

Planning Commission  
Regular Meeting  
July 23, 1975

Present: Chairman Ross, Commissioners Hulbert, Johnson and Shaw

Also Present: City Administrator Wyman, Police Chief Graziano, Planning Consultant Walsh and Several Guests

Absent: Commissioners Cutsforth, Edgerton and Merrill and City Attorney Bettis

Due to lack of a quorum, City Administrator Wyman assumed the Chair, in order to allow Chairman Ross to act as a voting member of the Commission. The meeting was called to order at 8:10 p.m.

Since there was not a quorum present for the last meeting, July 9, 1975, the minutes of the previous meeting, held on June 25, 1975, could not be approved. Therefore, at this time, Commissioner Ross moved that the minutes of the meeting held on June 25 be approved as presented. The motion was seconded and passed unanimously.

Discussion of Access Routes from Highway 99E to New Shopping Center (Canby Square), 1095 S.W. First. Planning Consultant Walsh gave a brief presentation of the Planning Staff's views regarding the shopping center. He stated that the parking provided in the developers' plan are adequate, but that they would like to see some kind of trees or other greenery to break up the long lines of parking spaces. Mr. H. M. Gaunt, of Mercury Development Inc., assured him that the trees which are existing will be saved, if at all possible, and that there will be landscaping wherever possible throughout the center. Mr. Gaunt stated that he will write a letter assuring their cooperation in landscaping. The question of how the change in the highway access would affect the school buses was brought up, and Mr. Gaunt stated that both Mayor Roth and Planning Consultant Edwards have explained the problems which the school has and that these problems have been taken into consideration in drawing up the plan. They want to cooperate with everyone involved, including the school. The plan was brought before the Planning Commission to get Commission input and approval. There are no conditional uses or zone changes involved. The Commission decided to go through the developer's presentation, taking one point at a time and either approving or altering each one. The first section of Mr. Gaunt's presentation included 15 points of discussion from a conference held July 16 with Mayor Roth; Eldon Edwards; Kerry Dayton of the State Highway Department; Leo Elario, owner and developer; Mr. Looijenga, Project Engineer; and Mr. Gaunt. The first eight items in this section met with no objection from the Planning Commission. The ninth item read: "Owners will dedicate 15' for 60' Berg Parkway Avenue improvement now and an additional 10' dedication later, provided the City of Canby will dedicate to owners the 20' unimproved Fifth Avenue." The Commission deleted everything after the comma after the word "later" so that it now reads: "Owners will dedicate 15' for 60' Berg Parkway Avenue improvement now and an additional 10' dedication later, upon request of the City of Canby." It was felt that obtaining the right-of-way on Berg is very important and must be done all at the same time so that there will be no problems with it in the future. Mr. Gaunt stated that they want to cooperate with the City in every way and will go on record as being willing to dedicate whatever the City needs, in the future. This will be stated in writing. The property will be paved right up to the edge in order to keep up its appearance, but will be available for City right-of-way if needed. Sixty feet of pavement is all that is expected to ever go in on Berg Parkway, partly because sixty feet is adequate for a major arterial and partly because that is all there can be on the southern end of the street, due to existing buildings.

Number 10 read: "Traffic signal at Berg Parkway Avenue and Pacific Highway when traffic volume demands." This was changed to read: "Traffic signal at Berg Parkway Avenue and Pacific Highway to be installed." There is no question about the signal's being installed - it will be. However, the developers did not know about it at the time they were negotiating for funding. They need time to decide which way is the best to finance both the traffic signal and the work to be done on the Hiway side of the shopping center. For this, and other, reasons, they proposed that the light be installed at the end of the first year after the center opened, engineering it according to the traffic volume at the end of that first year. According to sales projections, there should eleven to twelve thousand paying customers per week at the center. It has been estimated that 2,580 cars a day will be coming out of the shopping center onto the highway. Commissioner Ross stated that he would like to see the light go in as soon as possible because of the large volume of traffic which will be generated by the shopping center as soon as it is in operation. Mr. Wyman asked Police Chief Graziano for his opinion, and Chief Graziano agreed with Mr. Ross that it should go in upon opening of the Center. Chief Graziano stated that the average speed coming up over the bridge is 73 mph and that he would like to see the light go in before the center opens for business. In answer to this, Mr. Gaunt said that the light would be put in according to today's needs. After construction starts, the State will be consulted and the light put in. Mr. Gaunt also suggested that the speed zone sign be placed at the bottom of the bridge in order to slow cars down before getting to the light. It was agreed that the light will be put in when the major tenants open.

Numbers 11, 12 and 13 were accepted as presented. In Number 14, "Aspen" was changed to "Ash". Number 15 was altered slightly in the next section.

The second section of Mr. Gaunt's presentation included eight points entitled "Owners Commitments". Number 1 had read: "Signal at Berg Parkway Avenue and Pacific Highway." The words "in agreement, on opening of shopping center." were added so that it now reads: "Signal at Berg Parkway Avenue and Pacific Highway, in agreement, on opening of shopping center." Number 2 was accepted as presented. Number 3 read: "Owner will provide sanitary lift station large enough to provide City needs for \$2,900.00, plus or minus." This statement and number 15 of the first section were considered to be too vague. The developer will be putting in a lift station for the shopping center. While they are doing it, they will make it large enough to meet City needs in the area, with the City participating in the cost of the extra capacity, over what it would cost for the shopping center, alone. The \$2,900 figure is what it has been estimated at by the sub-contractors who will doing the work. If it is done relatively soon, the cost will remain the same, but if it is held up and the sub-contractor has to raise his prices in the meantime, the cost will be higher. The wording of number 3 was changed so that it now reads: "Owner will provide sanitary lift station large enough to provide shopping center. City will participate in balance."

Number 4 was accepted as presented. Number 5 read: "Dedication of Berg Parkway Avenue subject to owners rights to Fifth Avenue (unimproved)." Commissioner Ross moved that the Planning Commission recommend to the City Council that that portion laying north of the shopping center which is 5th Avenue and which is 20 feet in width be dedicated for the right in use of the shopping center. Commissioner Shaw seconded the motion, which passed unanimously. Mr. Gaunt requested that the City Attorney be asked to give a definition of "right-in-use", and was assured that this would be explained when the Council reviews the plan. This item now reads: "Dedication of Berg Parkway Avenue subject to owners receiving dedication of right-in-use to Fifth Avenue."

Number 6 read: "Owners will dedicate a portion of property (behind projected future buildings) for Ash Avenue, if improved." This property is controlled by lease. They could only give 10 feet dedication there. After looking at it on the city map, it was decided that any improvement of Ash Avenue would probably have to be by condemnation or purchase of properties in line with Ash. Therefore, this item was eliminated altogether. Number 7 was to be left to the City Council to act on, and number 8 was to be State Highway Dept. responsibility.

Following is Mr. Gaunt's presentation, as amended and corrected: -

SUBJECT: Points of Discussion

1. Eliminate proposed traffic access in the center of parking lot at road frontage.
2. Make access to shopping center at Berg Parkway Avenue and Fourth Street (Through an easement from DeWayne Donnelly).
3. Berg Avenue and Fourth Street entrance to be designed to City and State specifications.
4. Both shopping center accesses to be left and right-hand channelizations to and from property.
5. State Highway Department will design traffic channelization.
6. Refuge lane along Pacific Highway.
7. Planning Director desires 80' right-of-way on Berg Parkway Avenue.
8. Development will need 60' right-of-way on Berg Parkway Avenue for truck traffic.
9. Owners will dedicate 15' for 60' Berg Parkway Avenue improvement now and an additional 10' dedication later, upon request of the City of Canby.
10. Traffic signal at Berg Parkway Avenue and Pacific Highway to be installed.
11. State Highway Department will consider removing shrubs east of Berg Parkway Avenue to improve visibility at the intersection.
12. Owners will improve and landscape State right-of-way along Pacific Highway.
13. Owners will consider continuing sewer and water lines from south boundary of their property line to Pacific Highway.
14. If Ash Avenue is improved, the owners will consider dedicating a portion of the land in back of shopping center for this improvement.
15. Owner is designing sanitary sewer lift station so City of Canby can utilize. The City to pay for additional expense.

OWNERS COMMITMENTS

1. Signal at Berg Parkway Avenue and Pacific Highway, in agreement, on opening of the shopping center.
2. Berg Parkway Avenue sanitation, water and street improvements and required dedications as needed. (Per plan)
3. Owner will provide sanitary lift station large enough to provide shopping center. City will participate in balance.
4. Owner will improve highway right-of-way per plans and specifications.
5. Dedication of Berg Parkway Avenue subject to owners receiving dedication of right-in-use to Fifth Avenue.
6. Owners desire to Bancroft all off-site improvements, including sanitation and water line through property.
7. State Highway Department has stated traffic channelization would be engineered or designed by their Department.

ESTIMATED BUDGET FOR IMPROVEMENTS  
(not reviewed by Planning Commission)

1. Furnish and install water meters for each of the tenants as required.	\$ 4,565.00
2. Sanitary Sewer Fees	7,302.00
3. Sanitary Sewer Lines, Manholes, Complete Installation	12,909.00
4. Sanitary Sewer Lift Station	7,431.00
5. Extend 8" concrete sewer pipe North on Berg Street approximately 420'	4,169.00
6. Excavate and install asphalt paving and curbs on Berg Street 30' wide X 420' long	9,122.00
7. Highway work for Berg Street to include the main entrance. Work includes culvert, highway curbs, sidewalk, landscaping and asphalt paving as noted.	16,512.00
8. Work from the main entrance to the East property line as noted; work includes culvert, excavation, asphalt paving, concrete work, landscaping and highway curbs	15,268.00
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	\$77,278.00

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Commissioner Ross moved that the Commission approve the presentation as discussed, amended and corrected. Commissioner Johnson seconded the motion, which passed unanimously.

Further Business: the 1975 Zoning Ordinance will be discussed at the City Council workshop on Monday night, July 28. Chairman Ross urged all commissioners to attend that meeting in order to avoid further holdup of the ordinance because of misinterpretation.

The meeting was adjourned at 9:27 p.m.

Respectfully submitted,

  
Merrie Dinteman, Secretary  
Canby Planning Commission