

October 22, 2021



David Sawyer, City Administrator
City of Turner
5255 Chicago St SE
P.O. Box 456
Turner, OR. 97392

RE: UGB Expansion Study – Serviceability of Sub-Areas E, F, and G.

Mr. Sawyer,

We have been tasked with evaluating serviceability and order of magnitude costs for extending public services to Sub-Areas E, F, and G of the UGB Expansion Study. The following is a brief discussion summarizing our findings and opinion of serviceability for each of these sub-areas.

Area E and F:

This area lies to the west of the Union Pacific railway and is bisected by Wipper Road. Current road access is comprised of a sub-standard paved rural roadway without bike lanes or sidewalk. The roadway is bordered by steep open ditches. This is a Marion County facility and would require upgrading to urban standards to extend the transportation network to this area. Estimated roadway improvement costs are anticipated to exceed \$2,000,000.

This area is currently not serviced by any City utility services including water, sanitary sewer, or stormwater. A 2000-foot water main extension would be required. A 2000-foot sewer main extension with a lift station would be required. Both would need to cross Mill Creek Bypass. Minimum costs are anticipated to exceed \$2,000,000.

Stormwater management in this area would be extremely complex and costly given the shallow ground water. Floodplain encroachment and regulation further complicates development in this area. Compliance with the post construction retention requirements of the City's current NPDES Phase II MS4 permit would be challenging and may require Alternate Mitigation. Any Alternate Mitigation would require land purchases in another location. Anticipated cost for stormwater improvements is anticipated to exceed \$1,000,000.

Area G

This area lies to the east of the UP-railway Corridor and is bisected by 55th street. Current roadway access is substandard and consists of a gravel surfacing. This crosses a non-reinforced culvert structure at the Mill Creek Bypass and a similar structure over the Perrin Lateral. These are all facilities within Marion County jurisdiction. Each would need be upgraded to urban standards. Due to design constraints, complex permitting, and floodplain regulations, estimated cost are anticipated to exceed \$3,000,000.

This area is currently not serviced by any City utility services including water, sanitary sewer, or stormwater. A 1500-foot water main extension along 55th street would be required. A 1500-foot sewer main extension with a lift station would be required. Minimum costs are anticipated to exceed \$1,500,000.

Stormwater management in this area would be extremely complex and costly given the shallow ground water. Floodplain encroachment and regulation further complicates development in this area. Compliance with the post construction retention requirements of the City's current NPDES Phase II MS4 permit would be challenging and may require Alternate Mitigation. Any Alternate Mitigation would require land purchases in another location. Anticipated cost for stormwater improvements is anticipated to exceed \$1,000,000.

CITY RESOURCES

City of Turner owns and operates sewer, water, stormwater utility systems and any transportation network feature within City jurisdiction. Each system has dedicated funding and operates independently. City budget estimates, after operating expenses, indicate these funds have the following annual surplus or deficit based on in place utility rates and state allocations:

- Stormwater **\$(10,000) deficit**
- Streets \$20,000
- Sewer \$50,000
- Water \$60,000

These savings cover all long-term capital costs of maintaining the existing system and are not available to fund new construction to serve future development. None of the previously discussed infrastructure are identified in the City's CIP for SDC collection. As such, none of the City's SDC capital reserves can be spent toward these infrastructure improvements without an update to the City's masterplans and CIP list.

In addition, Marion County owns and maintains the roadways connecting these sub-areas to Turner's transportation network. Because Turner does not own or operate those roads, it does not obtain annual state allocation to help fund street development nor maintenance toward those roadways.

In our opinion, the serviceability for sub-areas E, F, and G will be extremely costly and impracticable in comparison to other sub-areas outlined in the UGB expansion study.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



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