012 Water Plan:

- Water for 10,092 population (9,343 by 2036)
- Growth rate of 3.5% (2.3%)
- +600,000 gal storage by 2027 (+1M in 2019)
  
- Distribution system
  - Study needed?
  - It depends on where the water is needed...

# Water

- ▶ 10–years ago...the City's water system was near **bankruptcy**
- ▶ 7% rate increase since 2010
- ▶ Reserves are almost at the minimum amount required by City policy
- ▶ Maintenance is performed
- ▶ System improvements
  
- ▶ **Factoid**...water is delivered to customer at a cost of \$.003 (3 tenths of a cent) per gallon.

# Sewer (Comp Plan Section 8.1)

- ▶ Treatment Plant Capacity:
  - Assumes 5% growth rate (2.3%)
  - Population –12,089 (9,343 by 2036)
  - 1,933 ERU's (2013)
  - 6,188 projected 2033 demand

# Sewer (Comp Plan Section 8.1)

	Users	Sewage Produced
Single Family	78.1%	39%
Multi Family	4%	14%
Commercial	17.5%	22%
Industrial	.4%	16%



# Sewer (Comp Plan Section 8.1)

## ▶ Collection System:

Decade Installed	Length of Pipe By Material (ft)			Remaining Service Life By Material		
	Concrete	AC	PVC	Concrete	AC	PVC
1940s	15,038	1,695		38 years	38 years	
1970s		5,043			60-64 years	
1980-2000*			2,275			70-80 years

**Note:** Original date of construction and pipe material is assumed for sewer segments with significant repairs.

\* Record drawings were not available for all sewer installed. Installation of any PVC sewer pipe was assumed to have occurred post 1980.

# Sewer (Comp Plan Section 8.1)

## ▶ Collection System:

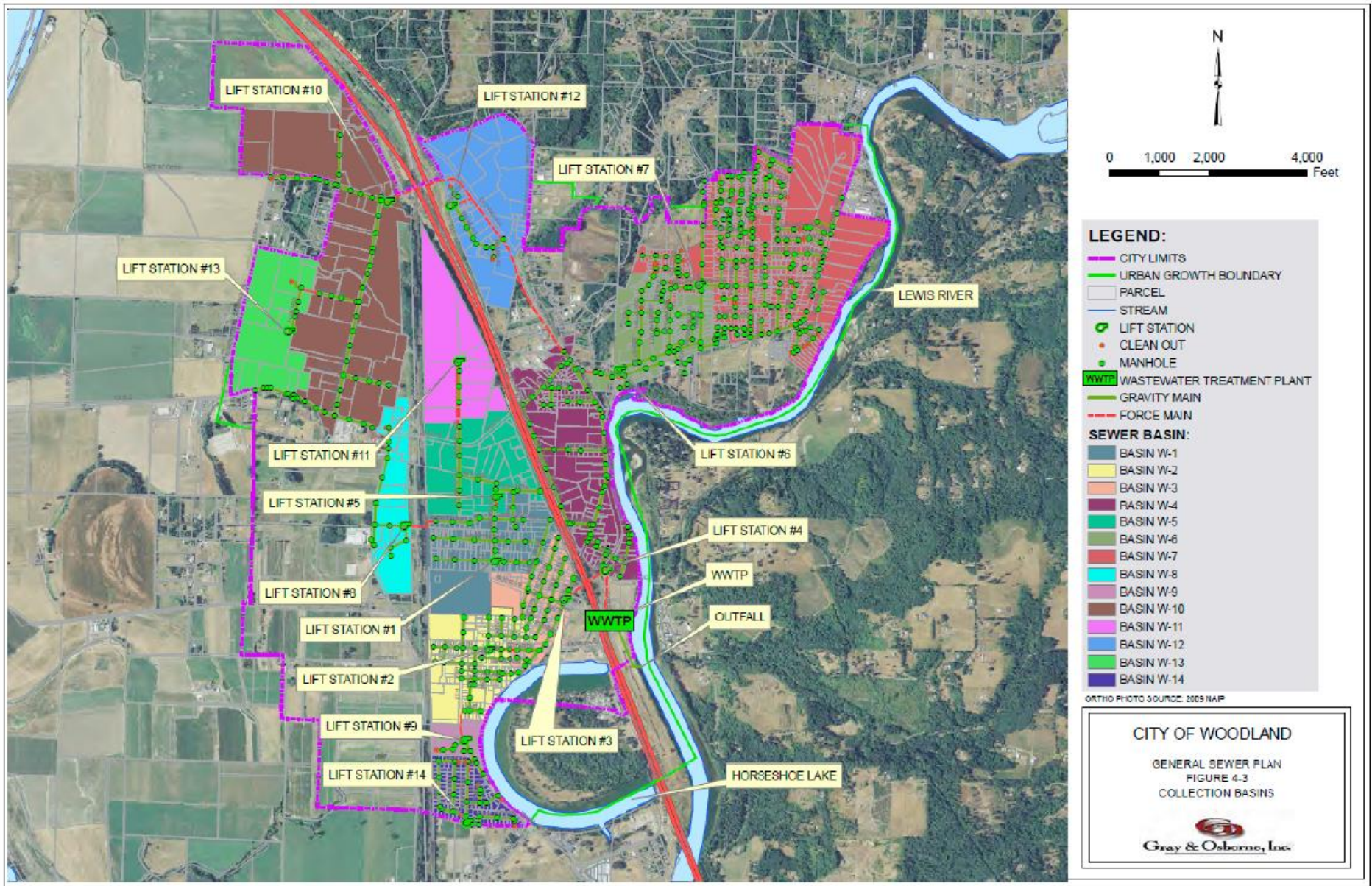
- 78% CCTV'd in 2011
  - 25% deemed to be in “poor condition”
  - 5.56% of CCTV'd connections were visibly broken
- Flat grade, reverse grade, sagging, poor lateral conditions
- Hoffman, Dale, & Goerig Street (downtown)
- Back-ups due to rags/grease

# Sewer (Comp Plan Section 8.1)

## ▶ Lift Stations:

- 14 Lift stations
  - 8 can handle the 2033 projected flows
  - 5 need to be replaced
    - 2020 (station #5)
    - 2025 (stations #1 & #2)
    - 2030 (stations #3 & #8)
  - \$341,000 replacement
    - (about +10% to upgrade capacity)

Map 8-1. Woodland Sanitary Sewer System




- LEGEND:**
- CITY LIMITS
  - URBAN GROWTH BOUNDARY
  - PARCEL
  - STREAM
  - LIFT STATION
  - CLEAN OUT
  - MANHOLE
  - WWTP WASTEWATER TREATMENT PLANT
  - GRAVITY MAIN
  - FORCE MAIN
- SEWER BASIN:**
- BASIN W-1
  - BASIN W-2
  - BASIN W-3
  - BASIN W-4
  - BASIN W-5
  - BASIN W-6
  - BASIN W-7
  - BASIN W-8
  - BASIN W-9
  - BASIN W-10
  - BASIN W-11
  - BASIN W-12
  - BASIN W-13
  - BASIN W-14

ORTHO PHOTO SOURCE: 2009 NMAP

**CITY OF WOODLAND**

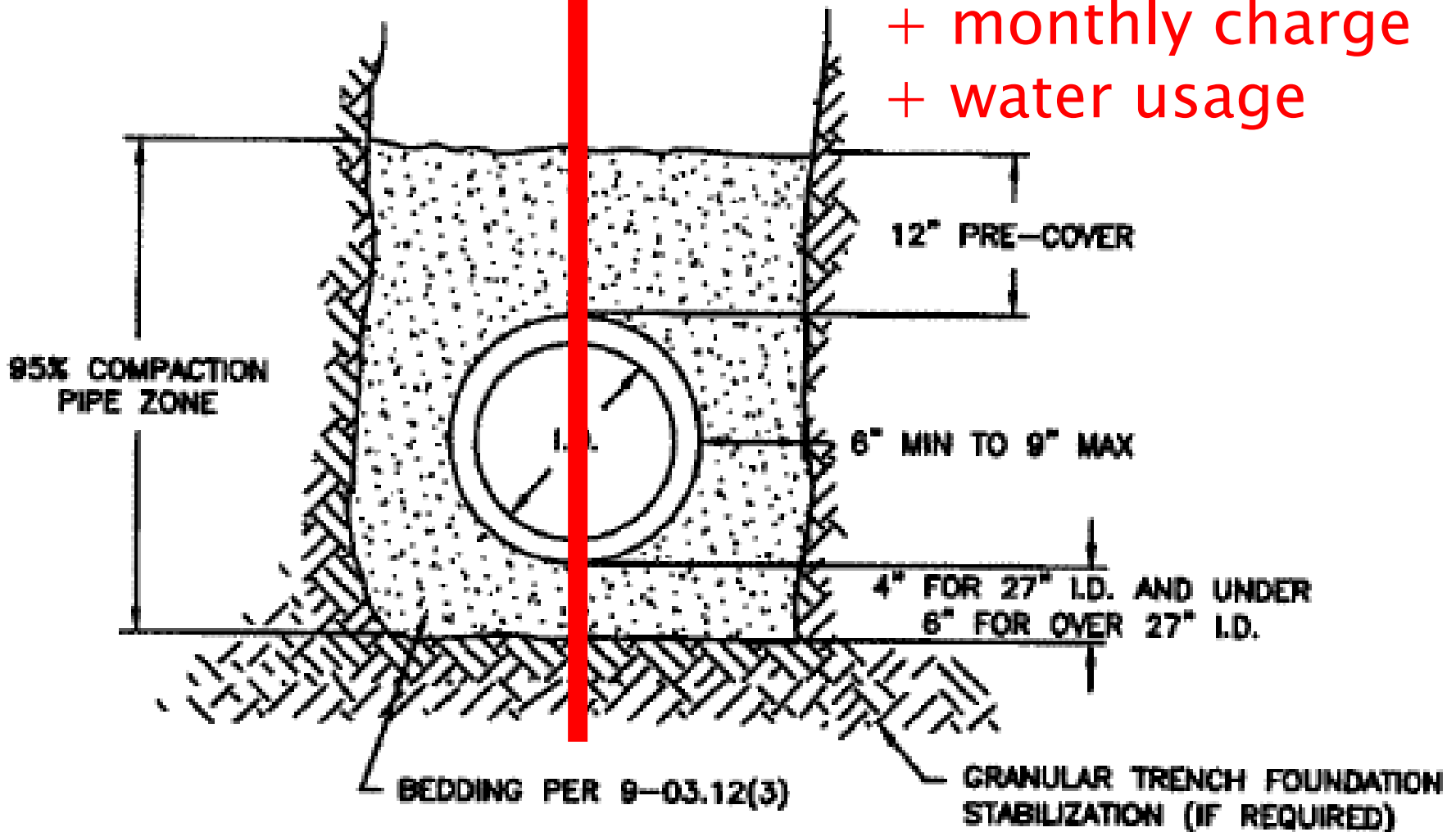
GENERAL SEWER PLAN  
FIGURE 4-3  
COLLECTION BASINS

  
Gray & Osborne, Inc.

50%

50%

- + inspection costs
- + connection fee
- + monthly charge
- + water usage



# Schools – Woodland School District

- ▶ District managers school facilities
- ▶ Impact Fees
  - \$5,000 for single-family houses
  - Vary based on type/size of multi-family units
  - Commercial/Industrial pay no impact fees
- ▶ Can only be spent on capital expenses that are growth related (buy land, build new facility or pay off debt for the High School)
- ▶ Tax dollars for maintenance/operations

# Police

- ▶ 1 Officer per 750 citizens
  - 7 officers (6205 population)
  - 13 officers (9500 by 2036)

Currently have 8 officers with a Chief and support staff (when fully staffed)

- ▶ Paid from the General Fund (about 30%)
- ▶ Currently about 5% of their workload is in response to County calls.

# Fire – Clark County Fire & Rescue

- ▶ Fire Station with full time fire fighters
  - Paid from the General Fund (about 30%)
  - Currently about 5% of their workload is in response to County calls.
  
- ▶ Impact Fees
  - \$.51 per sq. ft. of building
  - \$1, 530 for single–family houses
  
  - Can only be spent on capital expenses that are growth related (new equipment or pay off debt for the fire station)



# Parks (Chapter 7)

- ▶ Plan calls for several small pocket parks
  - \$11,400,000 of spending by 2020.
- ▶ Impact fees
  - \$1,116                      Single family
  - \$831                         Multi-family
- ▶ Revenue since 2016 = \$72,324
- ▶ Rotary is working on Scott Hill Park

# 2015 Strategic Plan

## Public Works Director quote...

- ▶ “I estimate the city could spend \$500,000 a year for the foreseeable future on overlays, chip seals, and crack sealing and still not meet all the City’s maintenance needs.”

2011	\$62,127
2012	\$253,000
2013	\$140,000
2014	???
2015	???
2016	???
2017	\$285,000 (Old Pacific Highway emptied our reserve fund)
2018	\$125,000
2019	\$90,000 (\$200k request)

# 2017-2022 TIP

▶ I-5 S & Pacific	\$225,000
▶ Street overlays (4)	\$1.5 million
▶ Old Pacific Hwy/Goerig	\$4.5 million
▶ Exit 21 improvements	\$9 million
▶ Scott Avenue Reconnect (design)	\$400,000
▶ Scott Avenue Construction	\$81 million

\$96,625,000 Total

◦ Local Share ...\$5,884,000

# Transportation Improvement Program (in millions)

▶ 2011 TIP	\$7.9	\$3.2
▶ 2012 TIP	\$3.5	\$.5
▶ 2013 TIP	\$18.5	\$14.2
▶ 2014 TIP	\$17.1	\$14.4
▶ 2015 TIP	\$96.6	\$16.1
▶ 2016 TIP	\$87.4	\$5.67
▶ 2017 TIP	\$96.6	\$5.8

# 2019-2025 TIP

## A NEW APPROACH

- |                                     |                       |
|-------------------------------------|-----------------------|
| ▶ Street overlays                   | <u>\$15.6 million</u> |
| ▶ Old Pacific Hwy/Goerig            | \$3.2 million         |
| ▶ Scott Avenue Construction         | \$81 million          |
| ▶ Exit 21 improvements <b>Study</b> | \$681,000             |
| ▶ Pedestrian Improvements           | <u>\$3.3 million</u>  |
| ▶ +24 new projects identified       | <u>???</u>            |

**\$4,706,000 Local Share**

# Capital Investment to fix our problems...

$$\frac{\$4,706,000}{6 \text{ years}} = \$784,333 \text{ per year...}$$

+\$500,000 (a year for maintenance)

\$1,284,000 a year for the next 6 years to fix our current problems...

# What's in our future?

▶ How many cars could be on the road?

▶ 2016 Comp Plan projections:

- Industrial Jobs +2,192
- Commercial Jobs +2,480
- Residences +1,292 units

-----  
5,964 **PEAK HOUR TRIPS**

**Actually, it will be more...because those are peak hour trips only...it could be 59,640 trips a day!**

# What's in our future?

So if it will cost \$1,284,000 a year to fix our current problems how are we going to tackle our future problems?



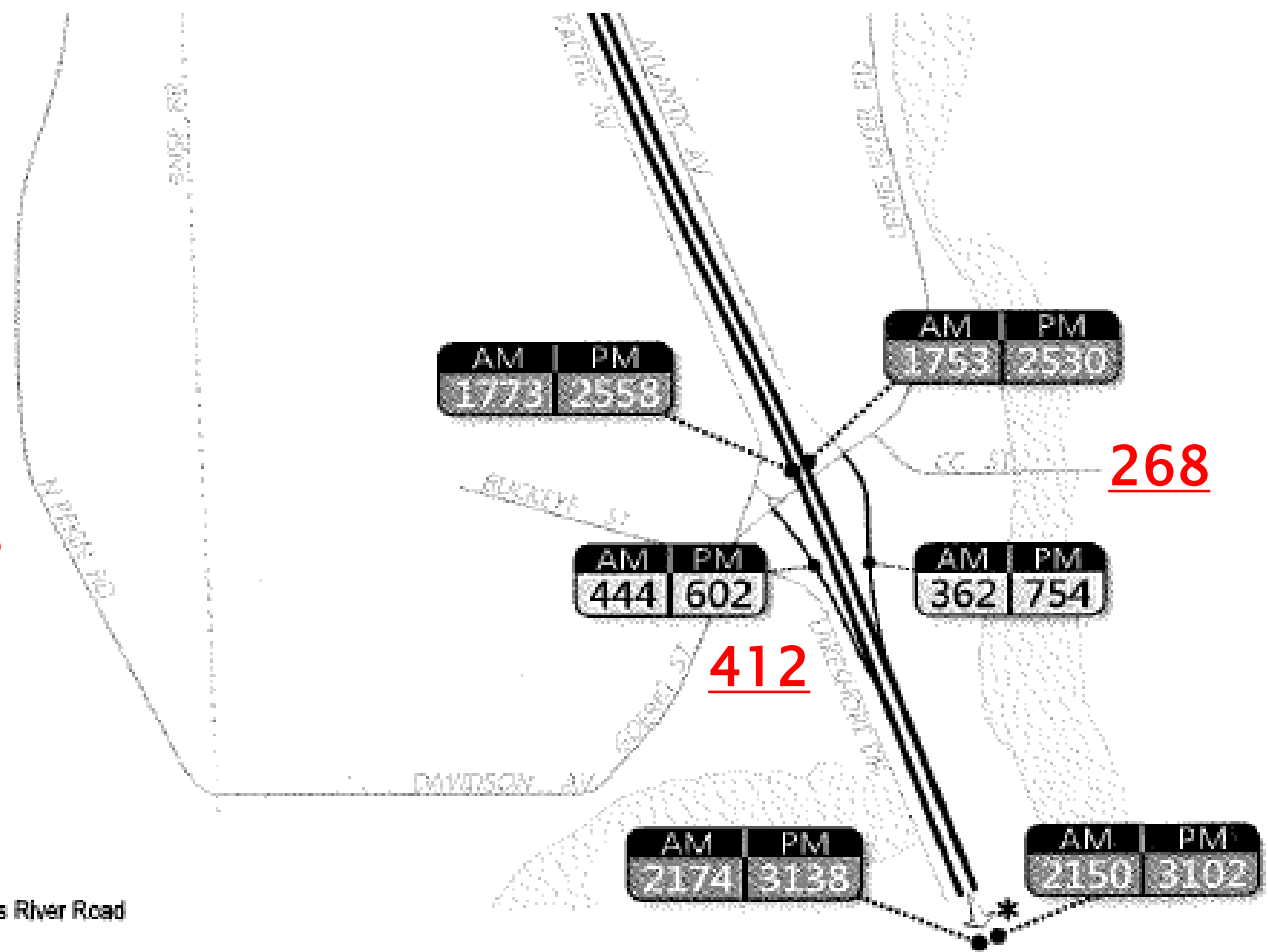
# I don't know...

- ▶ Because I don't know where the problems are going to occur.

Fix it first is a common phrase that seems to come up...

2017  
 An estimated 20%  
 of the trips go to  
 Clark County

HOW MANY GO TO  
 COWLITZ COUNTY?



\* A permanent traffic recorder (R045) is located approximately 5,000 feet south of the I-5/Lewis River Road interchange.

**LEGEND**

- 
 - Freeway Mainline (NB/SB as indicated) Peak Hour Traffic Volumes
- 
 - Freeway Ramp (NB/SB as indicated) Peak Hour Traffic Volumes

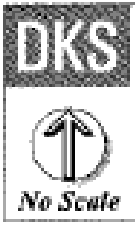


Figure 4

**EXISTING 2013  
 PEAK HOUR FREEWAY  
 TRAFFIC VOLUMES**

## Alternative 13 – Lewis River Road Intersection



This alternative addresses the closely spaced intersections on Lewis River Road east of I-5. The northbound I-5 offramp to Lewis River Road would merge with East CC Street before reaching a new combined intersection at Lewis River Road. Eliminating the short distance between the two existing intersection and removing some of the conflict points would reduce congestion and improve safety on the east side of I-5.

*Alternative 14 – Lewis River Road Roundabout*



Alternative 14 provides another option to revise the closely spaced intersections west of I-5 on Lewis River Road. This alternative would replace the the intersections with a single roundabout intersection design.



Alternative 15 widens Goerig Street and Lewis River Road to provide an additional westbound through lane beneath I-5. The added capacity would reduce congestion currently at this interchange.

## *Alternative 16 – Pacific Avenue & Lewis River Road Intersections*



This alternative would construct an additional through lane to Lewis River Road under I-5. On the west side of I-5, Lakeshore Drive would be realigned to create an intersection between Pacific Avenue and Lewis River Road, eliminating the intersection at Buckeye Street. On the east side of I-5, East CC Street would be realigned to Millard Avenue, moving the intersection of East CC Street and Lewis River Road to the east. The NB off-ramp would also have a connection to realigned East CC Street.

## Alternative 17 – Lewis River Road Parclo



Alternative 17 would reconstruct interchange 21 into a partial cloverleaf interchange by constructing new loop ramps in the NE and NW quadrants. The new ramps would replace the left-turn movements at both sides the interchange with direct connections to the interstate.

# Fix it first...

- ▶ \$1,284,000 a year for six years...

## Existing Tax Revenue:

- ▶ \$180,000 house = \$367 taxes
  - 30% Police = \$110.22
  - 30% Fire = \$110.22
  - 20% Roads = \$73.48
  - 20% Parks + everything else = \$73.48
- ▶ Funds \$90,000 in maintenance
- ▶ Impact Fees about \$110,000 a year



# Fix it first...

## City residents...

- ▶ Car Tab Fees
- ▶ Transportation Benefit District
- ▶ Sales taxes
- ▶ Property taxes

## Everyone...

Gas taxes (1.5 cents/gallon)

# Impact Fees...only applicable to new growth.

- ▶ \$280,000 house = \$540 taxes
  - 30% Police = \$162 (+\$52)
  - 30% Fire = \$162 (+\$52)
  - 20% Roads = \$108 (+\$25)
  - 20% Parks + everything else = \$108 (+\$25)
  
- ▶ Impact Fees (growth driven)
  - \$838 transportation (= to 8 years)
  - \$1,116 Parks (= to 25 years?)
  - \$1,530 Fire (pays off debt/new equipment)
  - \$5,000 School (pays off debt/new facilities)\*\*

# Questions?

