

# Resiliency Project FAQ's

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Through the due diligence process the county will be evaluating various aspects of the proposed resiliency project. Some aspects that will be further evaluated include getting more clarification on proposed project costs. At this time, we are gathering input from the community to determine the process for this project.

## BACKGROUND FAQS:

1. How much will the purchase and design cost for the new facility?

Approximately 8 million.

2. How will the project be completed?

The project will be completed in phases to ensure continuance of reserving funds for future phases.

3. What are the steps in Phase 1?

A. Build new Pubic Works shop and equipment storage facility at a cost of approximately 5 million.

B. Relocate Public Works offices at a cost of approximately 3 million (Potential resources for this portion of the project would come from the sale of the existing Public Works facility located in Astoria.)

4. What happens during Phase 2?

A. Phase 2 is from Wadsworth Road to the 4-way intersection with the existing Lewis & Clark County Road. Anticipated construction time is 3 to 7 years depending on available federal/state grant funding for construction, special project monies from the County and regulatory restrictions.

B. During Phase 2, the existing road will remain gated and available for non-motorized public access and motorized wood products use. Once construction has been completed, the gates on both ends will be removed and opened for all use.

5. Phase 3:

Community Outreach.



## 9. Who else benefits?

The entire County and surrounding cities benefit by having an alternate route in the case of a catastrophic event.

## 10. Will you be taking property from current land owners on each side of the mainline?

There is no plan to take property from current land owners on each side of the mainline.

## 11. What other considerations are being looked at?

Other alternate routes being looked at in the resiliency plan include the Twilight/Pipeline route to connect to HWY 30; as well as the North portion of the Mainline or the Fletcher Mainline to connect to HWY 101.

## 12. County Manager Don Bohn spoke of viable options that will not require purchase. Does that mean land swaps? If so, which properties would be traded?

At this time, The County and Public Works Department do not have trade options on the table.

## 13. Will you be installing new monumentation?

No new monumentation will be set at this time. Should the County end up purchasing any property, new monumentation for that purchase would-be set-in accordance with the land purchased.

## 14. What is the timeline if this project is moving forward?

YEAR	PHASE 1 Sort Yard	PHASE 2 Mainline South	Future Phases
2020	Purchase/Due Diligence		Community Outreach
2021	Facility Design	Purchase/Due Diligence	
2022	Begin Shop Improvements		
2023	Construction		
2024	Shops Complete	Begin Construction	
2025	Offices Complete	Construction	
2026		Construction	
2027		Construction	
2028		Construction	
2029		Construction	
2030		Construction Complete	

[Timeline](#)

## FINANCIAL FAQS:

### 15. How long has the County been planning and saving for this relocation project?

Since 2016, the County has been setting funds in reserves for this project and currently has approx. 7.5 million in those reserves.

### 16. What is the cost analysis of purchasing these new sites vs. mitigating wetlands already owned by the County available for public access to see?

Wetlands cost approximately \$175k-\$200k to mitigate and we would need approximately 8 to 10 credits to develop in the business park leading to a cost of 1.4 to 2 million which is more than the cost of the proposed sort yard site. In addition, the sort yard site is partially developed with a storm treatment system and fully graveled whereas the business park is undeveloped.

### 17. When will the “lifeline” on Pipeline begin? What is the cost estimate for that road construction?

Pipeline is approximately 15 to 20 years in the future with an approximate cost of \$40 to 50 million dollars at today’s costs.

## COMMUNITY OUTREACH FAQS:

### 18. Why were all impacted neighbors not notified in writing about the County’s plans to buy the Mainline?

No final decisions have been made about purchasing the property. The County has just entered the due diligence period which is for outreach and informing the public to obtain opinions as this is the first meeting to establish outreach. If you have any ideas on how to make our outreach more effective, please call (503) 325-1000 Ext. 1314. All of our purchase sale agreements come with a due diligence period for the reason of ensuring time to get feedback before the County makes a final decision to purchase.



## LOCATION FAQS:

19. Have there been any studies about possible traffic increases on Fort Clatsop Road (particularly through Lewis & Clark National Historical Park) resulting from the relocation of the Public Works Facilities to the log Sort Yard? If not, is there a plan to do so to better understand the impacts upon the area?

There have not been any studies done except the Environment Assessment for Phase 1. It is possible to have a plan to study traffic impacts if needed. This is all part of the due diligence process to try and figure out what is needed as far as research, outreach and other assessments.

20. What is the probability of zoning changes to the area after this road is put in?

It is not the intent of the County to rezone.

21. How will the bridge/culvert that goes over the current mainline be retrofitted? (As it sits, there's not enough room for two vehicles.

If referring to Heckard Creek this could be accomplished by the placement of an arch culvert or box culvert. A culvert with similar conditions was replaced in 2019 on Youngs River road. If this question relates to the highline bridge location, the intent there would be to eliminate that bridge and have an at-grade crossing for those roads.

22. In looking over the Phase I environmental study, it shows only 8.09 acres were assessed. Why wasn't the entire area you are negotiating to purchase evaluated in the Phase I environmental study?

This appears to be a typo, per the scope of work the area the county had them look at was the 51-acre Sort Yard site, we will follow-up with the consultant.

23. What would mitigation costs would be associated with this project of updating the mainline that have to do to with culverts to current fish passing standards?

The County wouldn't know until a complete assessment has been done for the area, but The County Public Works department has observed at least three (3) wetlands within a ½ mile that would be impacted.

24. The south end of the mainline has major PP&L feeder lines running north south parallel to the road. Will those be removed and moved as you are removing trees

along the entire route? Will you be taking trees off the airport hill road and Ft. Clatsop Road as well?

The PP&L lines will stay in place and this is partially why a 100ft right of way has been asked for so that any widening would take place on the west side. Most of the trees on the south mainline have been removed but there are a couple of areas that will be addressed with tree removal if necessary. As of yet the county has not fully engaged the Fort Clatsop Park managers to consider this type of work. County staff will be working Fort Clatsop on a traffic impact study to show what the potential impacts might be to the area. The Airport Hill area being described will have to be evaluated as this is on the State Hwy 101B which is not our jurisdiction.

25. By allowing the new Public Works facility to come to this area, what else is going to be allowed in? Would it open it up to more development?

With the requirements, The County all together has to have a goal exception that has to meet certain standards in order to get approved. The County would have to go through a six-month to a year process to just to obtain all the necessary approvals from the Planning Commission, Board of Commissioners and the Department of Land Conservation and Development (DLCD). The state is very protective of farm and forest lands, so the County would have to meet a very high threshold and show why his project could only happen at this location. The County does not have the intent to change zoning designations anywhere else in this area. Any private property owner who would want to change the zoning of their property would have to go through the same process.

26. Have there been environmental/geological studies been done on any of the proposed locations? If not, when will they be done? Due to the soil being prone to liquefaction and the 75% chance of an event happening in the winter, are the studies going to be done during that time to better prepare the construction of the new facility?

The County has done the Phase 1 environmental assessment and are waiting to do the Phase 2 environmental assessment on the Sort Yard as part of the due diligence process. The County will be consulting with a local geologist during the due diligence period.



**27. Has there been research as to if property value or property taxes will be affected?**

The assumed concern for the property owners that are adjacent to the mainline is an increase in traffic. In real estate appraisal, when a residential homesite's value is negatively impacted by its proximity to things like industrial plants or busy highways/freeways, this is called external obsolescence. According to market indications, rural collector type roads like Youngs River Rd and Lewis & Clark Rd do not suffer from external obsolescence associated with traffic congestion. Therefore, if the mainline were to be developed like Youngs River Rd and Lewis & Clark Rd, there would not be a negative impact on the property value of adjacent homesites. The market does recognize external obsolescence associated with traffic congestion for homesites along Hwy 101 from Arch Cape to Warrenton and homesites along Marine Dr in Astoria.

Property value, referring to real market value (RMV), takes into account value elements present in the market. Property taxes in the State of Oregon, however, are calculated based on the assessed value (AV). A property's AV is the lower of either RMV or maximum assessed value (MAV). For most residential properties in Clatsop County, the MAV is lower than RMV. Therefore, if there is no impact to RMV for the mainlines development, the MAV would increase by 3% as dictated by law and the AV along with it. If a property's RMV is lower than MAV, then the RMV and AV would move with annual market indications (like normal) without impact from development of the mainline. In summary, it is not anticipated that development of the mainline would impact property taxes in the area.

**28. Is Public Works aware that web maps show that the Sorting Yard is in a direct slide zone which could cause extreme damage to the equipment and buildings?**

There is one area behind Johnson Creek up Fletcher Mainline that is susceptible but the rest of the properties are not in those zones due to higher elevation.

**29. Has the County explored any options in South County?**

If the County Public Works were to move our facility in Astoria to South County area, it would make it less likely that the Public Works department would be able to access our County roads throughout the area and our substations rely on

the main facility being nearby. It is less viable than our other options so the County hasn't looked into moving our main facility there.

In addition, the Public Works office regularly provides support to walk-in customers for questions and permits. For this reason, it is in the County's best interest to remain centrally located.

## ROAD PLAN FAQS:

30. Has the County considered the purchase of the mainline so they control the gate access in the future but keeping it open to exclusively non-motorized public access?

The County is considering what our options are. There are certain conditions where if it's a public road the County cannot have it locked, but the County Public Works is looking into options to get it locked and gated if the County wanted to.

31. Is the county planning to open the current mainline as a public road for anyone to drive down from Loukas Lane through to the end of Lewis and Clark where it meets at the current "Crown Camp"?

The initial plan would be to eventually open the mainline as a public road once it is fully improved but this may change depending on the public input received during the public outreach process.

32. Is the county planning to expand the mainline to a two-lane road? If so, how will the county do this?

The county intends to expand the mainline to a two-lane road. This could be accomplished over time by improving a section of the roadway every year until the entire roadway is complete. It could also be accomplished by applying for grant money to try and complete the roadway all at once. The availability of grant money is unknown at this time.

33. Is the North portion of the mainline part of the long-range plan?

The County does not have any agreements with Jim Neikes for the North Mainline at this time. What has been presented is what we would like to do to provide emergency/alternate routes as part of a long-range plan to provide resiliency to the citizens of the county. This all has to be vetted out through the

public outreach and due diligence process as well as looking at other possible alternative routes.

34. Do those major feeder lines lend themselves to being compatible with a road built to 45mph standards?

PP&L feeder lines are required to be minimum 12ft from the edge of pavement.

35. Many property owners in this tidal area are responsible for maintaining drainage, dikes, and tide gates to protect acreage and roads not on their property. With removal of trees, and increased paving for widening and improving roadways, how would this additional run-off affect the ability of existing systems, and would property owners be responsible for upgrading those systems to accommodate larger water movement?

The area the County and Public Works department is looking at doesn't have housing, but it does have wetlands and water. The County Public Works department would put in drainage systems to slow down and maintain the water just like it was before a paved road was there.

36. If you are not purchasing North Mainline, what road will be used?

The County Public Works Department is considering if Fletcher road is another option. If the County isn't able to purchase the North mainline, should a seismic event happen, we will have to see what kind of access remains and then create that access with whatever remains.

37. If a Cascadia event were to happen today, would you use L&C as it is for a lifeline route?

It is Public Works' intention to use the Lewis and Clark Road as an emergency route road. The County would just prefer to own it in case an event did happen so the County and Public Works department can use it when necessary.

38. What documentation makes L&C Mainline more resilient after an earthquake than other roads?

In this particular area of Lewis & Clark, the Lewis and Clark Mainline is out of the inundation zone by being on higher land. Granted there are areas that are more susceptible, the Sort Yard has the least bit of susceptible zones and has more access roads to places than other locations.

**39. If the Sort Yard is surrounded by tsunami zones, how does it make it a better location?**

The Sort Yard would make it a better place in that it is out of the tsunami zone therein protecting all of the equipment and facilities from damage from the tsunami. It also gives the County multiple options for roadways that lead to the low-lying areas for a tsunami response.

**40. Why doesn't the county develop the NCBP for the Public Works Facility?**

There are a couple factors that do not make the NCBP an ideal location for the Public Works Facility:

1. It has always been the intention of the county to get this property back on the tax roll where it benefits not only the City of Warrenton and Clatsop County but also: Warrenton School District, Clatsop Care District, 4-H & Extension District, Clatsop Community College, NWESD, Sunset Transport, and the Port.
2. Mitigating the wetlands to develop this property increase the cost associated with the project significantly.

**41. Why doesn't the county use their own wetland bank to mitigate wetlands and develop the North Coast Business Park for the Public Works Facility?**

The county does not have a wetland mitigation bank. For the county to acquire mitigation credits the average cost is approximately \$175-\$200K based on availability per credit and it would take approximately 8-10 credits to mitigate the amount of acreage necessary to develop a Public Works Facility in this area. There are currently no mitigation banks or credits available in Clatsop County based on our last check with the Division of State Lands. The regulatory agencies determine how much mitigation you can do and where based on the plan submitted.

**42. Why doesn't the county share space with ODOT?**

Combining both the county and equipment resources to respond to an event in one area decreases redundancy of services. Part of having a successful emergency preparedness plan is to develop redundancy in several areas. From a Public Works perspective this means working with our community partners (cities and state) by having equipment in multiple locations to be able to provide critical infrastructure support throughout the county. ODOT is also growing out of their site facilities they currently have and parts of the facilities are in the inundation zone. They

cannot expand existing property on their higher ground without mitigation banks and we would not want to risk moving into another inundation zone.

**43. What are considered County Collector Standard roads?**

The current standard for a “Collector” that has been approved by the Board of Commissioners is two 12-foot travel lanes, 2- three-foot paved shared shoulders with a one-foot gravel shoulder on each side, similar to the current Lewis & Clark County Road at the 4-way intersection of the Mainline to Crown Camp to Hwy. 101. The new standard where enough right-of-way is available would be two 12-foot travel lanes, two 6-foot multiuse paths with 2-foot shoulders. Ditches on both sides. The additional width is to safely accommodate pedestrian and non-motorized traffic.

**44. Concerning the Sort Yard location, in the case of a subduction event, with the location being in lowlands, how would the Public Works department leave and or get to the new facility if the roads fail?**

The roads we are proposing are less likely to fail due to their location being higher than the other low areas in the Lewis and Clark area. If a subduction event did happen, there are alternate routes to take. We are not saying the roads will stay intact, but they would be a better viable option than in other areas. We would be able to rework the roads if needed in such an event. We would have to deal with closed roads and debris no matter where we put our new facility.

**45. Is that nonessential road (always in need of repairs) the appropriate allocation of limited taxpayer funds when I see these same council members on video ask how they will be able to address the critical issues of child care, homelessness and affordable housing?**

The road would actually be essential in the case of a catastrophic event as it provides redundancy to the existing roadways that have the potential to be unusable in a large event. The funds themselves would be coming from the road department budget and not the general fund of which the critical issues mentioned are funded from.

46. Will the county begin maintaining other roads as people will turn down the gravel roads lost/to turn around and cause additional wear and tear that the residence has to pay to repair? (i.e. gravel replacement)

The County can only use County road funds to maintain County roads.

#### TSUNAMI SYSTEM FAQS:

47. Will a tsunami warning system and additional education of evacuation and or escape routes be integrated into the plan? How will the majority of these people get the memo?

The tsunami warning system already exists in the local cities. Any new routes would be added to the existing tsunami evacuation maps and distributed throughout the County.