

CANBY CITY COUNCIL WORKSHOP

December 8, 2004

7:00 PM

Canby Adult Center

Attendance at the workshop included Mayor Thompson, Councilors Blackwell, Carson, Daniels, Newton and Oliver. Staff included Mark Adcock, John Williams, Beth Saul, Matilda Deas, Jorge Tro, Roy, Hester, and Joyce Peters. Jody Yates and William Hall spoke as engineers for the County. Others present included Anthony A Helbling, Ryan Oliver, Ken Schuh, Jack Pendleton, Jan Milne, Bob Backstrom, Buzz & Pat Weygandt, Jerry Smith, Karen Holtdorf, Jeff Scott, Roger Harris, Bill Johnson, Ted Kunze, Marlene Elsmore, Curtis & Lila Gottman, Laurie Sandsness, Russel & Barbara Stone, Liz Mead, Barbara Kirwin, Terry Tolls, Jerry Roy, Bob Zimmer, Mark Triebwasser, Dan Leischner, Bruce Parker, Lance Pennington, Curt Mcleod, Bob Archibald, Janet Haskins, Robi Kurth, Craig Finden, Karl Hansen, J. A. Foughty

The meeting was called to order at 7:05 pm by Mayor Thompson

John Williams, Community Development and Planning Director, introduced the subject of the Arndt Road connection to Canby.

The object of this meeting was to inform everyone about the Arndt Road project, the costs, the benefits, disadvantages, and the funding package. He stated this meeting was to provide information and to allow the City Council/URD Agency to gather community input in order to make a decision on this project. The City and Clackamas County have been working on the project for some time and the County needs a decision this month to take advantage of federal funding

Mr. Williams introduced Jody Yates Clackamas County project manager & civil engineer and Bill Hall Project Engineer (OBEC consulting engineers) employed by Clackamas County, the advisory committees in attendance, Park and Recreation, Traffic Safety, Bike and Pedestrian, URD Advisory, and Planning Commission.

Jody Yates gave the back ground of Arndt Road, the first phase being the realignment of the tight corners on Arndt Road near Barlow. Arndt Road phase two is to create a new connection into 99E. The proposed route was to go under the RR viaduct and bisects Canby Ford. It was determined that was not feasible. Other alternatives were to improve Barlow Road and the intersection with 99E, or create a new crossing over the Molalla River and tie into Berg Parkway. The cost of the two alternates are about the same, with funding for neither. This bridge crossing is the County's primary plan at this time.

Mr. Williams said the an original access transportation plan was done in the 80's connecting I-5 through Arndt road into Canby through 13th Avenue with improvement to Mulino Road and Mulino Airport. The first major project to be done was the realignment of the Arndt Road curves and the signalization at Airport Road and Arndt Road. Over time 13th Avenue has been building out in a wider profile to accommodate that planned route, most of the subdivisions do not face 13th but have walls against 13th. Mr. Williams noted that there are two sections to this project one being the Arndt Road to 99E and the second from 99E through the Canby Disposal site to 13th Avenue. Urban Renewal has agreed to fund the section from 99E to 13th Avenue.

One of the big issues on the north side of the railroad tracks is getting the big trucks out from Johnson Controls and other industrial users and onto 99E. They currently come down Third Avenue to Elm. The ability to get truck directly routed to I-5 gives the NW industrial area a shot in the arm. The Canby Pioneer Industrial Park is another piece of the puzzle and routing traffic from that Industrial park to I-5 be it 99E or 13th Avenue. This project is also designed

to handle the residential traffic that commutes each day via I-5. Canby's transportation plan calls for the city to relieve traffic at 99 and Ivy and this plan would do that. The idea is for subdivisions on the south of town to use this road to get to I-5. This has been in the long range plan for the City. Traffic on Ivy is getting worse with 13,000 trips per day at present.

Mr. Williams Stated that Canby has two funding source for this project one being the Transportation System Development Charges, this is collected on every new house/business/industry in Canby. This fee goes toward traffic projects needed to mitigate their impact on the City. The second source is Urban Renewal with tax increment money that is generated by new development and could be applied to this project. He noted that this project may take up to 10 years if Transportation SDCs to pay for this.

Bill Hall, OBEC Engineering, walked the audience through the four distinct areas of the project. He cautioned that the report was very preliminary.

Section 1 goes north from First Avenue (99E) up and over the railroad tracks. He explained that the steep grade on the drawing is because of scale and the grade is not that steep. The RR tracks require a 20 foot clearance so the road has to go up grade. More study will be done concerning ingress and egress of adjacent properties. He anticipated, in the 20-year buildout, there would be a need for four lanes and long storage requirements. He did not anticipate having to relocate adjacent businesses.

Section 2 over Regional Park would be a fill section this affects about 200 feet across. There is the possibility that an elevated roadway could be done here, leaving more area for the Park. Comments indicated that Section 2 area is water run off collection/retention area for down town. This area also has a connecting road to 3rd Avenue, requiring an 8-10 foot cut on the ridge.

Section 3 is a long bridge across the Molalla and the flood plane. Below the bridge is a service road for the water intake system. This bridge is about 1600 feet long. OBEC Engineering has looked at a steel span to increase the span and lower the impact, but currently steel prices are very high and do not make it cost effective. He stated construction being explored is precast concrete, which is cost effective.

Section 4 is back down to grade and there are flood plane issues with a need to be sensitive to the grade.

Mr. Hall stated there was about 800,000 pounds of steel it the project at about \$1.50/pound. He noted they were looking at three lanes across the river to provide for turn lanes, this would include a six foot pullover lane

Karl Hansen, Canby Utility, wanted the engineers to take into account the City's water intake just below the proposed bridge. One intake is at the side of the river and one is in the river bed. Anything in the river will obstruct the intake and have a great impact on Canby Utility's ability to provide clean water for the Community. He said any bridge at that location needed to span the river. The circular pier on the proposed bridge would be right at the under river intake and render it inoperable. Mr. Hansen also noted that the bridge needed to be self contained to prevent any spillage off the bridge into the River, Canby's water source.

Mr. Hall noted regulation require all water and spillage to be piped off the bridges.

There were several questions about traffic flow. Mr. Hall noted that a traffic study will need to be done before complete engineering can be done. Mr. Hall emphasized the need to accommodate the nearby businesses as well as constructing roadway.

It was reported that Union Pacific Railroad would not allow another at grade railroad crossing in the area. Mr. Williams stated that the overpass over the rail road was a positive for this project, for people and emergency services. It is possible for a train to block all of the

crossing in Canby making it impossible to get across town. The initial County plan was to increase the traffic flow, creating a truck by pass to Barlow Road. Canby has looked at a bridge over the railroad to the NW industrial area for several years. The two projects began to merge and the concept of a new bridge over the Molalla with that extending over the railroad to 99E/First Avenue.

It was questioned if it would be more cost effective to widen 99E through Canby. The answer was that the State had no plans for 99E through Canby. However, the state did provide \$3.9M for the Arndt Road, part has been spent on Phase one, that is complete, leaving \$2.4M in the approved plan, which is to go through Canby Ford. If the plans change, the County will need to return to the State to have those changes approved. Ms Yates noted that to get State money it has to show how this would help the State; this plan would take a lot of traffic off of 99E. She said about 80% of traffic that goes through Barlow turn left on 99E and go to the south side of Canby. The North side people are mostly using Knights Bridge Road. If the new road is built, traffic would cross 99E at Berg Parkway going to the south side of town.

Mayor Thompson stated that there are some features of this realignment that can help Canby economically and get the population to and from I-5. She noted this seems to be a regional solution, benefiting more than just Canby, but wanted to know how much it might benefit Molalla or other area cities. Ms Yates said they did not know how much traffic comes through Canby for Molalla; Mr. Williams' opinion was that this project was mostly for Canby. Most of the cars going to I-5 are from Canby. He indicated that this alignment directly benefits Canby businesses and residences.

It was asked about bike lanes on the bridge. The response was that there were 6-foot shoulders and that the portion on the County side was EFU (exclusive farm use) land and did not show up in the County bike/ped network. This is a cost issue and it not included at this time.

Mr. Williams addressed funding and other impacts. He listed the pluses of the project

1. Increased industrial and residential traffic access to I-5
2. Grade separate crossing good for emergency service and everyone when the railroad is tied up.
3. Relieve traffic on 99E and Ivy and well as the intersection of 99E and Elm, and traffic cutting through down town to Knights Bridge Road.

On the minus side

1. Increase traffic on 13th Avenue
2. Impact on the Regional Park
3. Increased traffic on 3rd Avenue
4. Another big piece is the funding, and the fact that other projects may have to be curtailed.

The funding includes

	Canby SDC	Canby URD	Clackamas Co SDC	Clackamas County STP	State OITIA II	Federal	Total
Arndt Road alternative	\$3.25M	\$5M	\$1M	\$2M	\$2.4M	\$4.M	\$17.65M
Berg Parkway	\$1.325	\$1M					\$2.35M
13 th Ave Grid and overlay	\$48,000						\$48,000

Additional funding sources Immediate Opportunity Fund, emergency services, Canby gas tax, Canby fund

Transportation SDC generates about \$200,000 to \$300,000 per year. It could take 10-years of these funds, which may prevent other projects that have SDC components. Not funding anything for 10 years is a worst case scenario. Mr. Williams noted that it is possible with the occupancy in the Industrial Park more SDCs will be received or these could be funded for a longer period of time, like 20 years. It was noted that the project at Sunnyside road is funded over a long period of time. It was asked if Federal funds were possible. For the county lobbyist to get this money on the Federal funding schedule it has to be on the list in January. There appears to be a good chance for receiving this money. He noted that the County and City would fill the larger part of the cost with the Federal Government filling in a gap. If this funding is not received there is no project.

Mayor Thompson said that this bypass is an important part of helping to develop jobs in Canby.

Mr. Williams explained that URD has \$5M allocated and this is because in forming the urban renewal district this was seen as an important part of providing connectivity to 99E for the Industrial park on the North side. This project will also provide easier access from Canby Pioneer Industrial Park. URD is looking at this is to help accelerate growth in the industrial park. One of the questions interested companies often have is, "How far is Canby from the freeway" and "How easy is it to get there?" This is just a piece of the puzzle, but there are no guarantees.

Mr. Williams called for comments from citizens

Roger Harris, citizen not yet on any board or committee (Councilor elect), and living in NE Canby. He stated that improved transportation is good, and this was an attractive plan. He felt this would not have a large impact on citizens on the North side of Canby. The only impact would be for those going from the south side of Canby North bound. He did not think this bypass would take much time off the average commute, and was not worth the sacrifice of other needed road projects. He did not see this as a cost effective benefit.

Citizen stated that she knew there was a lot of traffic on 99E and asked why Canby would be using Canby money to relieve a problem on a State Highway and why would Canby route traffic through a quiet neighborhood (13th Avenue).

Bob Baxter, Riverside Neighborhood Association, expressed a concern about the cost, he was concerned about the fact that a traffic study had not yet been done and that costs could escalate and the list of projects that won't get done will only increase. He said if this was free he would love it.

Jan Milne, President Riverside Neighborhood Association, express concern for the loss of the Regional Park. She noted that Canby was in need of more parks, especially those that can accommodate ball fields. She felt that without a clear option for other park lands in Canby she did not want to give up that park. She asked why the original route was abandoned. She expressed concern about environmental impact on the River. She had heard rumor to the effect that the state would never approve the project because of the environmental impact.

Jack Pendleton, concerned citizen, stated that if Canby was rolling in cash it would be a great project, but felt that too much would have to be given up for this. He asked about the need for this road? He did not think high tech businesses would generate a need for this road. He felt Canby did not know where they wanted to go and what type of industry it wanted

Marlene Elsmore noted that population projections for Canby in the year 2040 is 56,000 people.

A Gentleman, expressed concern about the cost. He says he lives on 13th Avenue and goes across town to take Knights Bridge Road to the Freeway, and drives everyday, he didn't think it would save him more than two minutes and did not feel it was worth it. His main concern was Berg Parkway; he did not understand why truck traffic would be run down 13th Avenue.

He thought there should be a better way to get to I-5. He noted there were two senior centers and a school 13th.

Canby citizen, she also lives on SW Thirteenth Avenue, and says it now takes her about 5 minutes to cross 13th to get her mail, and felt she was taking her life in her hands when she does. She stated right now she can't park in front of her house. She did not think that 13th should be made an access for people going through Canby, there was too much traffic in the area already and could not see how the road could be widened.

Jerry Foughty, Westwood Development (a commercial developer) noted that Clackamas has been in need of industrial property for years. Canby has the largest available piece of industrial land in the county. The mission here is to provide jobs. He hopes that manufacturing companies would move into Canby that would provide family wage jobs. There is no doubt in his mind that industrial development is suffering because of lack of access. He indicated this plan would accomplish this to a large degree. He said that if the industrial park builds out there would be a great deal more tax money coming into town. As a bedroom community most everyone leaves to work some place else, and if Canby does not want industrial development there is no need for this project. There is risk with the road project but he felt this road would go a long way toward that industrial development.

Karl Hansen, Citizen and Assistant General Manager for Canby Utility, stated Canby Utility provides water service for the community and are not against this project. He said Canby Utility sees the benefits, but wanted to make sure that people were aware of the source of Canby's water and that source was preserved. He said with the intakes in the river the bridge needed to span the river channel. He explained that the water intake runs up and down under the river very near where the bridge is drawn. A pillar would cause a water flow problem above any turbidity that may be caused by construction. He stated that Canby Utility's concern is:

1. to preserve the river (that requires that the bridge to span the river),
2. to maintain road access to the water intake, and
3. the need for barricade fences to keep people from stopping and dumping anything into the river.

Mr. Hansen felt that if the Arndt Bridge is installed it will reduce traffic on the 99E Bridge and in the event of a wreck or a spill would be more easily contained and less of a threat to the water supply. He wanted the planning to be done up front so the water supply could be protected.

Citizen asked what was wrong with a bedroom community, he liked it that way. He did not like the idea of industry building up in Canby.

Buzz Weygandt asked everyone not to lose sight as to how tax increment is generated; if progress is not continued there will be a lot of projects that won't get done.

The meeting broke up into Advisory Committees.

Park & Recreation Committee reported its concerns about land that belongs to the park district, and in the comprehensive plan is a designated ball field. With a road over it there will not be any ball fields. Liz Mead noted that the \$17M does not address replacement of parks lands. The Park and Rec board would like to see that land replaced. Otherwise the board is split.

John Williams asked if that park land could be replaced with other land somewhere would the board be for the project. The board said the replacement for the land should be a cost of the project and on the whole, if the land could be replaced, they were for it.

Urban Renewal Advisory Committee emphasized

1. This road will benefit commuters, benefit tourism and sporting events.
2. Industrial development, towns need transportation rings for adequate transportation, Berg Parkway and 13th is one of those rings. This has always been planned that way.
3. Fire and Life safety, and Keeping more trucks off city center streets.
4. Opportunity of funding. County, State & Federal Money as well as Canby.
5. Need for better traffic flow from I-5.
6. Need to do this for Canby to Grow
7. The need to provide local jobs in the community.
8. Already committed to the Industrial development. This is not necessary for development of the industrial park, but getting to and From I-5 is a very constricted flow

URDAC agreed that the Arndt Road project although not necessary for the industrial park was necessary for the Community, and felt it was a bargain. The questions asked were:

- there jobs lost because this bridge wasn't done;
- would business not be coming because the project is not done.
- What this project might make for the community in order to pay for the project?
- Will it increase tourism/people coming to town and spending more?

There was no way to answer those questions. What it will give is a way for fire and Safety to get across town even when a train blocks the tracks. This is an opportunity that doesn't make a lot of sense to turn down.

The Group was all in favor of the Berg Parkway through 13th to ease traffic on Ivy and the intersection with 99E, also the bridge over the railroad tracks and the river would create a better flow of traffic into town

Traffic Safety expressed concern about unfunded projects. One concern is a big development going in on NW Cedar and 3rd of 130 homes. They could see where these people would use the 3rd street exit to I-5; and indicated 99E would be safer. At this time Elm and 99 is a mess with 72 school buses using that intersection Monday through Friday. There are 26 trains that travel through Canby each day and hold traffic up

Bike & Pedestrian Committee, Robi Kurth, Chairman, noted that the bike and pedestrian community was not well served by this project. They raised a couple of issues,

1. do trucks need to come across to refuel,
2. a traffic study should be done,
3. will this encourage more industry or are there other ways to encourage industry?
4. Is this consistent with growth and development economically for Canby especially with effort being pushed by the State toward health and human services?
5. The issue of the High School south side ball parks access was raised. Will Berg Parkway limit access in that area?

The committee concluded that this was not a project that encouraged biking or pedestrian use but geared toward traffic and I-5 access.

Planning Commissioner member Tony Helbling stated that the planning commission looked at this about 6 months ago and stated that the bridge across the railroad tracks to 3rd Avenue was estimated at about \$12 million in 1990 and that by combining the project with a County project essentially the bridge was on sale. Canby's cut of this whole project is just \$ 8.25M. The transportation plan contains plans for a bridge over the railroad tracks for fire and life safety, better connectivity, for increased commerce. The Planning Commission also noted that as Canby's grows it needs to have both industrial and residential to be a livable

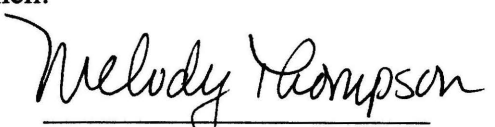
community. Taxes paid by a residents does not support the services provided by the City for police, fire, sewer water etc. There is a need for industry in the community for the community to survive. What is needed is a balance of industry, residential, parks, government, schools and a transportation system that is adequate to do that. He explained the City as a heart needs to have flow from all direction both in and out (from both the north and south). He indicated right now there was a constriction and that was routing all the traffic through the little town of Barlow or Aurora. He stated that this plan allows Canby to get a bigger less restricted method to get traffic in town without affecting other communities.

The Community is going to grow and there is no way to stop that. Twenty years ago there were only 4,000 people in town, and in 2040 the town is predicted to be 56,000 people. He noted the town would get a bridge on sale and an artery that will serve this town adequately for many years to come. It will work and it will get paid for.

The Council will have this on their agenda for December 15, 2004. Committees and individuals are welcome to submit written comments to the Council.



Mark C. Adcock
City Recorder Pro Tem



Melody Thompson
Mayor

Prepared by Joyce Peters