

Background

Clatsop County plays a critical role in county-wide emergency preparedness, response and recovery. When a natural disaster occurs (wind storm, flooding, earthquake, tsunami), the County protects and preserves life and property; and coordinates longer-term rebuilding and recovery efforts. This essential work is accomplished through efforts of several departments, including the Sheriff's Office, Emergency Management, Public Health, Community Development, Assessment and Taxation and Public Works. The County also partners closely with cities, special districts, federal and state government, military, not-for-profits and businesses.

In anticipation of a catastrophic event, the Clatsop County Commissioners prioritized the relocation of essential County buildings and infrastructure outside the tsunami inundation zone to optimize response during our community's time of need. The Clatsop County Public Works Facility is currently located within the inundation zone; at 1100 Olney, Astoria, Oregon. In conjunction with evaluating the options and feasibility of relocating the Public Works facility, the County is simultaneously evaluating evacuation and alternate travel routes to move people, equipment and supplies in the event of a major disaster.

Evacuation and alternate routes are not a new topic in the County. The County's 2012 Strategic plan identifies a project named, "Countywide Bypass, Truck, Evacuation Route" and in the description it states, "The County, cities of Astoria, Warrenton and Seaside has considered improvements to Highway 101 and the development of an alternate route, earthquake or tsunami evacuation road or by-pass." As mentioned in the 2015 Clatsop County TSP, "Having redundant transportation routes increases the likelihood of maintaining system connectivity during and after such an event and is therefore an important part of Clatsop County's overall resilience."

While preliminary staff work has taken place over several years, the County is now beginning the process of assessing the feasibility of specific sites. To begin the process, the County identified potential sites and, through a work session with the Board of Commissioners, initiated Phase 1 Environmental Site Assessments on several properties to identify if there are any Recognized Environmental Conditions. Following favorable Phase 1 Assessments, the County has systematically pursued Letters of Interest through a real estate agent with the associated properties in order to document willingness to sell and secure prices. The purpose of taking these initial steps prior to public input is to ensure that public notifications and public processes do not artificially inflate the property values by bringing additional interested parties to the bargaining table on these particular properties.

Now that the County has secured the Letters of Interest (LOI), we are initiating the public input phase. For the proposed Public Works Facility relocation, the County has secured an LOI on what was previously known as the Lewis & Clark Sorting Yard located adjacent to 90886 Fort Clatsop Road. This site is approximately 51 acres and is in a very strategic location in that it is centrally located within the County and outside of the tsunami inundation zone. It also provides greater access to South County in a disaster event compared to the existing facility on the south side of Youngs River and Lewis & Clark River. The site is fully graveled, has existing concrete loading pads that could be utilized and a stormwater treatment system.

In conjunction with the Sorting Yard location the County has obtained LOI's on two portions of the Lewis and Clark Mainline. This road could serve as both an evacuation/emergency route and/or an alternate route to the Fort Clatsop/Lewis and Clark route East of the sorting yard. In a large-scale disaster, the intersection of Fort Clatsop and Lewis and Clark road along with the roadways adjacent to the intersection will likely be unusable due to the GHO compressible soils (Dogami), and their location within the tsunami inundation zone. These routes outside of the tsunami inundation zone are important for providing accessibility to all areas of Clatsop County following an event.

The North portion of the Lewis and Clark Mainline running South from Fort Clatsop Road at the sorting yard to the intersection of Lewis and Clark Road and Wadsworth is approximately 2.5 miles long with an existing sixty foot right of way. The South portion of the Mainline runs from the Lewis and Clark Road and Wadsworth intersection approximately 5 miles south to the 4-way intersection with Lewis and Clark Road just North of Crown Camp and would be a 100 foot right of way except for a few locations that will be 60 feet wide. In the instance of a catastrophic event, the mainline becomes the emergency route needed to access south County residents and to provide potential emergency access roads to Seaside, Gearhart and a starting point to get to the Cannon Beach area.

Pipeline road is an additional roadway that has been identified to serve as both an evacuation and emergency route. It runs along a ridgeline from Astoria to Svensen Market Road in Svensen. This route would serve as a bypass to multiple vulnerable bridges between Svensen and Astoria. There are currently no ongoing discussions or negotiations in regards to this route but it is included as a topic for discussion.

Project Phases and Timeframe

These are the initial project phases and timelines which may change following public input. The description of potential improvements is preliminary and will be further informed by the engagement process.

Phase 1 includes the design and construction of the new Public Works facility. Based on available funds it is anticipated that this will take 3 to 4 years to relocate the Public Works shops, equipment and material storage to the site. Office relocation would follow taking approximately a year with the use of temporary office trailers at the new site. Depending once again on available funds it could be an additional year or 2 following the temporary offices to construct a new office building.

Phases 2 and 3 relate to the two portions of the mainline. For the roadway itself, the initial design concept is two – 12-foot-wide asphalt lanes, two - 6-foot-wide asphalt multi-use paths with 2-foot gravel shoulders for a total paved surface width of thirty-four feet, and an overall surface width of thirty-eight feet. The road bed will be constructed in similar methodology as Ensign Lane and, more recently, Bugle Road to handle the heavier loads our County roads frequently see.

Phase 2 timeframe would follow the completion of the Public Works Facility. For completed construction on the North section (Ft. Clatsop Rd. to Wadsworth Road), is anticipated to take 3 to 4 years (2024 – 2028) depending on regulatory restrictions, and is planned to be completed prior to starting Phase 3.

Phase 3 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.

During Phase 2, the North section will remain accessible to current users until completion, at which time it will be open to public and vehicle traffic. During Phase 3, 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.

Future phases of this resiliency project would include the development of the Twilight/Pipeline alternate route that would provide east county access to Highway 30 just west of the Knappa/Svensen District Public Works location.

Glossary

Phase 1 Environmental Site Assessment - Commonly referred to as an ESA, or Phase I ESA, is completed to research the current and historical uses of a property as part of a commercial real estate transaction. The intent of the report is to assess if current or historical property uses have impacted the soil or groundwater beneath the property and could pose a threat to the environment and/or human health.

Recognized Environmental Condition - A known contamination or the potential for the subsurface to have been impacted by contamination either from the subject property or possibly from an offsite source.

Letter of Interest (LOI) – Also known as a letter of intent is a non-binding proposal, offer or agreement between the Buyer and Seller or Tenant and Landlord of a commercial property. The LOI is the 1st formal step between the property owner and tenant (or buyer) to negotiate the terms of a commercial real estate transaction.

Purchase Sale Agreement (PSA) –This is a binding and legal contract between two parties that obligates a transaction between the two parties: the buyer and the seller. This agreement finalizes the terms and conditions of the sale, and it is the culmination of negotiation between the buyer and the seller. In all PSA transactions the county is conducting there is a due diligence period of 180 days at which the conclusion of either party may walk away from the transaction.

Approximate Timetable

YEAR	PHASE 1 Sort Yard	PHASE 2 Mainline South	Future Phases
2020	Purchase/Due Diligence/Begin Goal Exception Process		Community Outreach
2021	Facility Design/Complete Goal Exception Process/Permitting	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	