

CANBY CITY COUNCIL
WORKSHOP SESSION
APRIL 5, 2000

PRESENT: Mayor Scott Taylor, Councilors Barry Lucas, Roger Harris, Terry Prince, Randy Carson, Walt Daniels, Shirley Strong, David Howell, and Curtis and Lila Gottman.

Mayor Taylor called the session to order at 6:10 p.m. A light dinner was served.

The Council discussed City Council Protocol.

Mayor Taylor adjourned the session at 7:25 p.m.

REGULAR SESSION
APRIL 5, 2000

Mayor Scott Taylor presiding. Council members present Barry Lucas, Roger Harris, Randy Carson, Terry Prince, Walt Daniels, and Shirley Strong.

Also present: City Administrator Mark Adcock, Recreation Services Director Beth Saul, Community Development Director Jerry Pineau, City Attorney John Kelley, Police Chief Jerry Giger, Interim Planning Director John Williams, Sharon Tramel, David Howell, Patrick Johnson, Robin Adcock, Craig Finden, John Harpster, Brian Howarth, Bob Trappe, Wendy Falconer, Blanca Bernal, Nancy Paz, Lilia Mendoza, Edgar Barvelos, Estela Zamora, Jessica Sanchez, Deyanira Barrera, Israel Lopez, Gerardo Ramirez, Jesus Angel, Rosa Romero, Melinda Zuniga, Minerva Sanchez, Luis Ramirez, Isaias Ramirez, Victoria Harris, Dudley Gee, Kurk Wade, Ray Lovell, Michael Donnell, Jorge Tro, Greg Kroeplin, Steve Floyd, Ken Pellett, Lisa Panoff, James Bateman, David Kohn, Steven Mc Adoo, Charles Mc Carren, and Curtis and Lila Gottman.

Mayor Taylor called the regular session to order at 7:36 p.m., followed by the opening ceremonies.

SPECIAL PRESENTATION: Swearing-In Ceremony for New Reserve Police Officers - Chief Jerry Giger stated there were four new candidates for reserve officer who had gone through the application and interview processes, testing, and also took a psychological examination and met the same standards as the regular officers.

Brian Howarth introduced David Kohn who is a public safety officer for Clackamas Community College, Steven Mc Adoo and Charles Mc Carren who both work as paramedics for A.M.R..

They passed the screening process and went through the Reserve Police Academy that was held January through March. The fourth reserve police officer was Jim Bateman who came from the Washington County Sheriff's Office. He is a buyer for Fred Meyer.

Jim Bateman, David Kohn, Steven Mc Adoo, and Charles Mc Carren took their oath of office.

Mayor Taylor presented them with their police badge.

CITIZEN INPUT ON NON-AGENDA ITEMS: Councilor Harris said several of them had the opportunity to be involved in the Youth Summit Program that was held last week. He had the opportunity to participate and be able to facilitate discussions in a class at the high school and at Ackerman Middle School. The discussion at Ackerman developed into an invitation to the class to come to the Council meeting to see how the Council operated and briefly give them an idea of what they did. He said the class was led by Wendy Falconer, a dedicated teacher.

Wendy Falconer explained this was a group of ESL students who heard about the invitation and wanted to come and see what went on. There were 6th, 7th, and 8th grade beginner, intermediate, and advanced English speakers.

Luis Ramirez introduced his teachers, Ms. Falconer and Ms. Victoria who were nice teachers.

Councilor Harris said one of the incentives to encourage the students to come to the Council meeting was the possibility of being shown on television.

Mayor Taylor thanked them for participating and to continue to participate in the Youth Summit.

Patrick Johnson who was the chairman of the Canby Urban Renewal District Citizen Advisory Committee was there this evening to express his disappointment with the process as far as the Urban Renewal District and his involvement in it. He referred to the addition of Industrial Area Association members to the Urban Renewal District Advisory Committee without a discussion with the committee. He said they had talked in the committee meetings about that and he also attended an Agency meeting where it was discussed and thought the issue had been put to bed, then he read in the Canby Herald that they added three more members. He felt the process was not followed through. He said he was not the only one who felt this way because he had received telephone calls from other committee members that they were not advised. His concern was that the Industrial Area Association had more members than any other citizen group in Canby.

He asked the Council how many members were in the committee, why weren't members of the committee told about the change before it appeared in the Canby Herald, why he was not told during the three-hour budget meeting that was held Monday night, how many Industrial Area Association members are involved with the Urban Renewal District Citizen Committee as of right now, and a complete list of committee members.

Mayor Taylor said they added six members from the IAA which would bring the total to seventeen or eighteen. Why he was not told, might be a discussion on process. Speaking for himself, process as they knew it was they appointed the committee, determined the size of the committee, and talked to people who wanted to be involved. He said since the committee was an advisory committee to the Council, the more people they had to discuss and surface issues the better served they were. He explained they normally viewed the committee formation of appointment as one of their responsibilities and not something they would ask the committee's permission for.

Mayor Taylor gave the younger guests an opportunity to leave if they so chose, since the meeting would go on until 11:00 p.m. or so.

CONSENT AGENDA: **Councilor Daniels moved to adopt the consent agenda: minutes of the workshop, March 7, 2000; workshop and regular meeting, March 15, 2000; accounts payable in the amount of \$225,079.80; and liquor license additional privilege for Jarboe's Enterprises. Motion seconded by Councilor Harris, and passed 6-0.

PUBLIC HEARING: Adoption of the Transportation System Plan - City Attorney John Kelley reminded the Council that at the last Council meeting they closed the public testimony portion of the public hearing on this particular issue and at that point it was to be brought back for adoption of findings and an ordinance which adopted the transportation plan. He explained there had been some issues raised as indicated in Jerry Pineau's memorandum. What was brought before them this evening was whether or not they wished to reopen the public testimony portion of the public hearing and take additional testimony.

Mayor Taylor asked the Council if they wished to reopen the public testimony of the public hearing.

The Council agreed to reopen the public testimony portion of the public hearing.

Mayor Taylor opened the public testimony portion of the public hearing at 7:55 p.m.

John Williams said they basically had the three options outlined in his staff report. The first one was to retain the access management policy which would be achieved by adopting Version "A" of Ordinance 1043, the second being to drop the access management policy which would be achieved by adopting Version B of Ordinance 1043, the third was to continue discussions at Council/Committee level or continue hearing to get more information.

He then passed out a letter he wanted to add into the record from Gail Curtis at ODOT.

Ken Pellett, representing Hiway Tire Factory in Canby, explained he formerly was on the access management committee as a business representative. He apologized to John Williams because he gave his consent of the plan at the last Council meeting which he did reluctantly because he

had not had a chance to review the entire plan and he did not have a chance to read what Division 51 was all about. Since that time, he had been able to put a little more time into it and felt it would not be the best thing for Canby or the business community.

He explained he had the Division 51 Rule for access management which was Oregon law that was adopted. He went on to say he did not agree with everything that was in there but there were some good points, it was very well written, had clear wording, and there was good description. He felt Canby's plan was vague, poorly written, contradicting in some areas, and incomplete. He went on to say Division 51 would be used in combination with the Canby plan. His first question was if Division 51 was going to have the final say, then why did they need the Canby plan. He explained they started this many years ago and three years ago they had a meeting with the director of ODOT and she implied that Canby could devise a pilot program and have a unique plan based on its outcome and over the last three years they have been unable to come up with anything unique. He explained the director of ODOT had said they had some unique situations with the small lots, setbacks, and the railroad on one side of town.

He felt the final product did not help the business community at all and was not unique.

Councilor Harris read from page 6, paragraph four where it said access approach requests that did not meet the applicable access management standards would be subject to the States Division 51 Deviation Request Process. This access management plan would be used as a policy base that would help support deviations. He said that sounded like Division 51 Rules would apply. This was set out when you applied for deviations, but you would have a document supporting the concept of deviations.

Ken Pellett said the point he was trying to make was it referred to the rule which would be the final say. He said initially they expected to have some room to work with the standards. He said a lot of the driveways were below the spacing standards. He said if the Canby rule was going to be adopted, there would be change in use reviews.

He read a section that said developed access management policies that would prefer the integrity of highway 99E and enhance operation and safety while also preserving the City of Canby economic development potential and maintaining existing business interest. No one expected ODOT to shut down their businesses and driveways, but what they were striving for was to restrict access and consolidate them. What they were shooting for was redevelopment or change of use windows and their business interest was to preserve the property value and rights.

Councilor Lucas was confused because he did not think ODOT would not let them just throw out the plan that they used all over the state and let them come up with a plan of their own, he did not see that ever happening. Ken Pellett had said the Canby plan was more restrictive yet he had spent the last three years writing it.

Ken Pellett felt they did not have the right people involved who could write the policy like the

Division 51 was written and there was also a lot of misdirection.

Councilor Lucas said ODOT would always have a lot of input on what happened on the highway, and if they were willing to work with them on this plan because of the unique situation it was a good move on their part.

Ken Pellett said in order to deal with Division 51 Rule would be a better option for the City as a whole.

Mayor Taylor from what he understood from Mr. Pellett was that the business community would prefer to work straight with the Division 51 Rule as opposed with anything that was in there from the City.

Councilor Prince felt Mr. Pellett had more objections to the Canby plan because of access management.

Ken Pellett said Division 51 was put together by a variety of people and they put in a lot more time than they did on the Canby plan

Councilor Harris felt there would no harm to them but it would be of benefit to the business community to go ahead without Appendix G in the TSP.

John Harpster, owner of Birch Street Animal Clinic, felt the same way as Ken Pellett. He felt ODOT had one agenda and that was to flow traffic. His agenda was to preserve the value of his property and they needed to keep Canby unique. He encouraged the Council not to adopt the program as set forth in the agenda.

Lila Gottman who was on the committee for the transportation access management stated the last meeting they had in May, every person that was there agreed this plan was the best plan it could be. She said this plan preserved accesses on 99E as long as you would be doing the business they were doing now and they did not have a bunch of safety issues that would arise. At the time of change of operation in your business, restricted access would be looked at. She said that statement was presented at every single meeting that she attended. She said that at the time of redevelopment would be when restricted access would be looked at. She said she worked with ODOT for the last two to three years; could they be expected to come back to the table and start all over from scratch. She felt this was a good plan for Canby and they would never be able to get away from ODOT restricting accesses on their highway.

Ray Lovell, representing Lovell Truck Sales, stated he had a lot of highway frontage. He said he did not know what was going on until the other day when someone told him there were going to be discussions this evening on this issue. He said one thing he was concerned about his business was that trucks could not make the corner without taking up the whole highway.

Mayor Taylor said the issue they were dealing with tonight was that ODOT made all of the decisions on 99E, so the City met with them and expressed the feeling that what they were doing was affecting us and the way business was being done.

He said one proposal would be that they adopt what ODOT had said the way they could appeal things or they could adopt the plan that was done by the community on ways they accessed the waving of restrictions.

Councilor Lucas had concerns with this. They heard from three business owners. One that had a little bit of time to look at plan 51 and had not attended a meeting since May, two that had not read either one of the plans. It seemed to him that ODOT had been trying to work with Canby for the last couple of years to be flexible and try to work with them with the Canby design of access. He asked how many were on the committee, where were they, and what did they think.

John Williams said the committee was made up of three groups: The City staff, ODOT staff, downtown property owners and highway 99E property owners and business managers. His take was staff from the City and ODOT still supported the policy. He felt there was nothing more restrictive than what ODOT had in their Division 51.

Councilor Harris did not want to take the position of insulting ODOT in the face since they had been willing to negotiate with them for several years.

Councilor Carson said if they agreed with Mr. Pellett that they did not want Appendix G but to go with Division 51, how would they make additional changes at a later date with ODOT.

John Williams said what was in Appendix G was the best compromise that could be reached between the group that was at that table and they would not get anything better.

John Williams said his intent would be to work with the property owners in understanding ODOT restrictions and getting solutions that made sense.

Councilor Daniels asked if the committee members came up with the plan. John Williams said there was a committee meeting in May at which there was a vote taken and it was recommended to go ahead with what was there. As state requirements became clearer, the former City Planner Jason Kruckeberg added in text that referenced those standards. It did not add anything more restrictive to the plan.

Councilor Harris said the difficulty in discussing intent, was that people came up with a document and ten years later when a business might want to sell their business, they would not be dealing with the same ODOT people anymore. He did not see harm to the City to leave out Appendix G, for the time being.

Mayor Taylor said in some settings what they had done was instead of having a specific policy, rules, and regulations they could have a letter of understanding or policy statements as to what the City's position was on businesses and the management of Highway 99E. He said something like that might help them acknowledge that they wanted to retain the ability that the City of Canby was a unique place and would want to continue that kind of relationship.

Councilor Lucas wanted to address Councilor Harris' other concerns.

Mayor Taylor recessed the regular session at 9:15 p.m.

Mayor Taylor reconvened the regular session at 9:23 p.m.

Councilor Harris said the TSP represented a lot of good work. There was one element that was symbolic, which was that ODOT owned the highway and they were going to do things no matter they said. He wanted to see bike paths that went down the railroad, bike lanes that took bicycle traffic off the highway at both ends of town through residential or commercial areas. He did not like the idea of bike lanes on Highway 99E through the city. His recommendation on the TSP was to delete bike lanes on 99E through the city with the intent that they would be added in other places, but not to approve the TSP as is.

Councilor Strong agreed with Councilor Harris regarding bike lanes on 99E. She felt it was very dangerous and she wanted to see a bike path down the railroad access or somewhere else through town.

Councilor Carson also agreed with Councilor Harris. He never did like the idea of bike lanes on the highway unless it was mandatory, then they would have to live with it.

Councilor Prince said he voted last time to keep the bike lanes but to send a letter to ODOT stating they did not prefer the bike lanes in a downtown area.

Mayor Taylor said recently he had the opportunity to ride on a highway with bike lanes and he said they were trying to protect people from themselves. The people that would use bike lanes on 99E would feel safer. He felt it was much safer to give people a corridor where people have more protection.

Councilor Daniels said they could not judge the width of bike lanes as they now saw it because the center line would be moved over.

Curtis Gottman said the Bicycle Plans and the State plans all stated they were going to put bicycle lanes on arterials and collectors, so what they were telling the State was not to put bike lanes on an arterial.

Councilor Carson said they had been discussing planter strips and how they were going to work

some of them for the street designs which were part of the TSP. He said if they passed this, even though they had not done a downtown development plan or a specific plan for some of the other areas that these show planter strips at 5'-8' on the curb. So every time they made another recommendation for any specific streets they would be changing the TSP.

Councilor Prince said they had the ability to recognize unique parts of Canby and how they should be treated differently from the plan, and that was one good thing about the plan is that is was flexible.

Mayor Taylor said there were three issues of concern. There was the discussion about Appendix G and whether it should or should not be part of the plan, a discussion about whether they should delete the reference to bike lanes on Highway 99E, and the awareness that by passing the TSP they were saying that normally they would have a planter strip sidewalk of a 5' configuration.

****Councilor Harris moved that any Transportation System Plan adopted would not have Appendix G in it. Motion seconded by Councilor Carson.**

Motion failed 4-2, Councilors Lucas, Strong, Daniels, and Prince opposed.

****Councilor Harris moved to approve the Transportation System Plan with bike lanes with the amendment that bike lanes be removed from it on Highway 99E. Motion seconded by Councilor Strong.**

Motion failed 4-2, Councilors Lucas, Daniels, Prince, and Carson opposed.

****Councilor Lucas moved to approve Ordinance 1043, AN ORDINANCE ADOPTING A TRANSPORTATION SYSTEM PLAN, VERSION "A" be posted and come up for final reading on April 19, 2000. Motion seconded by Councilor Daniels.**

Councilor Prince said his concern was he heard staff's presentation on this and he felt confident that they would not use this as a weapon against opening up access on Highway 99E. He said this would not end negotiations with ODOT but it was a beginning. He said he was open to continued review and refinement of Appendix G if so desired.

Motion passed 5-1, Councilor Harris opposed.

COMMUNICATIONS: Request for Parking Lot Closure for Cutsforth's Thriftway Cruise-In - Mark Adcock said there was a letter in their packet from Mr. Cutsforth and Ms. Helgersen regarding a request to close the railroad parking lot on July 22 from North Grant to North Ivy. Subsequent to receiving the letter, Mr. Pineau had additional information he wanted to share with the Council.

Jerry Pineau said the request now was not to grant their request because they figured out a better

way of doing it with the Rotary Club.

NEW BUSINESS: Traffic Analysis of S. Redwood Street & SE Township Road Intersection - Jerry Pineau said the Council directed staff to have a traffic study done at the intersection of S. Redwood and SE Township Road by a traffic engineer and they did so. The recommendation was to keep the current two-way stop intersection traffic control remaining at the intersection of S. Redwood Street and SE Township Road until further traffic impact information warrants another traffic analysis or a different traffic control to be installed.

Councilor Carson asked what would be the chance of moving the crosswalk out a little farther so it would not be set so far back. Jerry Pineau said there was a misalignment and also the fact the property owner had not been willing to take care of the view.

Mayor Taylor said could they move the crosswalk out in the meantime. Jerry Pineau said in order to do it, the crosswalk would be at an angle and would not line up with the rest of S. Redwood.

Councilor Daniels said he was instructed by the traffic safety committee in response from the school that this issue be brought before the Council and recommended staff to come up with some sort of solution because it was a hazard when people were coming out of the schools.

Mayor Taylor asked if there was a way to put up lights when kids were around. Jerry Pineau said the traffic safety committee was currently looking at this and were expecting a recommendation.

Councilor Lucas said the problem was the crosswalk. He wanted to take another look at repainting it.

Councilor Daniels said the traffic safety committee had looked at the flashing light which would cost approximately \$2,000 but the lights would only be in front of the schools.

Mark Adcock said staff could continue to explore what options and alternatives might be available outside of the traffic engineer's confines of his study.

****Councilor Harris moved to continue with the current two-way stop intersection traffic control as is at the intersection of S. Redwood Street and SE Township Road with continued review of other options. Motion seconded by Councilor Strong, and passed 6-0.**

Proposed Reservation System for Use of Pioneer Plaza for Community Events - Mark Adcock said Jerry Pineau developed a system for the Council's review to help organize and review City-sponsored events that might take place at Pioneer Plaza. He said the issue was before them earlier but there were concerns expressed and since that time Jerry Pineau had dealt with the involved parties and this system was agreeable to those individuals.

Councilor Harris said at one point they discussed a fee system for using the covered picnic areas at Maple Park and at other parks. He said they did not pass that but if they wanted to reconsider it, there was a measure that had to be passed by the vote of the people and he wondered if that applied to this.

John Kelley said the fee was for the use itself. The user fee was not subject to Measure 5 limitations. It was not a tax but a user fee.

****Councilor Harris moved to approve the Pioneer Plaza reservation system as presented for City-sponsored community events as outlined in the staff report and the attached application form. Motion seconded by Councilor Daniels.**

Councilor Harris said they may want to revisit the issue at some point regarding park fees.

Motion passed 6-0.

Discussion Regarding Grant Opportunities for Community Park Improvements - Mayor Taylor said they would not be discussing this tonight.

Request from Canby Business Revitalization Regarding Disbursement of Funds from the City - Mark Adcock said there were two letters in the packet from Canby Business Revitalization. The first letter was a request that the Council consider the disbursement of the \$18,000 payment that the City has made to CBR in like amount as the lease of the railroad parking lot property and have that money disbursed in a lump sum as soon as practical following adoption of the city's budget. He said Mr. Finden and Mr. Trappe were there this evening to discuss that request. The second letter dealt with a manner in which the City disburses the Economic Improvement District funds to CBR. They were requesting the disbursement of EID funds be a direct pass through to EID. He explained they still needed to get approval from the independent auditors review whether or not they could do that and it would also require a change in the ordinance.

Craig Finden who was on the CBR Board explained the request before them tonight was just a simple housekeeping issue. He thanked the Council for their cooperation and guidance to CBR as they endeavor on revitalization efforts. He explained CBR had indicated to the City the desire to simplify the process in which the CBR funds are disbursed to them from the City. The funds referred to were the EID assessments and the \$18,000 yearly amount awarded to CBR's revitalization effort by the Council. CBR wanted approval from the Council for the City to release the EID assessments to CBR upon the receipt of those assessments and once annually the \$18,000 awarded from the Council to CBR. He said the past procedure had been a monthly running draw down upon receipt of request for those funds from CBR to the City and in the beginning the procedure made sense, but a change now would allow them the opportunity to manage their budget responsibilities more clearly and to respond more quickly to information requests. It would also relieve the City's staff from the no longer required layer of administration that the constant draw down would require. He said the funds would be referenced in the annual

budget and a clear and accurate accounting would be available upon the Council's request. Mayor Taylor understood what they wanted to happen was each month the City would turn over the money that came in from the EID. The second half of the request was the \$18,000. Craig Finden said what the request was tonight was not specifically about the \$18,000 but primarily about the procedure on how the funds were disbursed.

****Councilor Lucas moved to do a direct pass through with the money that came in from Union Pacific Railroad as it came in and go directly to Canby Business Revitalization if approved by the budget committee, and table the discussion of the direct EID releases while they check on the legality. Motion seconded by Councilor Harris.**

Councilor Harris felt it was good to table the issue to make sure it was legal before they made any commitments plus it require a change in the ordinance. He felt it was the Council's intent that the \$18,000 went to CBR and it should be subject to an annual review even though CBR was depending on that money. He felt it would benefit their group on where they were financially instead of applying each time they had a project for specific amounts.

Councilor Prince felt this was something that belonged in the budget process and that their intent to have the payment monthly and to be paid in a lump sum was something he would like to see done in the budget process.

Councilor Carson agreed with Councilor Lucas on tabling the \$18,000 but wanted staff to take another look at trying to get with the railroad on possibly purchasing that property sometime in the future.

Councilor Strong was in favor of tabling both parts until after the budget committee.

Beth Saul said the \$18,000 was something that had been set aside for the last couple of years similar to the grants given to Canby Kids, Adult Center, etc., and those monies were disbursed usually quarterly or semi annually.

Craig Finden said what they were specifically trying to address was the wish to get away from the running draw down system.

John Kelley said the EID ordinance currently stated that the payments will be made quarterly to CBR.

****Councilor Lucas changed his motion to approve the direct pass through of funds as they came available from Union Pacific, if approved by the budget committee, and to comply with the EID ordinance in making a direct lump sum. Motion seconded by Councilor Harris, and passed 6-0.**

Mayor Taylor publicly thanked Kathy Henderson and Harry Lee Kwai for all of the work they

had done over the years to get these events going and getting the organization to where it was today.

ORDINANCES & RESOLUTIONS:

Ordinance No. 1045 -

****Councilor Harris moved to adopt Ordinance 1045, AN ORDINANCE AUTHORIZING THE PURCHASE OF A GMC 4X4 PICKUP TRUCK FOR THE WASTEWATER TREATMENT PLANT IN THE AMOUNT OF \$24,498.00 FROM DIESEL SERVICE UNIT OF PORTLAND, OREGON; AND DECLARING AN EMERGENCY. Motion seconded by Councilor Prince, and passed 6-0, by roll call vote.**

Ordinance No. 1046 -

****Councilor Lucas moved to adopt Ordinance 1046, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY RECORDER TO EXECUTE A CONTRACT WITH DENNY'S ROCK AND DRIVEWAY FOR CONSTRUCTION OF THE CANBY REGIONAL PARK - SKATEPARK FACILITY/PHASE I IMPROVEMENTS; AND DECLARING AN EMERGENCY. Motion seconded by Councilor Prince, and passed 6-0, by roll call vote.**

Mayor Taylor thanked Beth Saul and Councilor Lucas for all of their work.

Ordinance No. 1047 -

****Councilor Lucas moved to adopt Ordinance 1047, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH SITELINES OF OREGON FOR THE PURCHASE OF PLAYGROUND EQUIPMENT; AND DECLARING AN EMERGENCY be posted and come up for final reading on April 19, 2000. Motion seconded by Councilor Strong.**

Councilor Carson asked Beth Saul if this equipment would bring both parks up to full capacity. Beth Saul said it would finish up Maple and Wait Park playgrounds that have not yet been rejuvenated and bring them up to the newest standards.

Motion passed 6-0.

UNFINISHED BUSINESS: Canby Community Transportation Needs Assessment Project Update - Jerry Pineau said he presented an informational memorandum to the Council on March 15 to give them an idea where they were going on the Canby community transportation needs assessment and this was the prerequisite to put together a scope of work where they could get into the idea whether they were going to remove themselves out of Tri-Met. He said one of the comments during that time was what did they have to do to ensure themselves of getting out of Tri-Met and the time line? The Law stated that communities with a population greater than

10,000 could not petition out of Tri-Met. The law was changed to communities that had a population greater than 15,000 could not withdraw, however it would not go into effect until December 31, 2001. What that meant was they could not file a petition until January 1, 2002. There would be no obligation in the meantime to do anything, but they would have to get a petition in would be August 2002.

He explained the presentation he made last time was they thought they had to pay for the community transportation needs assessment which would be \$3,340 of which there would be a deduction of \$1,000. What it did not include was postage, printing, etc.

He said what they were intending to do was to move forward with this and engage Portland State University on this project and get it under way.

Mayor Taylor thought they should have an ordinance or resolution to that effect. He said Councilor Harris was going to have a discussion tomorrow night so he wanted it brought back.

Council agreed to bring this back at the April 19 Council meeting in resolution form.

Councilor Prince asked if they could go over the population since they had time. John Williams said yes, they should be able to.

Mayor Taylor thanked some of the City employees who helped to get the telecommunity center open. Those individuals were Steve Hanson and Ken Hagen who worked in the Information Services Department, Todd Gary, Rich Kershaw, Dan Mickelsen, and Roy Hester who worked in the Public Works Department and he also wanted to thank Jerry Pineau who organized the opening that was held on Saturday.

MANAGER'S REPORT: Mark Adcock reminded the Council that at their place there was an invitation to the American Legion police officer and fire fighter of the year on Saturday, April 15 at 6:00 p.m.

Mark Adcock said at their place was also an invitation regarding the Road Summit which was going to be held on April 10.

Beth Saul had been talking with Gramor about having a dedication ceremony for Arneson Gardens which was behind the new Fred Meyer. The date was going to be May 6 but she was unsure of the time.

COUNCILORS' ISSUES: None

ACTION REVIEW:

1. Provide Patrick Johnson with a list of all Urban Renewal Advisory Committee members.
2. Approved recommendation of the traffic analysis at S. Redwood Street and SE Township Road to leave the existing traffic control devices in place but directed staff to look at other alternatives.
3. Implement reservation system for the use of Pioneer Plaza for City sponsored and community events.
4. Approved \$18,000 lump sum disbursement to CBR pending the budget committee deliberations on the item.
5. Direct staff to disburse the money to EID as per the existing ordinance.
6. Bring back Ordinances 1043 and 1047 for second reading on April 19.
7. Implement Ordinances 1045 and 1046.
8. Directed staff to bring back on April 19 the Canby Community Transportation Needs Assessment Project Update in resolution form stating the City's intent to investigate the public transportation needs for the City of Canby.

****Councilor Daniels moved to go into Executive Session under ORS 192.660 1(f) exempt public records. Motion seconded by Councilor Prince, and passed 6-0.**

Mayor Taylor adjourned the regular session at 10:40 p.m.

Mayor Taylor reconvened and immediately adjourned the regular session at 11:00 p.m.

EXECUTIVE SESSION APRIL 5, 2000

Present: Mayor Scott Taylor, Councilors Barry Lucas, Roger Harris, Randy Carson, Terry Prince, Walt Daniels, and Shirley Strong, City Administrator Mark Adcock, and City Attorney John Kelley.

Mayor Taylor called the session to order at 10:45 p.m.

ORS 192.660 1(f) - The Council discussed franchise renegotiations with Canby Telephone.

Mayor Taylor adjourned the session at 11:00 p.m.

Chauncey F. Seifried

Chauncey Seifried,
City Recorder pro tem

Scott Taylor

Scott Taylor,
Mayor

Sharon Tramel

Prepared by Sharon Tramel,
Office Specialist