



AGENDA

MOLALLA CITY COUNCIL MEETING

October 24, 2018

7:00 PM

Molalla Adult Center

315 Kennel Ave., Molalla, OR 97038

Mayor Jimmy Thompson

*Council President Elizabeth Klein
Councilor Leota Childress
Councilor DeLise Palumbo*

*Councilor Glen Boreth
Councilor Jody Newland
Councilor Keith Swigart*

CALL TO ORDER

Convene Meeting and Roll Call
Pledge of Allegiance

PUBLIC COMMENT/COMMUNICATIONS AND PRESENTATIONS

1. Molalla Sanitary Services; AKA B&B Leasing, Allen Bushey

(Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Recorder. The City Council does not generically engage in dialog with those making comments but may refer the issue to the City Manager. Complaints shall first be addressed at the department level prior to addressing the City Council.)

ADOPTION OF AGENDA

CONSENT AGENDA

2. City Council Minutes October 10, 2018
3. Recycle Market Changes in Oregon

PUBLIC HEARING

ORDINANCES, RESOLUTIONS, PROCLAMATIONS

4. Resolution Number 2018-17 Garbage Rate Increase.
5. Resolution 2018-18 Speed Reduction on Highway 213
6. Ordinance 2018-16 REPEALING/Amending Ordinance 2018-11 regarding a Comprehensive Plan Amendment and Zone Change for property located at Highway 213 near Toliver Road.

NEW BUSINESS

7. ODOT Speed Zone Flow Chart/Process
8. Future Topics



AGENDA

MOLALLA CITY COUNCIL MEETING

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7:00 PM

Molalla Adult Center

315 Kennel Ave., Molalla, OR 97038

OLD BUSINESS

[9.](#) Council Retreat

REPORTS AND ANNOUNCEMENTS

ADJOURN

Agenda posted at City Hall, Senior Center, Library and the City Website at <http://www.cityofmolalla.com/meetings>
This meeting location is wheelchair accessible. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-829-6855

City of Molalla

City Council Meeting



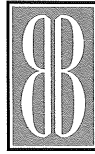
Agenda Category: Public Comments/Communications and Presentations

Subject:	Molalla Sanitary Services; AKA B&B Leasing, Allen Bushey
Recommendation:	Present Recommended Rates for 2018
Date of Meeting to be Presented:	October 24, 2018
Fiscal Impact:	N/A
Submitted By:	Kelly Richardson
Approved By:	Dan Huff

Background:

Molalla Sanitary Services is presenting a recommended rate increase effective November 1, 2018. The last rate increase took effect in 2005. Much of the driving force behind the increase is the rising costs in recyclable distribution.

Post Office Box 1808
Oregon City, OR 97045
503-829-6183



MOLALLA
SANITARY
Services, Inc.

October 19, 2018

Ms Kelly Richardson
City Recorder
City of Molalla
117 N. Molalla Ave
Molalla, OR 97038

Re: Molalla Sanitary
Rate Adjustment

Dear Kelly,

We are honored to have provided solid waste services to the City of Molalla for many years and look forward to providing services in the years ahead. Our service goal has been, and will continue to be, to provide the highest level and efficient collection service available in the industry. To achieve our goal we have automated lift collection vehicles; located economical disposal sites for the various collection materials; established a vehicle service center and equipment storage area in Molalla; provide trash, recycling and yard debris residential collection; trash and recycling commercial collection; and large box service. With a vehicle service center here in Molalla and being a small business, we support other small businesses as best we can.

Clackamas County reviews the financial results of each franchisee in the County. They contract with an outside consulting group specializing in solid waste financial analysis to perform an analysis of the data submitted. Cost are adjusted to eliminate allowed for tax purposes but not allowed for determining collection fees. The County's policy is to measure the health of the solid waste collection system within a range of 8-12% return on revenues. For 2017 the county collection system was within the range.

At this time we are requesting a rate adjustment. Last September China stopped buying recycled material from the United States (Attachment A). This has caused a complete change in the market pricing. While we were receiving revenue (about \$20.00/ton) for the material then, we are paying the recycler (about \$60.00/ton). A 400% change between lost revenue and increase disposal costs. Of the rate adjustment this represents 38%.

Since our last rate adjustment, solid waste disposal has increased by \$18.63/ton with \$3.19 in the current year. During this time we have change from Metro South to Willamette Industries in Woodburn. Currently this change is a \$18.48/ton advantage. Overall the solid waste change is 47% of the rate adjustment.

The balance of the rate change is a 2.4% inflation factor.

We are providing a comparison of the rate in the surrounding unincorporated County, other cities we service and other County cites outside the Urban Growth Boundary.

Thank you for your consideration of this rate adjustment.

Very Truly Yours,

Molalla Sanitary

SUMMARY OF COMPARATIVE RATES

As of October 1, 2018

Service	Proposed Oregon City	Proposed Gladstone	Current Mol. Molalla	Proposed Clackamas County	Canby
Residential					
<u>Weekly Pickup</u>					
20 Gal. Cart	23.03	23.35	14.17	16.92	30.20
35 Gal. Cart	28.33	28.80	19.25	22.35	34.35
65 Gal. Cart	38.15	39.15	27.54	31.04	44.60
95 Gal. Cart	41.25	42.35	31.90	36.05	50.35
					20.66
					24.61
					39.39
					43.68

Exhibit A

Molalla Sanitary
Current rates
Effective as of May 1, 2005

Cart Rates

Residential

20gal	Weekly	14.17
35gal	Weekly	19.25
65gal	Weekly	27.54
95gal	Weekly	31.90
35gal	Monthly	10.95
35gal	Will call	6.25
Bag <20gal	Will call	5.00
Extra 35gal equivalent		7.00

Yard Debris extra		3.00
Yard Debris yearly		60.00
Recycling Only		-

Residential Central billing

20gal	Weekly	14.00
35gal	Weekly	19.00
65gal	Weekly	27.24
95gal	Weekly	31.20

Commercial

35gal	Weekly	19.00
65gal	Weekly	27.00
95gal	Weekly	29.20

Molalla Sanitary
Proposed Rates
Effective as of November 1, 2018

Cart Rates

Residential

20gal	Weekly	16.92
35gal	Weekly	22.35
65gal	Weekly	31.04
95gal	Weekly	36.05
35gal	Monthly	13.00
35gal	Will call	9.25
Bag	Will call	6.00
Extra 35gal equivalent		7.40

Yard Debris extra		3.10
Yard Debris yearly		63.60
Recycling Only		4.50 Fixed monthly rate

Residential Central billing

20gal	Weekly	15.72
35gal	Weekly	21.15
65gal	Weekly	29.84
95gal	Weekly	34.85

Commercial

35gal	Weekly	22.35
65gal	Weekly	31.04
95gal	Weekly	36.05
Ea	Extra Cart	(1.60) Weekly Rate

Exhibit A

Molalla Sanitary
Current rates
Effective as of May 1, 2005

Molalla Sanitary
Proposed Rates
Effective as of November 1, 2018

Container Rates

Pickup's per week	1	2	3	4	5
Containers					
1-1/3yd	124.60	234.20	343.80	453.40	563.00
ea add'l	119.60	239.20	358.80	478.40	598.00
Will Call	52.00				
Extra Pick-Up	38.65				
1 1/2yd	136.55	258.10	379.65	501.20	622.75
ea add'l	131.55	263.10	394.65	526.20	657.75
Will Call/temporary	56.00				
Extra Pick-Up	41.64				
2yd	181.45	347.90	514.35	680.80	847.25
ea add'l	176.45	352.90	529.35	705.80	882.25
Will Call/temporary	74.00				
Extra Pick-Up	52.86				
3yd	262.10	509.20	756.30	1,003.40	1,250.50
ea add'l	235.90	471.80	707.70	943.60	1,179.50
Will Call/temporary	110.00				
Extra Pick-Up	73.03				
4yd	342.75	670.50	998.25	1,326.00	1,653.75
ea add'l	308.50	617.00	925.50	1,234.00	1,542.50
Will Call/temporary	142.00				
Extra Pick-Up	93.19				
5yd	423.40	831.80	1,240.20	1,648.60	2,057.00
ea add'l	381.05	762.10	1,143.15	1,524.20	1,905.25
Will Call/temporary	175.00				
Extra Pick-Up	113.35				
6yd	504.05	993.10	1,482.15	1,971.20	2,460.25
ea add'l	453.65	907.30	1,360.95	1,814.60	2,268.25
Will Call/temporary	210.00				
Extra Pick-Up	133.51				
8yd	610.00	1,205.00	1,800.00	2,395.00	2,990.00
ea add'l	549.00	1,098.00	1,647.00	2,196.00	2,745.00
Extra Pick-Up	160.00				

Container Rates

Pickup's per week	1	2	3	4	5
Container size					
1-1/3yd	138.31	261.62	384.93	508.24	631.55
ea add'l	120.33	240.66	360.99	481.32	601.65
Will Call	62.24				
Extra Pick-Up	42.08				
1 1/2yd	151.57	288.14	424.71	561.28	697.85
ea add'l	131.87	263.73	395.60	527.46	659.33
Will Call/temporary	66.62				
Extra Pick-Up	45.39				
2yd	201.41	387.82	574.23	760.64	947.05
ea add'l	175.23	350.45	525.68	700.91	876.13
Will Call/temporary	83.07				
Extra Pick-Up	57.85				
3yd	290.93	566.86	842.79	1,118.72	1,394.65
ea add'l	253.11	506.22	759.33	1,012.44	1,265.55
Will Call/temporary	112.61				
Extra Pick-Up	80.23				
4yd	380.45	745.90	1,111.35	1,476.80	1,842.25
ea add'l	330.99	661.98	992.97	1,323.97	1,654.96
Will Call/temporary	142.15				
Extra Pick-Up	102.61				
5yd	469.97	924.94	1,379.91	1,834.88	2,289.85
ea add'l	408.87	817.75	1,226.62	1,635.50	2,044.37
Will Call/temporary	171.69				
Extra Pick-Up	124.99				
6yd	559.50	1,104.00	1,648.50	2,193.00	2,737.50
ea add'l	486.77	973.53	1,460.30	1,947.06	2,433.83
Will Call	201.24				
Extra Pick-Up	147.38				
8yd	677.10	1,339.20	2,001.30	2,663.40	3,325.50
ea add'l	589.08	1,178.15	1,767.23	2,356.31	2,945.39
Extra Pick-Up	240.04				

Recycling IF no Solid Waste
Container container service

-

Recycling IF no Solid Waste
Container container service

3.25 per YARD per Weekly yards

Exhibit A

Molalla Sanitary
 Current rates
 Effective as of May 1, 2005

Molalla Sanitary
 Proposed Rates
 Effective as of November 1, 2018

Open Drop Box Fees	Haul	Disposal	Open Drop Box Fees	Haul	Disposal
Permanent			Permanent		
10yd	123.00	Plus Disposal rate	10yd	112.00	Plus Disposal rate with 14% surcharge
20yd	123.00	Plus Disposal rate	20yd	112.00	Plus Disposal rate with 14% surcharge
30yd	130.00	Plus Disposal rate	30yd	132.00	Plus Disposal rate with 14% surcharge
40yd	147.00	Plus Disposal rate	40yd	152.00	Plus Disposal rate with 14% surcharge
Occasional			Occasional		
10yd	148.00	Plus Disposal rate	10yd	142.00	Plus Disposal rate with 14% surcharge
20yd	148.00	Plus Disposal rate	20yd	142.00	Plus Disposal rate with 14% surcharge
30yd	155.00	Plus Disposal rate	30yd	162.00	Plus Disposal rate with 14% surcharge
40yd	172.00	Plus Disposal rate	40yd	182.00	Plus Disposal rate with 14% surcharge
Compacted Drop Box Haul Fee			Compacted Drop Box Haul Fee		
Under 25yd	135.00	Plus Disposal rate	Under 25yd	135.00	Plus Disposal rate with 14% surcharge
30yd	169.00	Plus Disposal rate	30yd	155.00	Plus Disposal rate with 14% surcharge
40yd	196.00	Plus Disposal rate	40yd	175.00	Plus Disposal rate with 14% surcharge
			Contaminated Boxes	400.00	Customer pays Hillsboro Landfill direct

Uniform Drop Box Service Fees: November 1, 2018

Rental Charge:

Occasional: \$6.80 per day after 2 working days at one site or \$68.00 per month whichever is less

Industrial/Commercial/Multifamily: \$55.00 per month each box and only if less than one load per week is hauled.

Lid or Specialty box Charge: \$5.00 per week billed on 1st day of delivery.

Delivery Charge: \$25.00

Incidental Service Charges: \$7.00 per 5 minute increment

Standby Time: Charged when waiting for the box to be cleared, cars to be moved, etc.

Leveling Load: If a driver needs to spend time getting the load level to haul it safely.

Wash Out: \$30.00 Assessed when the customer requests the service. Also assessed when drop box is contaminated and requires cleaning before delivering to a new site.

Compactor Turn-around: \$25.00 for compactor requiring repositioning on truck to enable collection and tip.

Dry Run: \$25.00 assessed when the scheduled collection is prevented because the box is blocked or the customer is not ready.

Disposal Site Rejected load returned to customer: \$50.00

Deadhead Round Trip: \$40.00 to be used for specialized boxes that cannot be exchanged.

Miscellaneous Services

Reinstatement Fee: \$10.00 When service is reinstated after it has been stopped for non-payment or if customer stops and starts service more than twice in a calendar year.

Cart Redelivery: \$15.00 If cart picked up then service restarted within 12 months for non-payment.



**Minutes of the Molalla City Council Meeting
Molalla Adult Center
315 Kennel Ave., Molalla, OR 97038
Wednesday, October 10, 2018**

CALL TO ORDER OF THE MOLALLA CITY COUNCIL MEETING; the regular meeting of October 10, 2018 was called to order by Mayor Jimmy Thompson at 7:03 P.M.

COUNCIL ATTENDANCE:

Mayor Jimmy Thompson – Present
Councilor Elizabeth Klein – Present
Councilor Leota Childress – Absent
Councilor DeLise Palumbo – Present
Councilor Glen Boreth – Present
Councilor Jody Newland - Present
Councilor Keith Swigart – Present
Chamber Board Terry Shankle- Present

STAFF IN ATTENDANCE

Dan Huff, City Manager – Present
Gerald Fisher, Public Works Director – Present
Chaunee Seifried, Finance Director – Absent
Rod Lucich, Police Chief – Absent
Kelly Richardson, City Recorder – Present
Diana Hadley, Library Director – Absent
Chad Jacobs, City Attorney – Absent

Pledge of Allegiance

PUBLIC COMMENT/COMMUNICATIONS AND PRESENTATIONS

1. ODOT Presentation of Safety Audit Update for Hwy 213-Toliver Road Intersection.

Elizabeth Wakefield, Senior Project Leader Region 1: Presented the process and procedures followed to complete a safety audit.

The safety audit stake holders were:

City of Molalla
Molalla Police Department
Molalla Fire Department
First Student (School Bus Services)

Background/Current Conditions:

Pedestrian/Bicycle Facilities:

- Shared-use path (south side of Toliver Road), east of OR 213
- Nothing along OR 213

Transit:

- Served by South Clackamas Transportation District (transit)

Traffic Volumes (ADT):

- Toliver Road 2,000 vehicles (a day)
- OR 213 12,500 vehicles (a day)

Posted Speed Limit:



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-
- OR 213 45 mph
 - Toliver Road 35 mph

Wakefield went on to explain the data and what was examined at during the audit. Traffic Volume was found to have a smaller morning peak between 7-8am, an afternoon peak from 3-4pm, and late afternoon between 4:30-5:30pm which collates with people returning from work. There was also found to be high a turning peak and virtually no pedestrian access with people walking in the ditches. (The entire presentation can be found on the City website).

Following the presentation various solutions were discussed for both low and high cost solutions. From signage alternatives, vegetation trimming, and striping to lights and roundabouts.

Councilors had various concerns and questions from speed to how many lanes in the roundabouts. Council wanted to know next steps and the likelihood of funding for this project. Wakefield informed Council that ODOT will issue a final report of the findings during the safety audit and let Council know that because of the 10% increase the likelihood of something being done is good. It's just too soon to speculate on what that would look like at this time.

PWD Fisher informed Council he would be submitting an application for a speed reduction to 35 MPH.

(Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Recorder. The City Council does not generically engage in dialog with those making comments but may refer the issue to the City Manager. Complaints shall first be addressed at the department level prior to addressing the City Council.)

ADOPTION OF AGENDA

Mayor Thompson moved New Business #7 following ODOT presentation.

Motion made by Councilor Boreth to adopt agenda with the changes discussed, Seconded by Councilor Newland.
Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland

CONSENT AGENDA

Motion made by Councilor Palumbo to approve the consent agenda as presented, Seconded by Councilor Swigart.
Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland

2. City Council Minutes September 26, 2018

Look at Palumbo spelling mistakes.

3. Library Board Minutes July 19, 2018

4. Public Hearing Regarding Plan Zone Conflict P67-2017

PUBLIC HEARING



**Minutes of the Molalla City Council Meeting
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Mayor Thompson opened the Public Hearing at 8:46 pm

Following the presentation of information by City Manager Huff, Thompson called for any conflicts of interest. Councilor Newland stated she had participated in the Planning Commission hearing prior to being appointed as Councilor. No one contested.

CM Huff presented a basic overview of the City Planner's staff report following which Huff gave a few examples of discrepancies corrected through this process. Including:

No. 9 Manufacture Home Park, on Toliver Road near HWY 213. This is a Comp Plan amendment from light industrial to medium-high density residential. This matches the zoning map.

No. 11 Molalla River Estates, off Shirley Street. Comp Plan amendment from public semi-public to low density residential. This matches the zoning map.

This process will remove these discrepancies between the Comp Plan and Zoning Map. Continuing with No. 7 Stoneplace Apartments on W Main Street both a Comp Plan Amendment and Zone Change from general commercial to medium-high density residential.

By completing these various discrepancies, it will allow staff to determine and clean up our buildable lands inventory.

Following CM Huff's presentation of the information, Councilors had opportunity for questions.

Councilor Boreth confirmed that the packet online was the same and that page 31 showed the updated information from the original and the old information on page 142. CM Huff confirmed it to be correct.

Huff also confirmed following a comment that citizens had ample opportunity through the process beginning with individual notices and Planning Commission meetings to voice concerns. This is how No. 14 was changed. Members of Sunrise Acres came and requested the change and Planning Commission agreed and made the change.

Mayor Thompson called for any one in favor or against this proposal and hearing none closed the hearing at 9:50 pm.

ORDINANCES, RESOLUTIONS, PROCLAMATIONS

5. Ordinance 2018-15 Comp Plan/Zone Map Conflict Resolution

Motion made by Councilor Boreth to read Ordinance 2018-15 by title only for the first reading, Seconded by Councilor Swigart.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland

Councilor Palumbo asked for clarification and definition of public owned designation. Huff explained that property is City Hall and it is owned by the City and is therefore publicly owned.

Motion made by Councilor Swigart to read Ordinance 2018-15 by title only for the second reading, Seconded by Councilor Boreth.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland.



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Motion made by Councilor Klein to adopt Ordinance 2018-15, Seconded by Councilor Boreth.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland.

NEW BUSINESS

6. Council Retreat

CM Huff presented a few options to Council. Huff's top pick for amenities and price was Forest Forever in nearby Oregon City. There was a brief discussion regarding proximity and supporting local businesses. Mayor Thompson stated in his opinion if the retreat were further away and more of a commitment made to accommodations, it would be better participation and focus. Many of the Councilors wanted to support local first and, following the discussion, staff was directed to seek out more information on the Molalla Retreat Center.

DATES discussed: January 26th, February 2nd & 9th.

7. Transportation – High Priority Discussion

CM Huff started the discussion by giving the recent Farm Store process as an example. Huff also stated that Molalla needs to be proactive regarding Highway 211, 213, and Toliver Road-HWY 213 intersection. Huff explained that Molalla needed to actively seek funding sources and keep these items active and in front of ODOT. Currently Molalla has ODOT's attention and we need to keep it moving forward. The normal process/cycle on a STIP application is three years. Completion of the process from start to finish could be seven years. Huff's hope following the presentation is to come back around and talk specifically to the Highway 213 and Toliver Road project and how that would play out with the developer and the City.

PWD Fisher presented Council with a list of high priority projects and possible funding mechanisms. Each project may be individually funded or from a group of funding sources depending on the type of project, location or jurisdiction, and specific funding requirements. For example, a grouping of sidewalk, bicycle, motor vehicle, and safety projects on a section of Highway 211 may be funded using federal safety funds, state safe route to school funds, gas tax funds, transportation system development charges funds, and urban renewal funds.

Another alternative is if a developer is required to construct half street improvement and the City desires to have the other side of the roadway completed because it will complete a known gap in the system. Then the City can potentially fund the City portion of the project using gas tax and system development charge funds. Those projects that are identified as capacity increasing can utilize system development charge funds. If projects are found in the Urban Renewal boundary and meets the criteria of the Urban Renewal District, urban renewal funds can be used, if available. Federal and state funds can be used on the state highway system and in some cases, such as Safe Routes to School, these funds can be used on City roadways. Gas tax revenues can be used for any roadway project.

Mayor Thompson and Council had concerns regarding borrowing money for projects on state highways not to mention how or the potential of payback. Also, a concern was if it would limit Molalla for applying for STIP funding on future projects.



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PWD Fisher explained Molalla has a problem now with the Highway 213 and Toliver Road intersection. Either the City borrows the money and fixes the items identified and take our chances with development paying it back and solve an unsafe area or the City waits to see if ODOT takes care of it.

Following the presented material and question and answer period, Council was not satisfied with the funding options. They directed staff to be more specific, drill down into these projects and potential funding options, and return by the end of the year with a more thorough plan.

Future Topics

Mayor Thompson asked Councilors if there were any future topics Council wanted to discuss. Councilor Palumbo presented a concept regarding a park day and to highlight the parking lot behind City Hall as a type of a celebration. Mayor Thompson asked for more information so he could review the concept.

REPORTS AND ANNOUNCEMENTS

PWD Fisher stated he would like to bring back a resolution for the speed reduction on Highway 213 to the October 24 meeting. Councilor Boreth asked that Fisher be very clear in that resolution as to the location of the speed reduction. It was the consensus of Council to bring the resolution back at the October 24 meeting.

- Signed MOA from DEQ
- Waste Water Master Plan in process
- Permit modification in process

CR Richardson had nothing.

CM Huff pointed out and recognized the last 6-7 years of constant coordination with ODOT and Highways 213 and 211 are the largest obstacles to commerce in Molalla. ODOT is paying attention and a lot of that we can contribute to PWD Fisher's hard work keeping the issues before ODOT.

Councilor Boreth reminded everyone to be safe out there and to watch for children.

Councilor Klein informed Council of the recent meeting with Bill Flood, the visioning consultant. They reviewed the information and feedback from recent events. The hope is to have most of the feedback from these events for the next Council retreat for discussion. Huff stated it was interesting that of the five priorities discussed streets and sidewalks were high on that list.



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ADJOURN

Motion made by Councilor Swigart to adjourn the October 10, 2018 meeting at 9:26 pm, Seconded by Councilor Newland.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Palumbo, Councilor Swigart, Councilor Newland

Mayor, Jimmy Thompson

Date _____

ATTEST: _____

Kelly Richardson, CMC
City Recorder



Recycling Market Changes Cause Disruptions in Oregon

By Peter Spendelow, Waste Reduction Specialist, and Julie Miller, Materials Management Communications Specialist, Oregon Department of Environmental Quality

For several years, Oregon and the rest of the world have relied on China to take much of the recyclable paper and plastics generated by residents and businesses. In 2016, more than one-quarter of all paper collected for recycling in the United States was exported to China. In January 2018, that changed when the Chinese government banned the import of certain plastic and paper grades and set stringent quality standards on what they would accept. Suddenly, processors had to slow down their sort lines, in an effort to reduce contamination, so they could sell their material to other manufacturers. This left piles of material with nowhere to go. While China's ban had worldwide effects, Oregon was hit especially hard and has attracted worldwide media attention as one of the first states to feel the brunt of the import restrictions.

Why Has This Happened?

For years, Oregon's recycling has gotten dirtier, a term the industry calls "contamination." Contamination happens when things enter the recycling stream that don't belong there, such as plastic bags or dirty food containers. These contaminants can ruin clean materials around them, and can often slip

through the mechanical sorting at processing facilities. As a result, they end up baled in materials that are sold to manufacturers, creating extra expense for the manufacturers, or damaging the products they produce.

In the past, most of Oregon's recycled paper stayed local, using a regional paper mill that only accepted high quality paper. Due to increasing contamination and the decline in newsprint production and newspaper circulation, Oregon's newsprint mills closed down in 2015. Until now, Chinese markets had a large appetite for recyclables, and were willing to buy contaminated paper from Oregon and the rest of the world. The costs to transport recyclables to China was also very low. With so many ships reaching our shores to unload goods, it was cheap to transport our recyclable materials to China on freight ships that would have otherwise returned to China empty.

Although China's paper mills and plastics recyclers were willing to accept contaminated material, the mismanagement of those contaminants and the perception that China was becoming the world's dumping ground led the Chinese government to: restrict the garbage entering their country; improve their environment; and help build China's internal

“ From September 2017 through June 2018, nearly 11,500 tons of recyclable materials collected in Oregon have been disposed because either the collector could not find a recycler willing and able to accept that material, or the cost of recycling that material was so high that it no longer met Oregon’s legal definition of ‘recyclable material.’ ”



Photo by Bigstock

recycling infrastructure. The result was a series of actions, collectively called “National Sword,” culminating in the import restrictions and bans in January 2018. The ban cut off all post-consumer plastics and placed a contamination standard at 0.5 percent. United States contamination levels in paper bales often exceeded 10 percent, and even with enhanced efforts, it is difficult for commingled recycling processing facilities to produce bales with less than 2 percent contamination. This sent shock waves through the system, and by October 2017, the Department of Environmental Quality (DEQ) was convening recycling stakeholder meetings with local governments, processors, haulers and other industry partners to discuss how to address these current challenges and work toward long-term solutions.

What’s the Impact?

China’s importation restrictions and bans have created substantial challenges to Oregon’s recycling systems, and communities across the state have responded differently. In some cases, cities have changed the material they collect, dropping materials that are more difficult to recycle, such as plastic tubs, pails, drink boxes and shredded paper. Many cities have had to increase garbage rates to cover the lost revenue and increased expenses incurred by their recycling collector. Recycling companies “used to get paid” by selling off recyclable materials, said Peter Spindelow, a policy analyst for the Department of Environmental Quality in Oregon. “Now they’re paying to have someone take it away.”

In some instances, materials collected for recycling have been disposed of in a landfill when recyclers have been unable to

find markets for their materials or the cost of recycling those materials was prohibitively expensive. From September 2017 through June 2018, nearly 11,500 tons of recyclable materials collected in Oregon have been disposed because either the collector could not find a recycler willing and able to accept that material, or the cost of recycling that material was so high that it no longer met Oregon’s legal definition of “recyclable material.” This disposal tonnage is approximately 4 percent of the total commingled recycling collected during this time in Oregon, and less than 2 percent of all material recycled.

What is Oregon Doing?

In May, the DEQ launched a recycling steering committee to shift the conversation from short-term solutions to longer-term changes needed to strengthen Oregon’s recycling systems and to implement Oregon’s 2050 Vision for Materials Management in Oregon. The committee is comprised of 13 industry, local government and non-profit representatives. To identify what Oregon’s recycling systems should look like in the future, the group is researching how to identify materials for recycling, markets for those materials, processing technologies, structures and policy changes.

The current disruptions have also been a wake-up call for residents to reduce the amount of trash in what they place in recycling bins, and a reminder to focus on reduce and reuse prior to recycling.

More information about recycling market changes and DEQ’s response can be found on the agency’s recycling webpage at www.oregon.gov/deq/recycling. ■



Kristan Mitchell
Executive Director,
Oregon Refuse and
Recycling Association

Recycling Markets 101: What You Need to Know

Kristan Mitchell, executive director of the Oregon Refuse and Recycling Association, recently talked with *Local Focus* about the national impacts of China's decision to stop purchasing recycled materials from other countries, and why cities throughout Oregon will see major implications.

LF: Why has the Chinese market been so important for Oregon recyclables?

Mitchell: One of the misconceptions is that it's a U.S. or Oregon issue, but it's really a worldwide challenge. Until recently, China handled about 60 percent of the world's recyclables. When China changed its contamination standards, it effectively shut its doors to the entire world's market. The West Coast felt the impact more quickly, because up to 80 percent of West Coast recyclables went to China.

How did we get here? As China developed into a manufacturing powerhouse, producing 30 percent of the world's goods, it needed recyclable material to use as feedstock, and the supply and demand created a really efficient loop. China would send products to us, and then we could send recycling back in those empty shipping containers. Based on the need for material—China doesn't have domestic resources like forests or petroleum, nor did it have recycling collection and processing infrastructure—it was more willing to accept greater contamination in the recyclables than what was allowable in the remaining U.S. domestic markets. Now, finding markets to replace the Chinese market has been difficult and more expensive, too.

LF: Are there other markets available and, if so, what challenges exist to access those markets?

Mitchell: Other markets exist, but they cannot fill the hole created by the loss of China. Markets in Vietnam, Indonesia and India combined cannot offer the same capacity. They lack the shipping lanes and deep ports, and they don't have the same level of manufacturing coming here, so we don't have the same efficiency of routing.

Oregon processors have found markets, and that's important to remember—very little of what is collected for recycling is being thrown away. They are finding markets for some of the materials, but they are paying a lot more to deliver the materials to these markets. That's a huge concern for local government recycling collection programs because they have to make hard choices—increasing rates paid by their citizens for programs or modifying what is being collected, or both.

LF: What are some of the biggest changes you've seen at the local government level since China's ban went into effect?

Mitchell: It depends on where you are. Recycling is a global activity, but recycling and collection programs are very locally driven. In parts of Southern Oregon we've seen the biggest changes, and programs that have really shrunk in what they are accepting at the curb. Maybe they only take cardboard, newspaper, aluminum and tin cans, things like that, because they would have to pay more money to process other materials, and they aren't ready to take that step. They have chosen to accept materials they know can be marketed, and it's a mix that allows for efficient identification of contaminants.

We see a different response outside of the Portland region and different views of what programs should look like. In the Willamette Valley, Eugene, Salem and other communities have adopted a more limited acceptable recycling list and are working with the processors to define what products they can work with. In the Portland area, we have seen the fewest program changes, but consistent rate increases to cover the additional costs. That's a value that citizens are willing to pay for and local officials are willing to find ways to fund the programs.

LF: This has been a big wake-up call for many Oregonians. What are some of the most important messages the public should be aware of?

Mitchell: Pay attention to what goes in your recycling. One of the messages you hear is "recycle right." Make sure it's clean, make sure it's dry and make sure it's a product that is accepted. Many well-intentioned people think, "Oh, this is okay to recycle because it's got the three chasing arrows on it. I'll just recycle it." What they end up doing is making really expensive garbage because the processors have to pull that contamination out and that affects their ability to find a market for the good stuff.

Also, recycling is the last “R,” not the first one. You can be thoughtful about your consumption, “Reuse” the things you can, and “Reduce” the waste you create in the first place.

LF: It seems that many local governments have made adjustments to their programs to respond to this new reality in recycling.

Now that we have made it through the initial months of crisis adaptation, what do you think are the most important issues for local governments to be thinking about in the coming year?

Mitchell: We all share responsibility for these programs, and local governments have been great partners in this difficult time. I think cities should be thinking about what they want their programs to look like in the long run and what the acceptable markets are for them. We’re all working with the DEQ to talk about these issues and find an “Oregon solution.” I think we all need to be aware that changes will continue in the coming year. Recycling isn’t free and it never was. There are costs for recycling programs, and those costs are likely going to increase as we try to find different models for programs.

“ Cities should be thinking about what they want their programs to look like in the long run and what the acceptable markets are for them. ”

LF: The definition of “recycling” in Oregon statute is an economic one. Can you explain why this matters in terms of how the state and local governments are responding to the new recycling reality?

Mitchell: As defined by state law, a material is recyclable if it can be collected and sold for recycling at a net cost equal to or less than the cost of collection and disposal of the same material. This is the economic test, and it is important because it is the first

step that local government programs take when they assess their recycling collection programs. The market has changed so much that something that once was recyclable no longer is because it costs more to recycle it now than to throw it out.

State law requires programs to go through the economic test first, but if recycling fails the test it doesn’t mean the material has to be thrown away. It just means the law allows the material to be thrown away. At that point, it becomes a political test. Some jurisdictions will continue to pay higher costs to continue recycling collection programs because that’s what their citizens want; others will choose to change their programs to control costs. ■

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City of Molalla

City Council Meeting



Agenda Category: Proclamations, Resolutions and Ordinances.

Subject:	Resolution Number 2018-17 Garbage Rate Increase.
Recommendation:	Approve as presented
Date of Meeting to be Presented:	10/24/2018
Fiscal Impact:	N/A
Submitted By:	Kelly Richardson and B&B Sanitary Services
Approved By:	Dan Huff

Background:
Last increase appears to have been done in 2013 through RES 2013-05.



RESOLUTION NUMBER 2018-17

**A RESOLUTION OF THE CITY OF MOLALLA, OREGON,
DECLARING THE CITY'S SANITARY GARBAGE RATE INCREASE AND
REPEALING RESOLUTION 2005-08-2013-05.**

WHEREAS, the franchise agreement between Molalla Sanitary Services, Inc AKA: B&B Leasing specifies that the City Council shall be apprised of any rate adjustment for services; and

WHEREAS, the Molalla Sanitary Services, Inc AKA: B&B Leasing has not had a full rate increase since 2005; and

WHEREAS, the Molalla Sanitary Services, Inc AKA: B&B Leasing has submitted a rate adjustment to the City of Molalla raising the rates; and

WHEREAS, the proposed fees for such service is hereby listed as "Attachment A" to this Resolution; and

WHEREAS, the proposed new rates would go into effect November 1, 2018

Now, Therefore, the City of Molalla resolves as follows:

Section 1. Based on the attached Exhibit A sanitary garbage collection rate increase are hereby established the effective date is November 1, 2018.

Section 2. Effective immediately upon passage adopted this day.

Adopted this _____ day of _____, 2018

Mayor, Jimmy Thompson

ATTEST:

Kelly Richardson, CMC, City Recorder

Exhibit A

Molalla Sanitary
 Current rates
 Effective as of May 1, 2005

Cart Rates

Residential

20gal	Weekly	14.17
35gal	Weekly	19.25
65gal	Weekly	27.54
95gal	Weekly	31.90
35gal	Monthly	10.95
35gal	Will call	6.25
Bag <20gal	Will call	5.00
Extra 35gal equivalent		7.00

Yard Debris extra		3.00
Yard Debris yearly		60.00
Recycling Only		-

Residential Central billing

20gal	Weekly	14.00
35gal	Weekly	19.00
65gal	Weekly	27.24
95gal	Weekly	31.20

Commercial

35gal	Weekly	19.00
65gal	Weekly	27.00
95gal	Weekly	29.20

Molalla Sanitary
 Proposed Rates
 Effective as of November 1, 2018

Cart Rates

Residential

20gal	Weekly	16.92
35gal	Weekly	22.35
65gal	Weekly	31.04
95gal	Weekly	36.05
35gal	Monthly	13.00
35gal	Will call	9.25
Bag	Will call	6.00
Extra 35gal equivalent		7.40

Yard Debris extra		3.10
Yard Debris yearly		63.60
Recycling Only		4.50 Fixed monthly rate

Residential Central billing

20gal	Weekly	15.72
35gal	Weekly	21.15
65gal	Weekly	29.84
95gal	Weekly	34.85

Commercial

35gal	Weekly	22.35
65gal	Weekly	31.04
95gal	Weekly	36.05
Ea	Extra Cart	(1.60) Weekly Rate

Exhibit A

Molalla Sanitary
Current rates
Effective as of May 1, 2005

Molalla Sanitary
Proposed Rates
Effective as of November 1, 2018

Container Rates

Pickup's per week	1	2	3	4	5
Containers					
1-1/3yd	124.60	234.20	343.80	453.40	563.00
ea add'l	119.60	239.20	358.80	478.40	598.00
Will Call	52.00				
Extra Pick-Up	38.65				
1 1/2yd	136.55	258.10	379.65	501.20	622.75
ea add'l	131.55	263.10	394.65	526.20	657.75
Will Call/temporary	56.00				
Extra Pick-Up	41.64				
2yd	181.45	347.90	514.35	680.80	847.25
ea add'l	176.45	352.90	529.35	705.80	882.25
Will Call/temporary	74.00				
Extra Pick-Up	52.86				
3yd	262.10	509.20	756.30	1,003.40	1,250.50
ea add'l	235.90	471.80	707.70	943.60	1,179.50
Will Call/temporary	110.00				
Extra Pick-Up	73.03				
4yd	342.75	670.50	998.25	1,326.00	1,653.75
ea add'l	308.50	617.00	925.50	1,234.00	1,542.50
Will Call/temporary	142.00				
Extra Pick-Up	93.19				
5yd	423.40	831.80	1,240.20	1,648.60	2,057.00
ea add'l	381.05	762.10	1,143.15	1,524.20	1,905.25
Will Call/temporary	175.00				
Extra Pick-Up	113.35				
6yd	504.05	993.10	1,482.15	1,971.20	2,460.25
ea add'l	453.65	907.30	1,360.95	1,814.60	2,268.25
Will Call/temporary	210.00				
Extra Pick-Up	133.51				
8yd	610.00	1,205.00	1,800.00	2,395.00	2,990.00
ea add'l	549.00	1,098.00	1,647.00	2,196.00	2,745.00
Extra Pick-Up	160.00				

Container Rates

Pickup's per week	1	2	3	4	5
Container size					
1-1/3yd	138.31	261.62	384.93	508.24	631.55
ea add'l	120.33	240.66	360.99	481.32	601.65
Will Call	62.24				
Extra Pick-Up	42.08				
1 1/2yd	151.57	288.14	424.71	561.28	697.85
ea add'l	131.87	263.73	395.60	527.46	659.33
Will Call/temporary	66.62				
Extra Pick-Up	45.39				
2yd	201.41	387.82	574.23	760.64	947.05
ea add'l	175.23	350.45	525.68	700.91	876.13
Will Call/temporary	83.07				
Extra Pick-Up	57.85				
3yd	290.93	566.86	842.79	1,118.72	1,394.65
ea add'l	253.11	506.22	759.33	1,012.44	1,265.55
Will Call/temporary	112.61				
Extra Pick-Up	80.23				
4yd	380.45	745.90	1,111.35	1,476.80	1,842.25
ea add'l	330.99	661.98	992.97	1,323.97	1,654.96
Will Call/temporary	142.15				
Extra Pick-Up	102.61				
5yd	469.97	924.94	1,379.91	1,834.88	2,289.85
ea add'l	408.87	817.75	1,226.62	1,635.50	2,044.37
Will Call/temporary	171.69				
Extra Pick-Up	124.99				
6yd	559.50	1,104.00	1,648.50	2,193.00	2,737.50
ea add'l	486.77	973.53	1,460.30	1,947.06	2,433.83
Will Call	201.24				
Extra Pick-Up	147.38				
8yd	677.10	1,339.20	2,001.30	2,663.40	3,325.50
ea add'l	589.08	1,178.15	1,767.23	2,356.31	2,945.39
Extra Pick-Up	240.04				

Recycling IF no Solid Waste
Container container service

-

Recycling IF no Solid Waste
Container container service

3.25 per YARD per Weekly yards

Exhibit A

Molalla Sanitary
Current rates
Effective as of May 1, 2005

Molalla Sanitary
Proposed Rates
Effective as of November 1, 2018

Open Drop Box Fees	Haul	Disposal	Open Drop Box Fees	Haul	Disposal
Permanent			Permanent		
10yd	123.00	Plus Disposal rate	10yd	112.00	Plus Disposal rate with 14% surcharge
20yd	123.00	Plus Disposal rate	20yd	112.00	Plus Disposal rate with 14% surcharge
30yd	130.00	Plus Disposal rate	30yd	132.00	Plus Disposal rate with 14% surcharge
40yd	147.00	Plus Disposal rate	40yd	152.00	Plus Disposal rate with 14% surcharge
Occasional			Occasional		
10yd	148.00	Plus Disposal rate	10yd	142.00	Plus Disposal rate with 14% surcharge
20yd	148.00	Plus Disposal rate	20yd	142.00	Plus Disposal rate with 14% surcharge
30yd	155.00	Plus Disposal rate	30yd	162.00	Plus Disposal rate with 14% surcharge
40yd	172.00	Plus Disposal rate	40yd	182.00	Plus Disposal rate with 14% surcharge
Compacted Drop Box Haul Fee			Compacted Drop Box Haul Fee		
Under 25yd	135.00	Plus Disposal rate	Under 25yd	135.00	Plus Disposal rate with 14% surcharge
30yd	169.00	Plus Disposal rate	30yd	155.00	Plus Disposal rate with 14% surcharge
40yd	196.00	Plus Disposal rate	40yd	175.00	Plus Disposal rate with 14% surcharge
			Contaminated Boxes	400.00	Customer pays Hillsboro Landfill direct

Uniform Drop Box Service Fees: November 1, 2018

Rental Charge:

Occasional: \$6.80 per day after 2 working days at one site or \$68.00 per month whichever is less

Industrial/Commercial/Multifamily: \$55.00 per month each box and only if less than one load per week is hauled.

Lid or Specialty box Charge: \$5.00 per week billed on 1st day of delivery.

Delivery Charge: \$25.00

Incidental Service Charges: \$7.00 per 5 minute increment

Standby Time: Charged when waiting for the box to be cleared, cars to be moved, etc.

Leveling Load: If a driver needs to spend time getting the load level to haul it safely.

Wash Out: \$30.00 Assessed when the customer requests the service. Also assessed when drop box is contaminated and requires cleaning before delivering to a new site.

Compactor Turn-around: \$25.00 for compactor requiring repositioning on truck to enable collection and tip.

Dry Run: \$25.00 assessed when the scheduled collection is prevented because the box is blocked or the customer is not ready.

Disposal Site Rejected load returned to customer: \$50.00

Deadhead Round Trip: \$40.00 to be used for specialized boxes that cannot be exchanged.

Miscellaneous Services

Reinstatement Fee: \$10.00 When service is reinstated after it has been stopped for non-payment or if customer stops and starts service more than twice in a calendar year.

Cart Redelivery: \$15.00 If cart picked up then service restarted within 12 months for non-payment.

City of Molalla

City Council Meeting



Agenda Category: Proclamations, Resolutions, Ordinances.

Subject:	Resolution 2018-18 Speed Reduction on Highway 213
Recommendation:	To support ODOT application for Speed reduction
Date of Meeting to be Presented:	October 24, 2018
Fiscal Impact:	N/A
Submitted By:	Gerald Fisher
Approved By:	Dan Huff

Background:

As part of the City's continuing work to improve conditions along Hwy 213 and more specifically at the intersection of Hwy 213 and Toliver Road, City staff is preparing a Speed Zone Change request for Hwy 213 from the north City limits to the south City limits. The Resolution is in support of the speed reduction along this section of roadway that has changed from a rural to urbanized environment. Lower speeds will help reduce the severity of accidents along the entire corridor.



RESOLUTION NUMBER 18-08

**A RESOLUTION OF THE CITY OF MOLALLA, OREGON,
SUPPORTING A REDUCTION IN SPEED ALONG OR 213 (HIGHWAY
160) WITHIN MOLALLA CITY LIMITS**

WHEREAS, OR 213 (Highway 160), also known as Cascade Highway South, is owned and operated by the Oregon Department of Transportation (ODOT) and is classified as an arterial roadway in the 2018 Transportation System Plan; and

WHEREAS, OR 213 speed zone from Milepost 15.34 (0.12 miles north of Meadow Drive) to Milepost 15.88 (0.17 miles south of Toliver Road) was last set at 45 MPH on October 24, 1995 under Order No. 1123D; and

WHEREAS, OR 213 speed zone from Milepost 15.88 to Milepost 16.60 (0.50 miles south of Woodburn Estacada Highway No. 16) was last set at 40 MPH on February 17, 1976 under Order No. 1105; and

WHEREAS, ODOT has prepared a draft Road Safety Audit which indicated that OR 213 has an average daily traffic volume of 12,500, crash rates at the intersection of OR 213-Toliver Road exceed the 90th percentile crash rate for urban areas, and a 10% increase in traffic at that intersection in 2016 accounted for 32% of the crashes from 2007 to 2017; and

WHEREAS, the population of the City of Molalla has grown from 3,637 in 1990 and 5,647 in 2000 to an estimated 9,610 in 2017 with an projected average annual growth rate of 2.2% per year; and

WHEREAS, the 2018 Transportation System Plan anticipates population growth to reach 15,841 by the year 2040 in accordance with Portland State University's Population Research Center; and

WHEREAS, the intersection of OR 213-Toliver Road is listed as a Top 10% intersection in the Safety Priority Index System; and

WHEREAS, ODOT has reduced the speeds to 35 MPH in Mulino and Marquam which are classified as Rural Areas; and

WHEREAS, ODOT has classified the City of Molalla as an Urban City Area in the 2016 Crash Rate Tables and a significant amount of development has and continues to occur along the OR 213 corridor and within the city limits of Molalla; and

WHEREAS, the City Council is concerned that serious injury crashes will continue and potentially lead to fatalities if speeds are not reduced within the urban city area of Molalla.

Now, Therefore, the City of Molalla resolves as follows:

Section 1. City Council supports ODOT's Traffic and Road Section expediting the traffic study on OR 213 from MP 15.34 to MP 16.60.

Section 2. City Council supports the reduction in speed along OR 213, from MP 15.34 to MP 16.60, to a value at or below 35 MPH by the State Traffic Engineer

Section 3. Effective immediately upon adoption.

Adopted this 24th day of October, 2018

Jimmy Thompson, Mayor

ATTEST:

Kelly Richardson, CMC, City Recorder

Date

City of Molalla

City Council Meeting



Agenda Category: Ordinances, Resolutions, Proclamations

Subject:	2018-16 REPEALING/Amending Ordinance 2018-11 regarding a Comprehensive Plan Amendment and Zone Change for property located at Highway 213 near Toliver Road.
Recommendation:	Adoption – Amended Findings and Ordinance
Date of Meeting to be Presented:	October 24, 2018
Fiscal Impact:	N/A
Submitted By:	Aldo Rodriquez/Kelly Richardson
Approved By:	Dan Huff

Background:
Following the Council decision approving the Comprehensive Plan Amendment (CPA) and Zone Change (ZC) ODOT determined that there were flaws in the decision relating to the Transportation Planning Rule. The attached information provides an amended decision and ordinance addressing TPR requirements for the year 2018.



Administration – Community Development & Planning
117 N Molalla Avenue, PO Box 248, Molalla, Oregon 97038
Phone: (503) 829-6855 Fax: (503) 829-3676

Memorandum

Date: October 24, 2018

To: City Council

From: Aldo Rodriguez, Community Planner

File: P29-2018, Comprehensive Plan Amendment/Zone Change

Applicant: Hix Snedeker Development LLC (Farm Store)

Summary:

Following Council's decision to approve a Comprehensive Plan Amendment and Zone Change from Industrial to Commercial for the development of A Farm Store on Highway 213 an intent to appeal was submitted by the Oregon Department of Transportation (ODOT). The nature of the appeal was based on City findings or, lack thereof, addressing the Transportation Planning Rule (Section 660-012-0060). After consultation with ODOT Staff, the City of Molalla submitted a notice of withdraw for reconsideration in order to edit the findings (Attachment 3). What you see today is a collaborative effort between ODOT Staff and the City of Molalla in order to reach a solution.

Council will also find a letter of concurrence from ODOT Staff supporting the process and language associated with the Findings amendment.

Attachments:

Attachment 1 – ODOT Concurrence Letter

Attachment 2 – New Ordinance

Attachment 3 – Previous Notice of Decision

Please direct all questions to Community Planner Aldo Rodriguez:
communityplanner@cityofmolalla.com or by phone at (503)-759-0219. A copy of the findings is available on the city website or by contacting Aldo.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

October 15, 2018

ODOT #8025

To: Aldo Rodriguez, Molalla Community Planner

From: Jon Makler, ODOT R1 Planning Manager

Subject: P29-2018: Molalla Farm Store Zone Change
Light Industrial to General Commercial

ODOT and the City of Molalla share an interest in ensuring the safe and efficient operation of the Toliver Rd/OR 213 intersection with the proposed zone change from Light Industrial to General Commercial for the property located at 3117 Hwy 213. The intersection of Toliver Rd/OR 213 is identified in the 2018 Transportation System Plan (TSP) for a project to add a traffic signal and left turn lanes to meet the mobility target. This project is not financially constrained.

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of “no significant effect” on the transportation system, or if there is a significant effect, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

Based on the April 9, 2018 Traffic Impact Study (TIS) prepared by Lancaster Engineering, Table 2: Capacity analysis Summary, the 2038 year with the current zoning in the PM peak hour is 2.83 which is significantly above the .90 v/c ratio mobility target identified in the Oregon Highway Plan. Therefore, the performance standard is no further degradation. The Toliver Rd/OR 213 intersection v/c ratio for the year 2038 with the zone change in the PM peak hour is 6.19. This further degrades the intersection and is therefore a significant effect on the transportation system.

The TIS analyzed a roundabout which is a similar traffic control device solution as the TSP signal project. According to Table 2, the v/c ratio for year 2038 with the proposed zoning and with a single lane roundabout during the PM peak hour is reduced to .83 v/c well below the no further degradation standard (2.83 v/c). Therefore, it can be expected that either installation of a signal or a roundabout will bring the intersection of OR 213 and Toliver Rd into compliance with the no further degradation standard (2.83 v/c).

With the following condition of approval, the City can make a finding that the TPR is satisfied:

- Prior to the approved zone change and comprehensive plan amendment becoming effective, the City of Molalla shall establish and adopt a funding mechanism for the improvements at the OR 213/Toliver Rd intersection. The improvements must: be consistent with the adopted 2018 Transportation System Plan; be approved by ODOT with respect to design; and, be constructed by the year 2038.

ODOT recommends the City approve the proposed zone change with the above condition of approval.



ORDINANCE NUMBER 2018-16

AN ORDINANCE OF THE CITY OF MOLALLA, OREGON ADOPTING COMPREHENSIVE PLAN MAP AND ZONE CHANGE AMENDMENTS AND REPEALING ORDINANCE 2018-11

WHEREAS, on June 6, the Molalla Planning Commission held a duly noticed hearing on Application No. P29-2018, a proposed Comprehensive Plan Map Amendment and Zone Change (the "Application"); and

WHEREAS, the Planning Commission forwarded a recommendation of approval with conditions to the Molalla City Council on the Application; and

WHEREAS, on July 15, 2018 the City Council held a duly noticed hearing on the Application; and

WHEREAS, on July 25, 2018, the City Council approved the Application via adoption of Ordinance 2018-11; and

WHEREAS, the City duly issued a Notice of Decision on August 3, 2018; and

WHEREAS, the Oregon Department of Transportation ("ODOT") filed a Notice of Intent to Appeal with the Oregon Land Use Board of Appeals ("LUBA") on August 24, 2018, challenging the City's adoption of Ordinance 2018-11; and

WHEREAS, the City filed a Notice of Withdrawal for Reconsideration of Ordinance 2018-11 on August 29, 2018; and

WHEREAS, the City Council reconsidered the adoption of Ordinance 2018-11 at its duly noticed meeting held on October 24, 2018.

Now, Therefore, the City of Molalla ordains as follows:

Section 1. Ordinance 2018-11 is hereby repealed.

Section 2. The Zoning and Comprehensive Plan Map designation for the property described as Township 5 South, Range 2 East, Section 07A, Tax Lot 00700, as more particularly described in attached Exhibit "A" and as depicted in Exhibit "B" (the

“Property”), is hereby changed from M1 (Light Industrial) to C2 (General Commercial), as indicated in Exhibit “C”.

Section 3. In support of this decision, the City Council hereby adopts the findings contained in Exhibit “D” attached hereto and incorporated herein by this reference.

Read the first time on _____ and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____.

Signed by the Mayor on _____.

Jimmy Thompson, Mayor

ATTEST:

Kelly Richardson, CMC, Recorder

Exhibit A

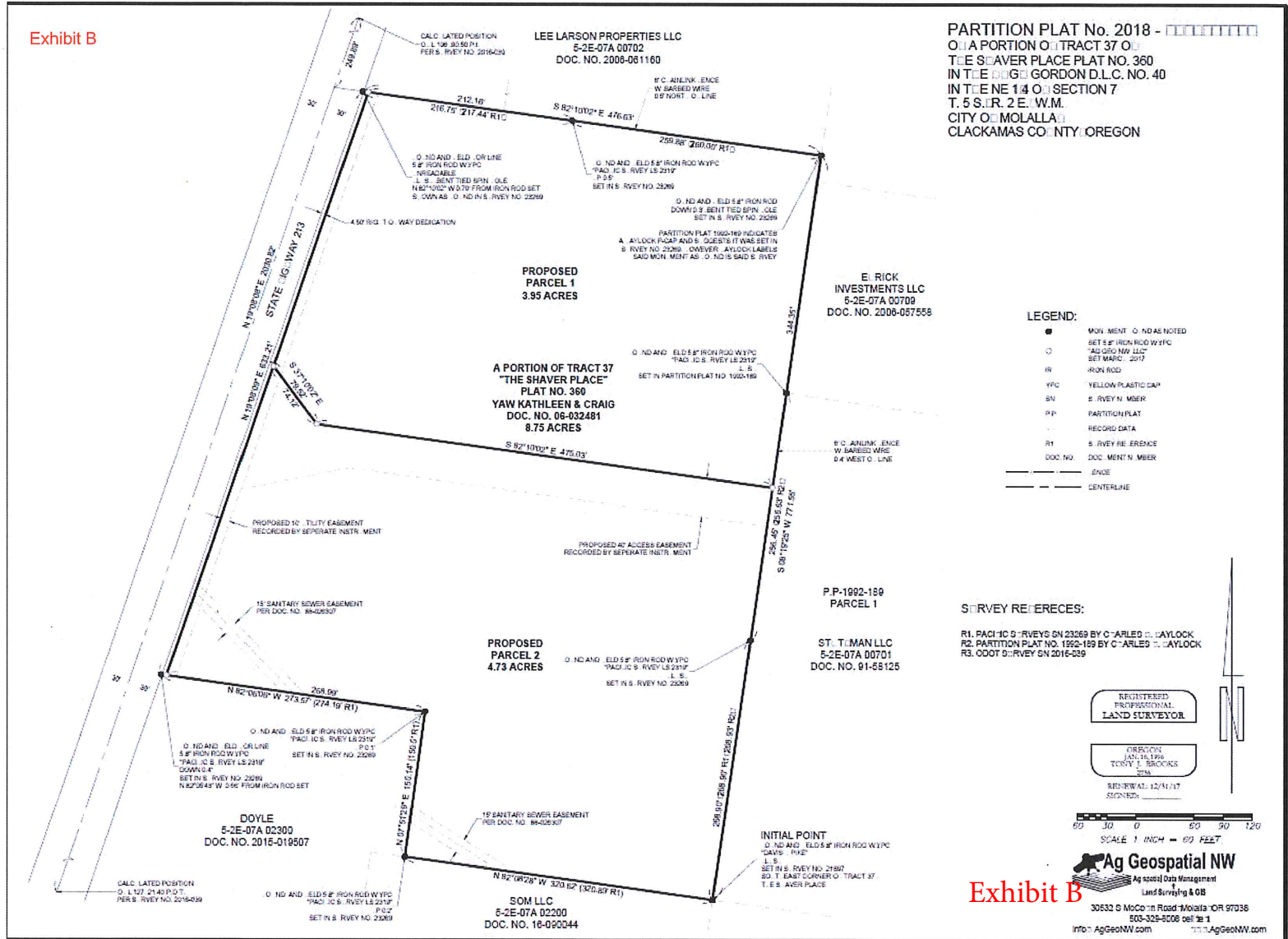


Primary Address: 31176 S Hwy 213, Molalla, 97038
Jurisdiction: Molalla (<http://www.cityofmolalla.com>)
Map Number: 52E07A
Taxlot Number: 52E07A 00700
Parcel Number: 01088637
Document Number: 2006-032481
Census Tract: 023901

Assessment

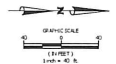
Estimated Acres: 8.84
Current Year Assessed Value: \$244,983.00
Market Building Value: \$1,880.00
Market Land Value: \$778,767.00
Market Total Value: \$780,647.00
Sale Price: \$495,000.00

PARTITION PLAT No. 2018 - [REDACTED]
 OF A PORTION OF TRACT 37 OF
 THE SHAVER PLACE PLAT NO. 360
 IN THE [REDACTED] GORDON D.L.C. NO. 40
 IN THE NE 1/4 OF SECTION 7
 T. 5 S. R. 2 E. W.M.
 CITY OF MOLALLA,
 CLACKAMAS COUNTY, OREGON



ENRAC

JADE Jwright & Associates Development Engineers
 CONSULTING, LLC 207 Geneva Road SE09 Eugene, Oregon 97402
 P.O. Box 1277 Eugene, Oregon 97439 253.623.1072 Fax 253.623.1073



ZONING DATA TABLE	
STATE OF OREGON COUNTY OF CLATSOP CITY OF MOLALLA	
EXIST. TAX PARCEL ID:	01088637
ZONING (TO REMAIN):	M-1, INDUSTRIAL 4.70 AC
ZONING (PROPOSED):	C-2, COMMERCIAL 3.98 AC

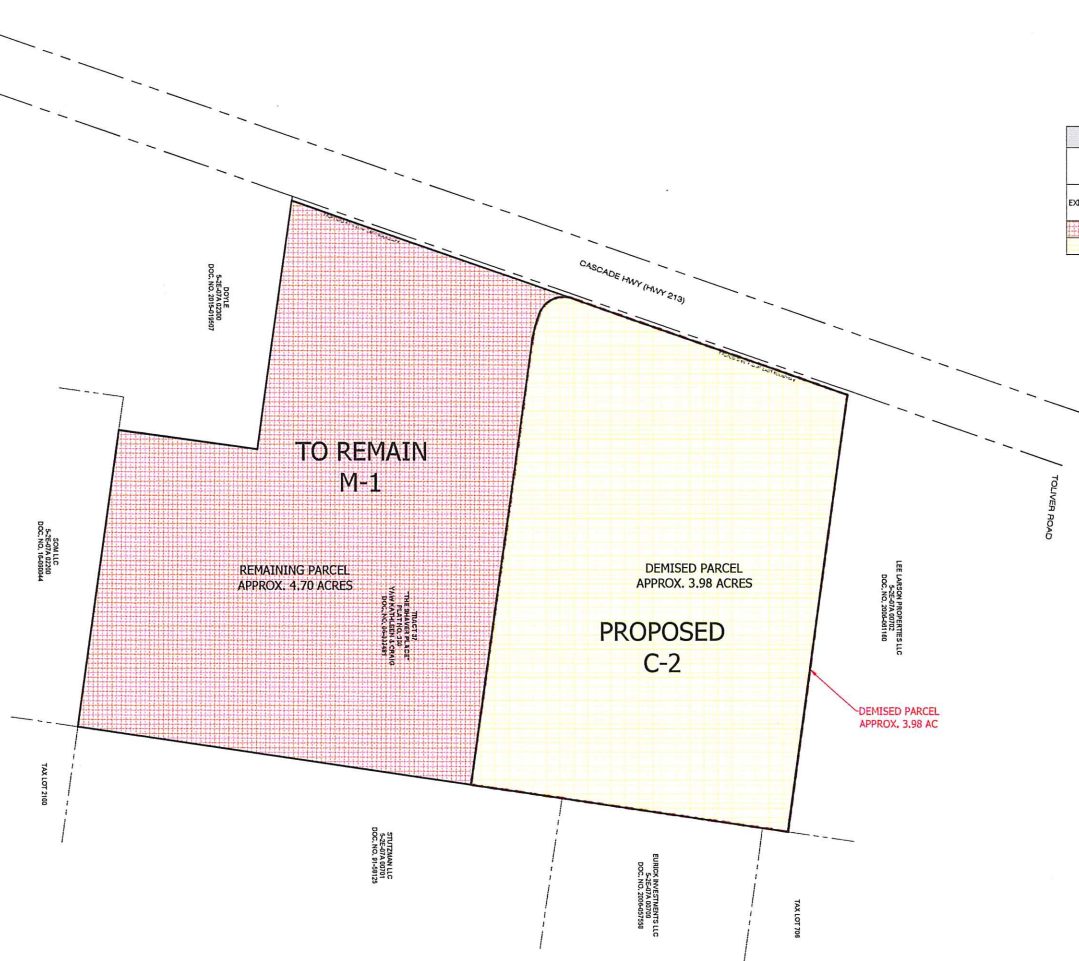


Exhibit C

ZONE CHANGE EXHIBIT
 PROPOSED COMMERCIAL DEVELOPMENT
 STATE HWY 213
 MOLALLA, OR

DRAFT Revised Molalla Farm Store TPR Findings of Fact and Conditions of Approval

D (REVISED). The amendment must conform to Section 17-4.6.050 Transportation Planning Rule Compliance. (Ord. 2017-08 §1) 4.

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. First the City must determine whether the proposed plan amendment/zone change has a significant effect (OAR 660-012-0060(1)).

If there is a significant effect on the transportation system, the rule requires that the local jurisdiction put in place mitigation measures to assure that the land uses to be allowed are consistent with the identified function, capacity, and performance standards of the transportation facility, measured at the end of the planning period (OAR 660-012-0060(2)). The City may attach conditions to its approval of the Plan Amendment/zone change application to ensure compliance with the following section of the rule:

TPR 660-012-0060(2)(d):

Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

Adoption of a condition of development or development agreement allows the City to consider agreed upon and funded mitigation projects to be considered “planned facilities” that can be relied on to mitigate the effects of the proposed plan amendment/zone change, per the following section of the TPR:

TPR 660-012-0060(4)(b)(B):

Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation system development charge revenues are being collected; a local improvement district or reimbursement district has been established prior to development; a development agreement has been adopted; or condition of approval to fund the improvement have been adopted.

Findings: According to the Oregon Highway Plan (OHP), OR 213 is classified as a District highway with a .90 volume-to-capacity ratio (v/c) as the mobility target (performance standard) for the intersection of OR 213 and Toliver Rd. However, when the target is not met within the planning horizon, the standard is to avoid further degradation (OHP Policy 1F.5). Based on the April 9, 2018 Traffic Impact Study (TIS) prepared by Lancaster Engineering, Table 2: Capacity Analysis Summary, the 2038 year v/c ratio with the current zoning in the PM peak hour is 2.83 which is significantly above the mobility target. Therefore, the standard is no further degradation. The v/c ratio for year 2038 with the zone change in the PM peak hour is 6.19. Therefore, with the proposed zone change, there is a significant effect on the OR 213 and Toliver Rd intersection (OAR 660-012-0060(1)).

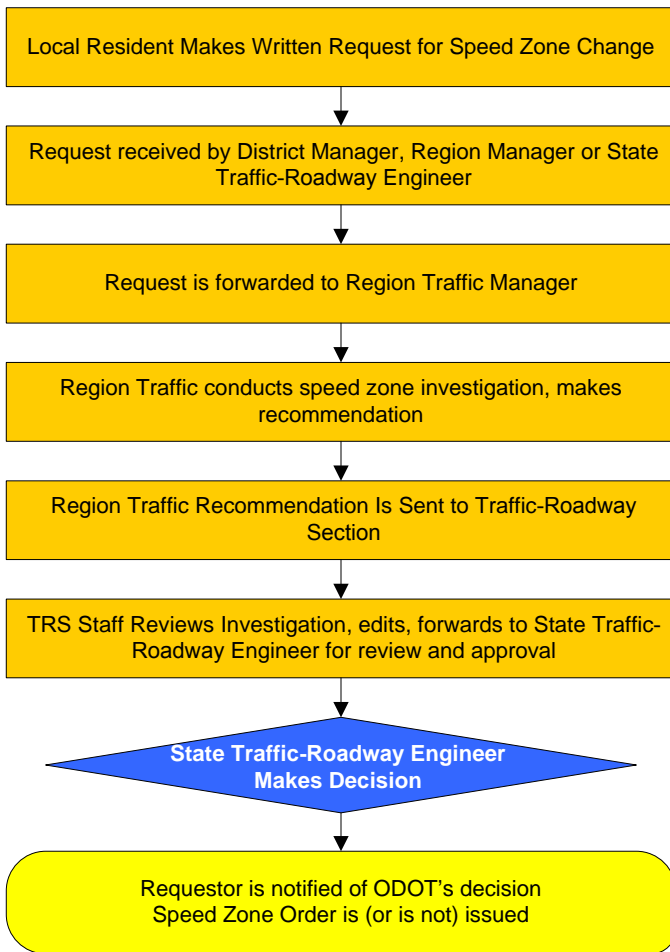
The 2018 Transportation System Plan identifies an unfunded project at the OR 213/Toliver Rd intersection to add left turn lanes and install a traffic signal. The TIS prepared by the applicant, analyzed a roundabout which is a similar traffic control device solution. According to Table 2, the v/c ratio for year 2038 with proposed zoning and with a single lane roundabout during the PM peak hour is reduced to .83 v/c well below the no further degradation standard (2.83 v/c). Therefore, it can be expected that either installation of a signal or a roundabout will bring the intersection of OR 213 and Toliver Rd into compliance with the no further degradation standard (2.83 v/c). However, because the application does not propose putting a funding plan or mechanism in place or approved, it cannot be relied upon as a planned transportation improvement in the planning horizon (TPR 660-012-0060(4)(b)(B)).

In order to ensure that the new proposed land use is consistent with the function, capacity, and performance standard of the OR 213/Toliver Rd intersection, measures must be taken as part of an approval of the application to ensure that the significant effect described above is adequately mitigated. The mitigation must have a funding mechanism in place to be constructed by 2038, prior to the amendment becoming effective. With the following condition of approval, OAR 660-012-0060(2)(d) and OAR 660-012-0060(4)(b)(B) have been adequately addressed, and thus the TPR requirements detailed above have been satisfied:

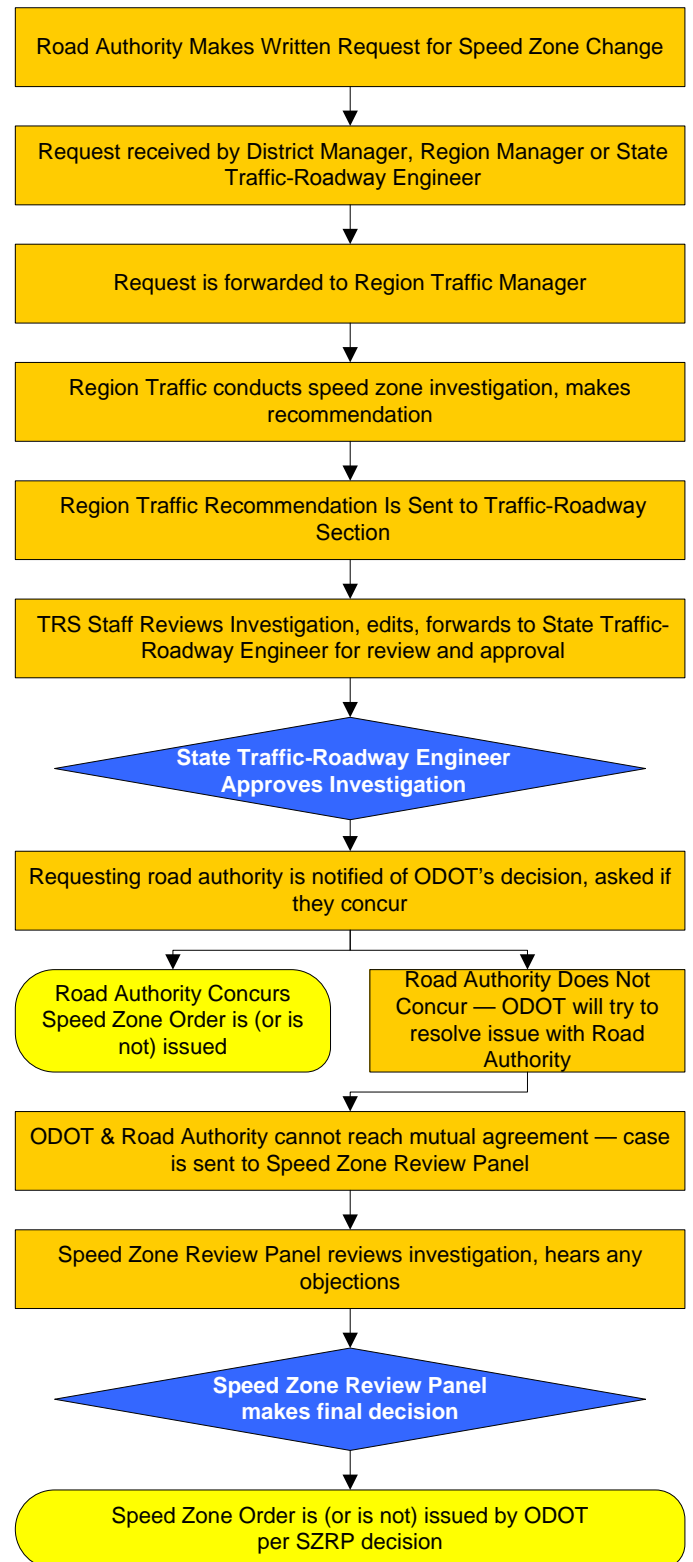
1. Prior to the approved zone change and comprehensive plan amendment becoming effective, the City of Molalla shall establish and adopt a funding mechanism for the improvements at the OR 213/Toliver Rd intersection. The improvements must: be consistent with the adopted 2018 Transportation System Plan; be approved by ODOT with respect to design; and, be constructed by the year 2038.

Process for Establishing Speed Zones

Rural State Highways



State Highway Within City Limits, County Roads, City Streets



City of Molalla

City Council Meeting



Agenda Category: New Business

Subject:	Future Topics
Recommendation:	N/A
Date of Meeting to be Presented:	October 24, 2018
Fiscal Impact:	N/A
Submitted By:	N/A
Approved By:	Thompson

Background:
To discuss any future topics.

City of Molalla City Council Meeting



Agenda Category: Old Business

Subject:	Council Retreat
Recommendation:	Ideas
Date of Meeting to be Presented:	October 24, 2018
Fiscal Impact:	N/A
Submitted By:	Dan Huff
Approved By:	Dan Huff

Background:
Need to get some ideas when and where. Further investigation of local retreats.



Public Works Department

117 N Molalla Avenue

PO Box 248

Molalla, Oregon 97038

Phone: (503) 829-6855

Fax: (503) 829-3676

October 24, 2018

TO: Dan Huff, City Manager

FROM: Gerald Fisher, Public Works Director

CC: Kelly Richardson, City Recorder

RE: Project Update for Public Works

The following is a list of Public and private projects that Public Works is working on at this time:

Administrative Projects Underway

1. GIS staff continuing mapping of water, sewer, and stormwater utilities in preparation for high priority sewer collection system replacement projects identified in the draft Wastewater Facility and Collection System Master Plan. Working on existing public easements for right of way, public utility easements, pipeline easements, and stormwater conveyance easements as time allows.
2. GIS and Operations staff are developing a maintenance plan for the cleaning and inspection of the City's stormwater system. A preliminary map has been developed and development of a work plan is underway by City quadrant that will allow the Maintenance Division staff clean and inspect the system on a recurring basis.
3. Staff is also working on several individual home construction projects (150 permits issued in 2018), pre-application projects for new developments, policy and procedure updates, and other improvements to the department.

Public Capital Projects Underway

4. 15-02 2017 Waterline Improvements – Bidding underway and bids are due on October 24th. Anticipated construction completion by November 30th.
5. 16-07 Shops Facility Improvements Phase 1 – Sewer and stormwater design, contract and specifications are complete. Staff anticipates construction completion of sewer and storm system in fall of 2018. Kick off meeting for shops building held on September 25th. Anticipate draft design completed in December, final design in January, and construction to begin in May.
6. 16-10 Wastewater Master Plan – City Council hearing to be rescheduled for **December 12th**. Dyer revising plan now that RWUP has been approved and only change outstanding is the permit modification. Once revisions are completed, staff will resubmit to and request expedited review and approval of document from DEQ. Approval of the plan is a condition of the MAO.

7. 16-10 Recycled Water Reuse Plan Update – Project completed.
8. 16-11 Transportation Master Plan – Project completed. Staff is waiting for hard copies from ODOT’s consultant.
9. 17-03 Fenton Ave CDBG – Construction underway and Kerr Contractors will begin working on sewer system replacement next week and waterline work the week of October 15th. Paving scheduled for mid-November with substantial completion by the end of November. Project completion is December 13th.
10. 17-04 OR 211 (213-Ona) – Staff waiting for ODOT to submit revised IGA to City for review and approval for additional \$750K for pedestrian crossing at Hezzie Lane. Right of way work underway by ODOT. Anticipate construction start sometime in 2019 or 2020.
11. 17-15 WTP New Trident 2MGD Filtration Plant, Chemical & Telemetry Upgrades – Dyer is working on the preliminary design. Anticipate design completion in March, submittal to OHA in April, and final design completed in May. Construction to begin in October 2019.
12. 18-04 WWTP Biosolids Removal – Project on hold until next summer’s biosolids removal sometime in July to September.
13. 18-06 WWTP New Headworks Screen – Draft design anticipated on October 31st, submittal to DEQ in December, and final design completed in January. Construction to begin in May 2019
14. 18-08 Hwy 213 & Hwy 211 Safety Improvements – Staff completed review of draft report and submitted comments to ODOT. ODOT will issue the final report on November 9th and a representative from ODOT will provide the results of the report at the December 12th Council meeting. The City’s match is \$10,013 or 7.78%. IGA with ODOT executed.
15. 18-09 WWTP Permit Modification – Dyer and Richwine Environmental preparing permit modification to take to Environmental Quality Commission. Anticipate report completed by December 2018 and EQC hearing sometime in early 2019.
16. 18-10 Ona Way Jurisdictional Transfer – Work by County on roadway reconstruction completed. Anticipate transfer request submission to City Council sometime in November.
17. 18-12 Trout Creek Monitoring Station – Project Kick-off meeting scheduled for November 13th. Anticipate construction of station in summer of 2019 with flow monitoring during the following year. Anticipate project completion by December 2020. This project will transfer water rights from Trout Creek to Molalla River and design and construct a monitoring station at Trout Creek. Staff reviewing proposal from Dyer Partnership.
18. 18-14 Decant Facility – This project will provide a dewatering station for street sweeping and vector debris prior to disposal. Staff reviewing design options.
19. 18-15 Clark Park Sidewalk Improvements (Phase 2) – Draft design completion by November 30th and final plans and specifications completed by December 31st. Anticipate bids in February 2019 and construction from May 2019 through July 2019. This project will construct sidewalk improvements along the east side of N. Cole Avenue and crossing improvements at Cole/Shirley intersection. Dyer Partnership currently working on design.

Public Capital Projects Not Started

20. Water Master Plan – Staff will request scope of work from Dyer once WWFCSMP project is completed. This project will update the 1996 Water Master Plan. The City has been mandated to begin the master plan in the FY 18/19 budget by the Oregon Health Authority based on the age of the current plan.

21. Center Avenue Alley – This project will reconstruct the alley west of Center Avenue as part of a private development project. Waiting on development to begin.
22. Lexington Estates Pocket Park – As part of Lexington Estates Phase 3, the developer dedicated an 11,011 square foot parcel to the City for park use. Public Works intends to move this project to FY 19-20 for design and construction.

Private Projects Underway

23. 17-17 Hezzie Lane Subdivision – Plans in ODOT review. City side of project is complete.
24. 17-20 Sawyer’s Truck Repair – Plans approved. Waiting for construction of project.
25. 18-16 Tractor Supply Store – Frontage improvement plans in ODOT review. Staff completed review of onsite improvements. Anticipate construction in 2019 or as permitting is approved by ODOT.

Attached at the end of this memo is an update from Operations. Thanks and let me know if you have any questions.



Public Works Department

117 N Molalla Avenue

PO Box 248

Molalla, Oregon 97038

Phone: (503) 829-6855

Fax: (503) 829-3676

October 15, 2018

TO: Gerald Fisher, Public Works Director

FROM: Andy Peters, Operations Supervisor

RE: Operations Update for City Council

Gerald,

As requested, the Operations Division is pleased to continue these regular updates to the City Council on its activities.

The Wastewater Treatment Plant has finished its summer 2018 Irrigation Season and is beginning the process of configuring the Plant for Winter Discharge. We recycled over 110 Million Gallons this year, and although we were not able to make Class A water every day we are confident we produced the best quality water possible with the equipment available. We are now beginning the process of updating all our documentation and processes to the new Recycled Water Use Plan approved by DEQ in September.

The Maintenance Division's backlog remained steady around 45 open work orders suggesting we are finding a balance between Capacity and Requests. Heavy Street Sweeping has begun, and the crew is working hard to get as much Street Marking and Maintenance as possible completed before winter weather sets in.

Respectfully,

Andy Peters
Operations Supervisor
City of Molalla

Highlight #1 – Utility Crews



Figure 1 – Storey Drive BEFORE Sweeping in September



Figure 2 –AFTER Sweeping



Figure 3 – Beginning to collect fall leaves at the City Shops. Everything we collect improves storm system capacity and improves the quality of our storm runoff.



Figure 3 – Crews continued this month to replace old street signs, lay new crosswalks, and paint yellow curbs, taking advantage of the good weather.



Figure 4 – Over 20 crosswalks were re-established, including all crossings along the City's Safe-Routes-To-School.



Figure 5 – New Ultrasonic Flow Meters at the Water Plant have allowed us to measure total water usage of the town to within approx. 5%. This will greatly assist water audit efforts and the ability to Master Plan the system beginning in 2019.

Work In Process

Current Load by Team

Team	Backlog (# of WOs)	Promise Date Performance
Utility Crew	41	99.63%
Wastewater Plant	15	96.79%
Water Plant	1	98.36%
Supervisor	35	92.24%
Quality Analyst	10	92.59%

Current Financial Encumbrances
(OpenApproved POs by fund) for Operations

Fund	Account#	\$\$
Sewer Fund	106-601-5-*	\$54077.83
Water Fund	105-501-5-*	\$7867.48
Storm Fund	108-801-5-*	\$10800
Park Fund	101-106-5-*	\$9887.12
Street Fund	104-401-5-*	\$4529
TOTAL		\$87161.4300

Work Complete During Period

9/15/2018 - 10/15/2018

Work Orders Completed (by Fund)

Water	55
Sewer	54
Storm	19
Street	50
Fleet	7
General_parks_facilities_ect	71
SplitFund_locates_etc	12
Capital	0
Other	34

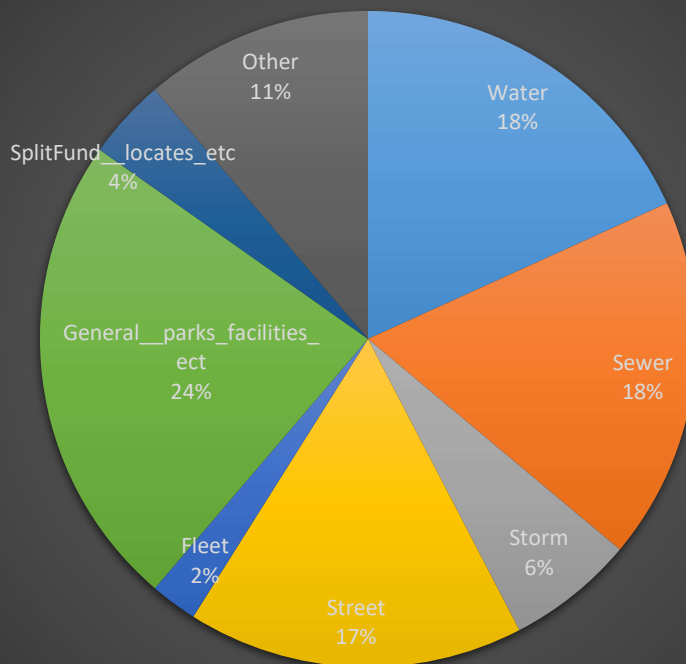
TOTAL	302

Work Orders Completed (by Team)

Utility_Crew	256
Wastewater_Plant	12
Water_Plant	9
Quality_Officer	3
Supervisor	22

TOTAL	302

Work Orders Complete By Fund



■ Water
 ■ Sewer
 ■ Storm
 ■ Street
 ■ Fleet
 ■ General_parks_facilities_ect
 ■ SplitFund_locates_etc
 ■ Capital
 ■ Other