

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – August 23, 2010
Omni Room – Applied Technology Center
Canby High School - 721 SW 4th Avenue

PRESENT: Chair Dan Ewert, Vice Chair Jan Milne, Commissioners Sean Joyce, Chuck Kocher, John Proctor, Misty Slagle and Randy Tessman

ABSENT: None

STAFF: Bryan Brown, Planning Director; Matilda Deas, Project Planner; Jill Thorn, Planning Staff and Chris Maciejewski of DKS Associates; Consultant

OTHERS PRESENT: Brian Hodson, City Councilor and Planning Commission Liaison; Susan Myers, Cindy Harker, Marlin Harker, Melinda Montecucco, Matt English, Stephanie Boyce, Rebecca Boeckman, Charles Burden, Greg Ellis, Keith Galitz, Tom Vandehey, Gwen Schweitzer, Leroy Myers, Bob Maxwell, Marie Maxwell, Tim Dale, Kim Hayes, Mark Hayes, Alex Polgar, Troy Buzalsky, Bev Doolittle, Justin Boyce, Stan Herron, Lisa Weygandt, Jim Golden, Tom Butler, Yvonne Scott, John Peterson, Barb Peterson, Jan Galitz, Jackie Jones, Richard Davies, Randy Carson, Janet Kallstrom, Jeff Rose, Kathe Cutsforth, Clint Coleman, Mary Laudon-Flores, Bill Zweigart, Teresa Sasse, Millie Muff, Bonnie Goldan, Don Peterson, Peggy Peterson, Joan Perinchief, Alice Wallace, Roger Reif, William Foster, Brad Coy, Frank Cutsforth, John Masek, David May, Sonya Kazen, Brian Haines, Blaine Burnett

1. CALL TO ORDER

2. CITIZEN INPUT None

3. PUBLIC HEARINGS

a. Continuance of Transportation System Plan (TSP) CPA 10-01/TA 10-02 – Request for Recommendation to City Council for a Comprehensive Plan and Land Development and Planning Ordinance Amendment pertaining to adoption of the 2010 Transportation System Plan.

The TSP identifies existing and future transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can build on one another. It identifies specific transportation improvement projects and programs needed to support the City's goals and policies, serve planned growth through the year 2030, and improve safety and mobility for all travel modes in Canby.

Chair Ewert announced this hearing was a continuance from August 9, 2010. Commissioner Milne who was absent at the previous hearing had reviewed the video of the meeting. .

Joan Perinchief of 583 NE 10th Avenue asked how one way streets would decrease congestion and she felt this plan would affect Canby in a negative way.

Clint Coleman of 2114 N Vine Street said a plan should help the majority of people. He suggested that a task force of business people, citizens and planning commissioners should identify solutions.

Peggy Peterson of 1733 N Holly Street said the public had not had a voice in the plan. She felt the process had been inadequate and flawed.

Mary Lauden-Flores of 939 NW 3rd Avenue said she had had her business for three years and the business would die if the one-way street plan was implemented.

Tom Butler of 1433 N Hawthorne stated all businesses are hurting. He felt the solution was a seven day 52 week solution for a 1 hour per day problem.

Bill Zweigart of 1498 N Manzanita said he had been a school bus driver and read a letter from Sheri Ferrigno who opposed the one way street plan.

Tom Vandehey of 33904 S Needy Road suggested that dedicated right turn lanes at Grant, Ivy and Elm would eliminate the need for one-way streets. He asked why the Arndt Road bypass was not part of the plan. He stated that the city of Woodburn had implemented one-way streets and it killed the downtown.

Roger Reif of 273 N Grant Street stated he was familiar with all the streets involved and wanted a plan that the citizens would support.

John Masek of 268 NW 1st Avenue said nobody had approached him and agreed with many of the comments. He was opposed to the one-way solution and felt there was a disconnect between the city and the downtown revitalization program.

Alice Wallace of 282 SW 12th Avenue stated she didn't agree with the one-way proposal. She felt there was a need for an overpass for the fire department and the I5 connection should be built.

Cindy Harker of 573 NE 10th Avenue was not in favor of the solution and wanted the commission to take the time to find the right solution.

Don Peterson of 1733 N Holly Street said the school district and fire department had not signed off on the plan. He said that one-way streets will devastate the downtown businesses.

Chair Ewert thanked those who came out and gave input.

Matilda Deas, Project Planner, gave a review of the outreach that was done over the planning process of the plan. She went to the Chamber to seek business people for the committees. There was no response from members. She did send notices to the chamber executive of all the meetings. The Chamber did put information in their newsletters.

The Fire Department was on the committee and received all notices. The school district had two people on the committee and received all notices. Neighborhood associations were represented.

Five neighborhood meetings were held. Flyers in both English and Spanish were distributed and 8 ½ x 11 ads were placed in the Canby Herald. Notices of the meetings were placed at the library, city hall and the planning department. Ms Deas said she met with various stakeholders and the people at the fair ground.

Ms Deas stated that at the time of implementation notice will be sent to individual property owners.

Chair Ewert asked how many people were on the committees. Ms Deas said it was 15 people. She also said that she had personally dropped off flyers at all the businesses on Grant Street.

Commissioner Joyce asked if there had been verbal communication with the Chamber. Ms Deas said there had been and that information had been put in the chamber newsletters.

Commissioner Slagle suggested maybe the city could develop its own email list to communicate with the business community.

Chair Ewert asked for members of the audience to give suggestions on ways the city could communicate with the business community as well as citizens.

- Include information in Canby Utility and Canby Telcom bills
- Letters to property owners
- City Administrator meet with Chamber Executive
- Information was too generic need to use a bullet point system
- Full blown presentation to the Chamber and Rotary
- More prominent placement in the Canby Herald
- More exact information about the plan to the Fire Department

Chris Maciejewski of DKS Associates and consultant for the Transportation System Plan gave an overview. He said the growth rate of Canby had been 3 ½% per year while the Metro area was 3%. Ivy and Hwy 99E were the worse intersection in Canby. He said the committee had had a session brainstorming ideas and solutions. He suggested that the commission could recommend to the City Council to adopt the plan as presented and add that a refinement area process would occur in regard to the one-way streets.

Sonya Kazen a Senior Planner at the Oregon Department of Transportation discussed what a refinement process might look like.

Commissioner Joyce asked where there were examples of one-way streets working.

Ms Kazen said that Silverton and Bend were two examples. She also said it was Federal policy for the railroads to reduce the number of at grade crossings.

Troy Buzalsky of Canby Fire Department asked if there were plans to put dividers all along Hwy 99E like the one placed at Pine Street when Rite Aid was built.

Ms Kazen said there was no such plan.

Chris Maciejewski of DKS Associates presented an overview of the components of the proposed Transportation System Plan.

Commissioner Joyce asked for information about the Special Transportation Area designation in the staff report.

Mr. Maciejewski said it was similar to the new area on McLoughlin Blvd in Oregon City that allowed parking.

Commissioner Joyce inquired about the Otto Road extension.

Mr. Maciejewski said it was a new crossing if the Oregon Department of Transportation (ODOT) and Clackamas County agreed.

Commissioner Joyce asked what the impacts of high speed rail would be on the plan.

Mr. Maciejewski said that the ODOT rail staff had been involved in the development of the plan and to expect the number of trains to double during the life of the plan.

Commissioner Ewert asked if the Berg overpass would affect the downtown issues.

Mr. Maciejewski said it would take some off of Elm Street and only a one or two percent reduction in the downtown area.

Mr. Maciejewski said the plan included a Special Transportation Area (STA) designation for Hwy 99E. This could look like the new area in Oregon City along McLaughlin.

Commissioner Kocher asked if Cedar and Territorial could be used to get to I5.

Mr. Maciejewski said that Cedar would have to be widened, but in the end it wouldn't be faster.

Commissioner Joyce asked if the Otto Road project would relieve traffic in the Industrial Park.

Mr. Maciejewski said it was a second door to the Industrial Park.

Commissioner Tessman said the plan was a big document and he was willing to approve most of it.

Commissioner Slagle asked how many people would be willing to work on a committee to resolve the downtown area and four people raised their hand.

Commissioner Milne stated that the majority present were in opposition to the one-way street plan and she felt they were picturing it with today's screen, not the future. She said change was scary. She stated she was in favor of option 1 with language for a trigger.

Commissioner Joyce said he was disappointed with the communication on the project and felt that an economic impact study was needed in the refinement plan.

Commissioner Tessman said there was a need to refine the downtown plan but most of the plan could be forwarded to the Council with a recommendation for adoption.

Commissioner Joyce said the economic analysis should be done in six months to a year.

Commissioner Proctor said he liked option 1.

Commissioner Slagle said she like the idea of the refinement study with a deadline and hoped that more than four people would step forward to help.

Mr. Brown reminded the Commission that they could not encumber the City with the cost of the economic impact analysis, but could include a recommendation to the Council that it be considered.

Commissioner Milne moved that the Planning Commission recommend to the City Council approval of the Transportation System Plan with the implementation of the one-way circulation improvements for downtown streets only if and when needed to solve congestion issues (e.g. when the peak hour v/c ratios on Hwy 99E at Ivy Street and/or Grant Street reach 0.95, which is approximately 20% more congestion than under existing 2009 conditions). In addition, emergency response needs for the Canby Fire Department to reach the south district service area shall be addressed prior to converting Ivy Street to one-way northbound between SW 2nd Avenue and Hwy 99E (e.g. construction of a new fire station or circulation modifications that maintain or enhance the response times from the existing fire station on S Pine Street). An economic impact analysis should be completed showing the present and future projections before the City Council adopts the plan. It was seconded by Commissioner Proctor. The motion passed 5-2 with Commissioners Slagle and Tessman voting No.

4. NEW BUSINESS **None**

5. FINAL DECISIONS **None**

6. MINUTES

a. July 26, 2010 - Commissioner Slagle moved to approve minutes of July 26, 2010 as presented. Motion seconded by Commissioner Kocher and passed 5-0-2 with Commissioners Proctor and Tessman abstaining.

b. August 9, 2010 – Commissioner Tessman moved to approve minutes of August 9, 2010 as presented. Motion seconded by Commissioner Kocher and passed 6-0-1 with Commissioner Milne abstaining.

7. ITEMS OF INTEREST FROM STAFF **None**

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION **None**

9. ADJOURNMENT at 10:46 PM.