



Oregon Department of Corrections

Initial Report for

Day Road Site

August 24, 1999

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Introduction

On August 20, 1999, Governor Kitzhaber issued Executive Order No. EO-99-12 directing the Oregon Department of Corrections (DOC) to propose a site within Clackamas, Multnomah, or Washington Counties for the construction and operation of a Women's Correctional Facility and Men's/Women's Intake Center Complex (the Complex) in the State of Oregon. In accordance with the executive order, the DOC is proposing the Day Road Site as the location for the Complex.

The process identified and criteria for considering the proposed site is defined in B-Engrossed Senate Bill 686 which was approved by the Oregon Legislative Assembly in August 1999.

Following a public hearing to be conducted by the Oregon Department of Corrections, the Department will issue a Final Report regarding the proposed site. The Director of the Department of Corrections will notify Governor Kitzhaber of the recommended site for the Women's Correctional Facility and Men's/Women's Intake Center and any conditions the Director deems necessary and appropriate for the site. The Governor will then approve or disapprove the site.

The following is the Initial Report stating the conclusions of the Department of Corrections as required by SB686, Section 3(2), with regard to the Day Road Site.

Project Description

The Women's Correctional Facility and Men's/Women's Intake Center complex (the Complex) will be a multi-custody facility, which is planned to accommodate women inmates and provide intake and evaluation for all women and men inmates for the Oregon Department of Corrections.

The correctional facility will initially include 324 women's minimum-security beds, 432 women's medium security beds, 64 women's special/high security beds and 432 men's and women's intake beds. Future expansions will increase capacity to approximately 1,600 beds.

The facility will include space for a) inmate work programs, b) inmate cell and dormitory housing, c) workforce development, education and treatment programs, d) health services, e) food services, f) physical plant, g) warehouse and storage, h) central records unit, i) administration, and j) other functions determined to be related and/or necessary to the operation of the Complex. The facility will be constructed in phases.

Proposed Site for Women’s Correctional Facility and Men’s/Women’s Intake Center Complex

Name of Site: Day Road Site

Location: Northwest of the Wilsonville City limits, southwest of Tualatin in unincorporated Washington County, within proposed Urban Reserve Area #42.

Tax Lot Numbers, Property Owners and Parcel Sizes:

There are 14 properties and nine (9) property owners (see Property Reference Map on page 8).

Grunbaum	3S103A001300	32.25 acres
Western Compliance Inc.	3S103A001301	4.40 acres
Grunbaum	3S103A001400	9.86 acres
Grunbaum	3S103A001500	12.81 acres
Stearns	3S103A001600	4.27 acres
Stearns	3S103A001601	3.72 acres
Parr (Miller)	3S103AA00800	4.85 acres
Schulte (Rumgay)	3S103AA00900	4.85 acres
Schulte (Rumgay)	3S103AA01000	7.68 acres
Western Compliance, Inc.	3S103AB00500	7.61 acres
Houston	3S103AB00600	1.31 acres
Dickert	3S103AB00700	4.67 acres
Garrison	3S103AB00701	1.87 acres
Parr (Bighaus)	3S103AB00702	3.01 acres

Parcel Size: Approximately 108 Acres

- Tax lot map from Washington County indicates the total acreage of the 14 properties is 103.16 acres; however actual preliminary survey acreage of the 14 properties totals 108 acres.

Zoning: The 14 properties consist of the following zoning types:

AF-5: Agriculture, Forestry and Rural Residential
 MAE: Land Extensive Industrial

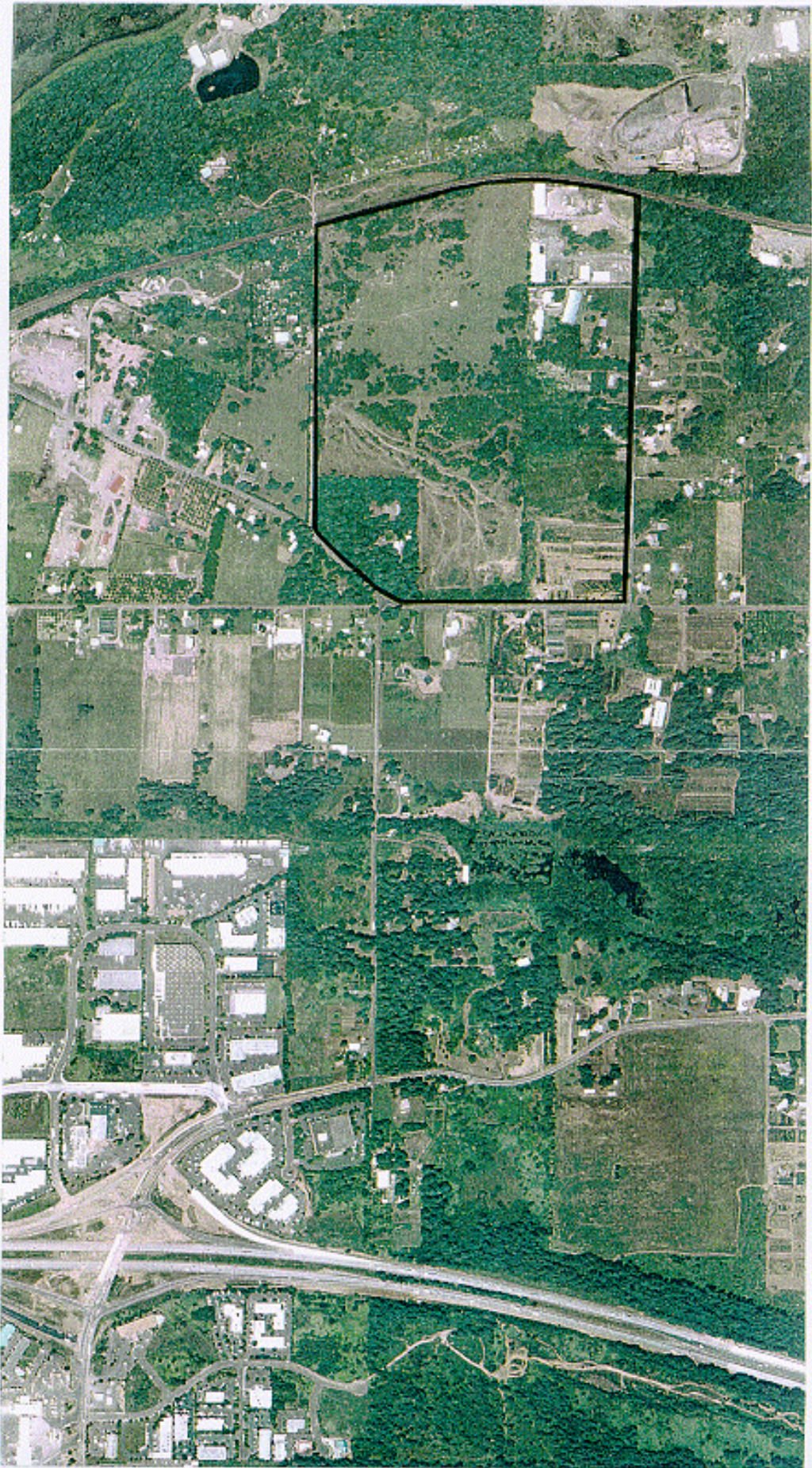
County records indicate that approximately 84 acres (77%) of the Day Road properties are zoned AF-5, while 24 acres (23%) are zoned MAE.

Jurisdiction(s): Washington County
Tom Brian, Chair
Washington County Commission

City of Wilsonville
Charlotte Lehan, Mayor

Legislators: District 13: Senator Randy Miller
District 27: Representative Jerry Krummel

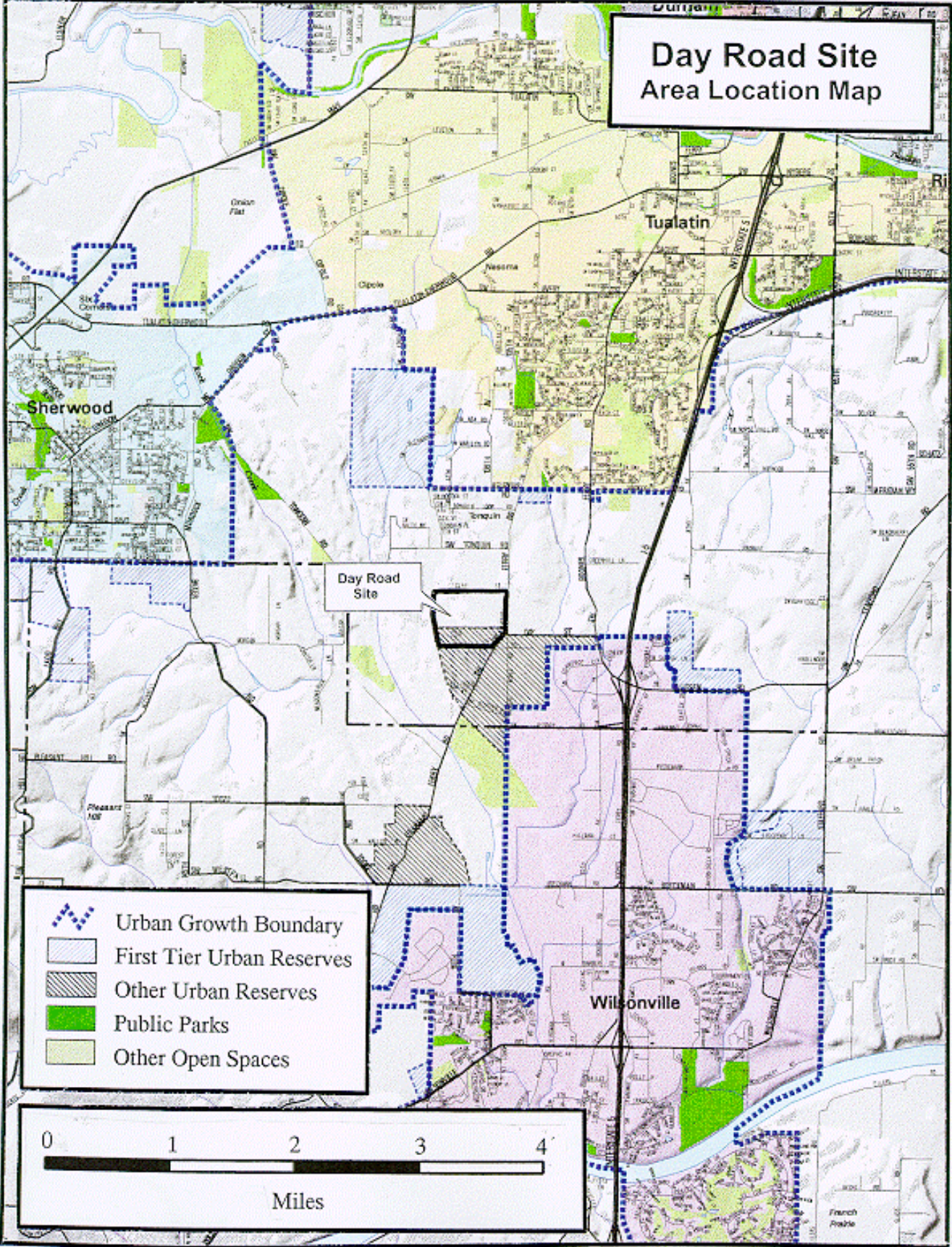
Access: The closest access to the site from Interstate-5 is from the Wilsonville Stafford interchange, northwest on Boones Ferry Road, then west on Day Road to Grahams Ferry Road. The site can also be accessed from Tualatin to the north and Wilsonville to the south.



Aerial Photo Showing Day Road Site

108 acres bordered to the west by the Southern Pacific Railroad Tracks, to the north by Clay Road, to the south by Cahalin Road and to the East by Grahams Ferry Road (Photo provided by the City of Wilsonville, taken May 7, 1997)

Day Road Site Area Location Map



Day Road Site Property Reference Map



B-Engrossed Senate Bill 686 Requires the Department to Consider the Following Criteria (Criteria language is taken directly from the bill):

- (1) Interest demonstrated by local jurisdictions in having the site selected for a women's correctional facility and intake center complex. A local jurisdiction may demonstrate interest by presenting to the Director of the Department of Corrections a resolution setting forth such interest.

As of the writing of this report, a resolution of interest was submitted by the City of Wilsonville on August 2, 1999, reaffirming the city's interest in hosting a women's correctional facility and intake center at the Day Road Site.

In the opinion of the Department of Corrections, this criterion is met.

- (2) The availability or the ability of local jurisdictions to provide adequate infrastructure to serve the complex.

The Oregon Department of Corrections (DOC) and the City of Wilsonville evaluated the infrastructure needed to support a correctional facility at the Day Road Site. The evaluation included the identification of infrastructure needs, such as water and sewer services, storm drainage, and road improvements. The evaluation also proposed optional infrastructure solutions if it were to be constructed at the Day Road Site.

The proposed site does not currently have domestic water and fire flow service provided by a local provider; however, Tualatin Valley Water District has agreed to provide short and long term water to the site. The proposed site is not served by sanitary sewer service; however, service can be provided with the completion of a sewer line connection with the City of Wilsonville.

The proposed site does not currently have an adequate storm drainage system to serve the site. A system would need to be constructed to handle the drainage for the site as well as the flooding along the major access locations for the Day Road site. Both the Department of Corrections and the City of Wilsonville have engineering reports detailing a resolution for the storm drainage situation. The City of Wilsonville would work with the DOC to construct a system on and off-site to meet the storm drainage needs.

The site contains local interstate access and adequate roads will be available to serve the site although some improvements are necessary.

The proposed site is currently served by electricity, natural gas and telecommunications.

In the opinion of the Department of Corrections, this criterion is met.

- (3) Natural features that allow design features to promote compatibility with surroundings.

The proposed property is generally flat with gentle sloping hills along the northwest perimeter of the site. It is comprised of a mosaic of fragmented habitats, including forest patches, clear-cut, pasture, and narrow shrub corridors. A portion of the Day Road Site, predominately the properties located along the north, are composed of rural residential development, light industry, and agriculture uses. The north property line is bordered by Clay Street. The west property line is bordered by a rail service line operated by Portland and Western Railroad. The east property line is bordered by Grahams Ferry Road. The South property line is bordered by Cahalin Rd. The property lines will be somewhat buffered by natural vegetation and can be additionally buffered with landscaped berms and trees. Surrounding uses are primarily rural residential and light industrial. These features are similar to those of existing Department of Correction's facilities and therefore compatible.

In the opinion of the Department of Corrections, this criterion is met.

- (4) The availability of the site by purchase, condemnation, exchange or otherwise.

The Day Road Site includes approximately 108 acres and consists of fourteen (14) tax lots with nine (9) different ownership interests. On the nine (9) properties, there are at least four (4) business tenants, three (3) business owners and seven (7) residences. The Oregon Department of Corrections (DOC) contracted with the Oregon Department of Transportation (ODOT) Region 1 Right of Way office in April 1998 to contact the owners of the properties comprising the Day Road Site. A report received from ODOT on May 8, 1998, included summary information on the potential acquisition. Of the nine (9) property owners, six (6) previously indicated a willingness to further discuss sale of their property, one (1) indicated a reluctance to sell and two (2) indicated a complete unwillingness to sell their property. Purchase negotiations would be handled through the Oregon Department of Transportation on behalf of the Oregon Department of Corrections. The DOC will likely need to condemn some of the properties in order to acquire the site.

In the opinion of the Department of Corrections, this criterion is met.

- (5) The sufficiency of the size and shape of the site to accommodate the complex.

The Day Road Site includes approximately 108 acres of land. The facility would be constructed on the property to provide visual buffering where possible. Several buildings located in the northwest corner of the site have been identified for possible re-use. The proposed building location will also allow for sufficient

distance between the railroad tracks and the exterior perimeter patrol road. The site can accommodate the proposed facility and its planned expansion.

In the opinion of the Department of Corrections, this criterion is met.

- (6) Whether the site is located in an area designated as a 100-year flood plain on a current map of the Federal Emergency Management Agency.

The proposed Day Road Site is not located in a 100-year flood plain.

In the opinion of the Department of Corrections, this criterion is met.

- (7) Whether the site is located in a tsunami inundation zone.

The proposed Day Road Site is not located in a designated tsunami inundation zone.

In the opinion of the Department of Corrections, this criterion is met.

- (8) Whether the site either has infrastructure available on-site or the infrastructure otherwise can be provided and maintained. For purposes of this paragraph, 'infrastructure' includes but is not limited to:
- (a) Water for domestic use, fire protection and irrigation;
 - (b) Sanitary sewer collection and treatment;
 - (c) Surface drainage storm water collection and disposal; and
 - (d) Electricity, natural gas, oil or propane and telecommunications.

Water would be provided to the Day Road Site through a commitment by the Tualatin Valley Water District, a regional water provider with sufficient capacity and water rights available in its system to provide the permanent water needs to the facility.

Sanitary sewer would be made available through connections to the City of Wilsonville's sewage treatment plant, which has adequate treatment capacity.

Storm drainage would be provided through a system that would need to be constructed to handle both the storm drainage from the Day Road Site and the storm drainage from the street basin. Information shows drainage related flooding along the major access locations for the Day Road Site. Engineering reports from the City of Wilsonville and other civil engineering consultants indicate that the storm drainage backup and consequent flooding situation could be corrected with an appropriate storm drainage system.

Electrical service would be provided to the site via a connection and service agreement with Portland General Electric.

Natural gas service would be provided to the site via a connection and service agreement with Northwest Natural Gas.

Telecommunications would be provided via a connection and service agreement with GTE Telephone.

Oil and Propane are available, but not necessary.

In the opinion of the Department of Corrections, this criterion is met.

- (9) Whether the site is served by a road or highway system capable of supporting the complex. New roadway improvements should be able to be constructed and available at the time the complex is scheduled to open.

The Day Road Site is approximately .7 miles west of the North Wilsonville/Stafford Interstate-5 (I-5) interchange and is accessed from I-5 via Boones Ferry and Day Road, as well as other local routes. The site is bordered by Grahams Ferry Road on the east, Clay Street on the North, Cahalin Road on the South and Portland and Western Railroad tracks on the west. A comprehensive traffic impact study was completed by a consulting firm in June 1998 for the major arterial highway and street locations adjacent to the site. Traffic counts were conducted over a two-day period to identify the "peak" traffic demands for the area. Results of the study concluded that improvements would be needed at two intersections and would include turn lanes and signalization, as well as road widening and additional improvements on some adjacent roads. It is anticipated that the improvements can be completed by the time the complex is scheduled to open.

In the opinion of the Department of Corrections, this criterion is met.