



**MINUTES
FAIRVIEW CITY COUNCIL WORK SESSION
FAIRVIEW CITY HALL
1300 NE VILLAGE STREET
FAIRVIEW, OREGON 97024**

September 21, 2005 – 5:30p.m.

**I. CALL TO ORDER/
ROLL CALL**

Mayor Weatherby called the meeting to order at 5:30 p.m.

PRESENT:

**Mayor Mike Weatherby
Councilor Barbara Jones
Councilor James Raze
Councilor Ken Quinby**

ABSENT:

**Councilor Steve Owen
Councilor Darrell Cornelius**

STAFF PRESENT:

**Jan Wellman, City Administrator
Bob Cochran, Public Works Director
Tom Sponsler, City Attorney
Connie Hansen, City of Fairview Secretary**

**II. SANDY/223RD TRUCK
ACCESS**

Introductions were performed, as there were several people scheduled to make presentations to the Council. Mike Townsend, Townsend Business Park; Mike Wells, Wells Development; Greg Creitz, Real Estate Agent; Ed Abrahamson, Multnomah County Transportation Dept.; and Robert Maestre, Multnomah County Transportation.

Bob Cochran, Public Works Director stated that City and Multnomah County Transportation Department staff are requesting Council's direction on improvements to Sandy Blvd. and 223rd Avenue. (Note: A large map displaying the area was provided to assist with the discussion.) Multnomah County Transportation Department has a plan for improvements to the intersection including poles, arms, traffic signals, re-stripping of the streets, and curb returns. The project was to be sent out to bid this fall, however, with this design the intersection would only accommodate a forty-foot truck trailer. This is a problem for the current developments that are under construction at the Townsend Business Park, and would be a problem for future development possibilities as well.

Director Cochran stated that it has become apparent that the improvements would serve the economic development potential of the Townsend Business Park if they were to be built to accommodate a 70-foot truck cab and trailer standard. Larger trucks need a wider turning radius, and pedestrian and

automobile traffic must be considered for safety purposes. Director Cochran stated that there are clients with good job potential interested in the Townsend Business Park, but that the intersection is a major deterrent.

Mike Wells, of Wells Development, stated that his company is working with a Fortune 500 company interested in this site because of the proximity to the freeway and the I-84 corridor. The jobs would be a mix of skilled and warehouse with an office staff of approximately 35 people. The number of trucks that would leave and enter the site would be approximately 45 per day. This site has been identified as being a prime site, except for the intersection limitations. The company is looking at the property next to Knight Transportation or the parcel south of Townsend Way. The natural truck movement from the site would be to access onto 223rd, turn at Sandy and go to the I-84 entrance at 207th to the West or to the 238th ramp to the East. The current configuration of the intersection, or the proposed improvements, would be a deal breaker, as the normal truck lengths of 67 to 70 feet would not be able to make that turning radius. Mr. Wells noted that the 67 to 70 foot length does not include the extra long or triple trailers that are seen on the freeways.

Mayor Weatherby asked if it could be assumed that the trucks that turn west onto Sandy traveling to 207th to the freeway would be heading west, and the ones that turn east onto Sandy to 238th would be heading east on the freeway. Mr. Wells stated that would be the most likely scenario.

Councilor Jones stated that there are a large number of residential neighborhoods north of Sandy Blvd. and that the hill on 223rd leading up to Sandy is quite steep. Councilor Jones questioned why truck drivers would use that street because of the steepness of the hill. They would need to gear up to make the grade plus, with the other traffic, there would be a lot of stop and go. She questioned if it would be better to go directly to Sandy Blvd., from the Townsend Business site, then to turn either east or west at that point.

Mike Townsend stated that the trucks can enter onto 223rd with greater visibility both ways with better options for turning. The trucks can negotiate that hill fairly well and if the intersection were designed to accommodate the longer trucks, it would be a better solution for the entire development. Additionally, if the 223rd intersection is redesigned, it would be much safer than having all the trucks exiting onto Sandy Blvd. Mr. Townsend noted that this site, with the amount of accessibility to the freeway, the great job base, and the gateway to the Port are big selling points to potential businesses.

Mayor Weatherby stated that the Townsend site is part of the Council's goal for economic development and is well thought out. The jobs that will be brought into the city will be high quality/salary positions.

Director Cochran stated that it is important to receive direction and guidance from the Council on how much and what type of development to plan for with the intersection improvements.

Robert Maestre, Multnomah County Transportation Department stated that the decisions, on what the County should do with this intersection, will be guided by the City. The current design for the intersection, and the railroad under crossing on 223rd Ave., that is ready to go out to bid, was engineered and designed to exceed the standards, but not to the level for trucks up to 70 feet long. The connection would work for cars, bicycles, pedestrians, and shorter trucks, but the world is changing fast and the County wants to be flexible to the rapidly changing environment for the area. The design can be changed fairly rapidly, but the County would like to know if that is what the City of Fairview would approve. Phase I was going out to bid on September 22, 2005, with

Phase II improvements to be made later on. The Townsends have provided their portion of the funding for Phase I, with the intent that, as the property further develops, additional funds would be available.

Mr. Maestre stated that there are some challenges, but those can be worked around or overcome. One of those challenges would be to make that intersection larger. If the intersection were made larger, it would have to be shifted south into the I-84 right of way, or north onto private property. Councilor Raze asked if the County had approached the property owner to the north of Sandy Blvd? Mr. Maestre stated that there is a very good relationship with the property owner to the northeast and that owner is potentially purchasing the northwest corner as well.

Councilor Raze asked about funding for the larger intersection. Mr. Maestre stated that there are several possibilities with trade offs from the State for donation of the shoulder, other grants, and private funds. Administrator Wellman stated that the city would need commitments of private funding to apply for ODOT funds, grants for economic development, and other transportation grant funds. Mr. Maestre stated the County would actively pursue those funding opportunities on behalf of the City and would seek the City's input. The County is supportive of the proposed economic development projects and designing the intersection for the best possible uses for the City.

Councilor Jones stated she would like to see more improvements to make the intersection and under crossing more accessible for larger trucks, with safer conditions for bicyclists, pedestrians, and automobiles. Jones noted that there are a lot of pedestrians using both 223rd Ave. and Sandy Blvd. Mr. Townsend noted that a large number of the Townsend Farm employees walk down both those streets to work.

Ed Abrahamson, Multnomah County Transportation Department stated that, with the direction and guidance from the City, the engineers could design the intersection to fit the needs of the City of Fairview to help achieve the vision of economic development for the community. The Sandy Blvd. Refinement Plan, the 2022 Vision Document, the economic development goals, community livability issues, and the Townsend Business Park development are all part of a dynamic change. Several things have to be considered in the redesign. These include larger turning lanes for longer trucks, safety for smaller automobiles, access to Blue Lake Park, ADA requirements, bicyclist safety, additional lanes, property acquisition and other safety features.

Mr. Abrahamson stated that there had been a meeting between the City staff, the Townsends' consultant, and Multnomah County Transportation. The pavement can be shifted, stripping can be improved to help promote safety for various uses, including bicycle paths, timed signals, and a larger turning radius for trucks. Out of that meeting, a possible design was drafted. It would not be optimal for all standards but, would allow the City to continue the economic vision, the business park to expand through attracting appropriate tenants, and to accommodate smaller vehicles, pedestrians, and bicyclists.

Mr. Abrahamson stated that there are Opportunity Funds available to help finance these improvements. ODOT is the real issue because of the slope of the freeway, the need for a retaining wall, and redesign.

Mr. Maestre stated that this would take a coordinated effort with everyone from local property owners, the City, County, ODOT, and on up to the Governor's office. This project is very viable and can be made to fit the goals of the City. Sandy Blvd. would have to be moved more southward with a slight

“V” shape, but with good engineering would provide the necessary improvements to accommodate all needs. Mr. Maestre stated that it is up to the City to set the standard for these improvements.

Councilor Raze asked if the County thought there would be an agreement from ODOT or if that would be an issue. Mr. Abrahamson stated a permit would be needed, but otherwise it would likely not be a problem. Details would need to be worked out concerning all the access issues.

Councilor Raze asked what the time frame would be for a redesign by engineers, working out the access details, finding the funding, and sending the project out to bid. Mr. Maestre stated that it would probably delay the project by about two to three months. Discussion by the group centered around the issue that redesigning the intersection and waiting the additional time would be more prudent if that is the direction the City Council would like to take. The economic development opportunities for the Townsend Business Park would be increased with a redesign and help meet the future needs without having to redesign at a later date. The quickest way to begin construction would be to go through ODOT for the right of way instead of the private property owners.

Councilor Quinby stated that Council has made economic development a priority for the City and it would be beneficial to wait to construct this intersection, as it would not attract the businesses to the area that are needed for growth. Quinby stated the quick turnaround for the redesign is encouraging because of the potential businesses interested in the Townsend Park. The City needs the jobs, and the commercial and industrial base for expansion.

Mayor Weatherby and the Councilors asked if this would be a problem with Wood Village. Mr. Abrahamson and Mr. Maestre both stated that they have indications from Wood Village that they would have no issues on this redesign.

Mayor Weatherby called for the Councilors to indicate their preference on either redesigning the intersection or to proceed with the current design. The Councilors and Mayor all agreed that there should be a redesign, including working with ODOT and seeking additional funding, in order to meet the goals of the City for economic development.

Mr. Maestre stated that the County would work with the City, ODOT, and the State to redesign the intersection, obtain the funding, and necessary right of way.

Mr. Abrahamson stated that Eric Underwood, Economic Development Coordinator for the City of Fairview, has made contact with ODOT and PDC to begin the process of obtaining the funds and commitments needed to complete this project. This project is perfect for the funding opportunities that exist.

Mayor Weatherby stated that the Council has provided the guidance to move forward with the redesign of this intersection.

III. ADJOURNMENT

Mayor Weatherby adjourned the Work Session at 6:55 pm.

Jan C. Wellman, City Recorder

Mike Weatherby, Mayor

Date of Signing