

**SEASIDE PLANNING COMMISSION AGENDA**  
**989 Broadway - City Hall Council Chambers**  
**November 20, 2018**  
**7:00 p.m.**

1. CALL TO ORDER:
2. PLEDGE OF ALLEGIANCE:
3. OPENING REMARKS:
4. DECLARATION OF CONFLICT OF INTEREST OR EXPARTE CONTACTS:
5. APPROVAL OF MINUTES:
6. PUBLIC HEARING:  
Continuance:
  - A. 18-068HOZ is a Highway Overlay Zone request by Main & Main Capital Group to build an 18,000 sq. ft. retail building at 825 Avenue N (T6-R10-S21DD-TL200, 500 and 10316). The subject property is zoned General Commercial (C-3). Although the primary access will be from Avenue N, the applicant plans to utilize the undeveloped portions of S Irvine and Avenue O in conjunction with the proposed development of the surrounding property.
7. ORDINANCE ADMINISTRATION: Shilo entrance on Prom frontage
8. PUBLIC COMMENTS: Not related to specific agenda items:
9. PLANNING COMMISSION & STAFF COMMENTS:
10. ADJOURNMENT

## Debbie Kenyon

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**From:** Kevin Cupples <kcupples@cityofseaside.us>  
**Sent:** Friday, November 16, 2018 4:14 PM  
**To:** 'Bill Carpenter'; 'Chris Hoth'; David Posalski; 'Debbie Kenyon'; 'Kevin Cupples CD staff'; 'Kim Jordan'; Lou Neubecker; Teri Carpenter  
**Subject:** Grocery Outlet Update  
**Attachments:** Grocery Outlet (Seaside) TIA - ODOT Region Traffic Comments 20181107.pdf

Dear Planning Commissioners: ODOT has reviewed the TIA for the Grocery Outlet and provided the attached letter. Please read the letter prior to the meeting on November 20<sup>th</sup>.

Unfortunately, ODOT has removed the center turn lane in the area that fronts Avenue N, so that would not be completed as initially anticipated when the project was presented to the Commission.

The Seaside Transportation Advisory Commission reviewed the amendments to the Highway Project and indicated the development should follow the Transportation Impact Analysis that was completed for the project.

Supporting the project would likely mean the Commission would need to direct staff to prepare an approval document for the Commission's review during the December 4<sup>th</sup> meeting. Based on land use case law, the approval would need to be carefully crafted so the development would be contingent upon the completion of the center turn lane. I would not want the Commission to simply (as suggested by ODOT) condition the approval by requiring the developer to complete the center turn lane, since the cost of such a condition would likely violate the rough proportionality requirements established under land use case law.

Removing that portion of the turn lane from the ODOT project was not anticipated by the city or the developer, and the TIA recognizes the need for the turn lane in order to mitigate safety and operational concerns related to the development's impacts.

Kevin S. Cupples  
Seaside Planning Director  
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# Oregon

Kate Brown, Governor

## Department of Transportation

### Region 2 Tech Center

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Salem, Oregon 97301-5397

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**DATE:** November 7, 2018

**TO:** David R. Smith, PE  
Region 2 Development Review Coordinator

**FROM:** *Keith P Blair*  
Keith P. Blair, PE  
Region 2 Senior Transportation Analyst

**SUBJECT:** Grocery Outlet (Seaside) – Outright Use  
TIA Review Comments

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ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated October 18, 2018) to address traffic impacts due to development of a 18,000 square-foot Grocery Outlet in the southeast quadrant of US 101 and Avenue N in the city of Seaside, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual (APM)*. Both versions of the *APM* were most recently updated in July 2018. Current versions are consistently published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

- Region Traffic assumes all land uses and densities offered under the current zoning are consistent with the City's code as cited in the report.
- The *Oregon Highway Plan (OHP)* v/c mobility target for US 101 (statewide highway, non OHP freight route, within UGB, non-MPO, 35 MPH) at all highway study intersections is 0.90 rather than 0.85 as cited (*OHP* Table 6 was revised on 12/21/2011). This will not have an effect on the operational analysis results or the conclusions of the study.
- Page 22, "Warrant Analysis" section – It appears there is a typographical error in the last sentence. It references "Avenue N," but appears to actually describe the turning volumes at Avenue G. Rather, the first complete paragraph on page 23 accurately describes the turning volumes at Avenue N.

Proposed mitigation comments:

- 1) ODOT maintains jurisdiction of the Oregon Coast Highway No. 9 (US 101) and ODOT approval shall be required for all proposed mitigation measures to this facility.
- 2) US 101 Southbound Left-Turn Lane at Avenue N:
  - a) The traffic study accurately concludes the need for a southbound left-turn lane on US 101 at Avenue N will meet ODOT's volume-based criterion due to the additional traffic from the proposed development. The threshold is 10 trips and the development will increase the 2020 PM peak hour southbound left trips from 9 to 60, far exceeding the threshold.
  - b) This study has assumed a planned ODOT modernization project key 18733 (US101: Ave G – S Holladay Dr) will have been completed and have installed a center two-way left-turn lane on US 101 in the vicinity of Avenue N by the analysis year of opening (2020). However, the entirety of this project is currently underfunded and the scope has been refined to only include extension of the existing center two-way left-turn lane at the north end of the project limits. As a result, there is no currently funded project that will install a center two-way left-turn lane on US 101 in the vicinity of Avenue N. Therefore, Region Traffic recommends the City condition the development to install a southbound left-turn lane on US 101 at Avenue N, which installation is recommended per the traffic study.
  - c) Approval for the recommended unsignalized left-turn lane is required under the authority of the Region Traffic Operations Engineer. At the time an official request is submitted to Region 2 Traffic, it shall include a preliminary design layout.

Thank you for the opportunity to review this traffic impact analysis. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required. The mitigation measure recommended within this study (southbound left-turn lane on US 101 at Avenue N) may be expected to acceptably mitigate traffic effects of the proposed development. As there is no currently funded project that will install a center two-way left-turn lane on US 101 in the vicinity of Avenue N, Region Traffic recommends the City condition the development to install a southbound left-turn lane on US 101 at Avenue N, which installation is recommended per the traffic study. Additional work may be required to accompany an approval request for the recommended mitigation measure (i.e. preliminary design layout, etc.). If there are any questions regarding these comments, please contact me at (503) 986-2857 or [Keith.P.Blair@odot.state.or.us](mailto:Keith.P.Blair@odot.state.or.us).

