

MINUTES SEASIDE PLANNING COMMISSION
March 20, 2018

CALL TO ORDER: Vice Chair David Posalski called the regular meeting of the Seaside Planning Commission to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ATTENDANCE: Commissioners present: Vice Chair David Posalski, Ray Romine, Teri Carpenter, Bill Carpenter, and Dick Ridout, Staff Present: Debbie Kenyon, Administrative Assistant, Kevin Cupples, Planning Director, Absent: Chair Chris Hoth and Lou Neubecker,

OPENING REMARKS & CONFLICT OF INTEREST/EX PARTE CONTACT: Vice Chair David Posalski indicated that although the meeting is a continuance, and all of the prior public hearing statements read before the last meeting still apply, he asked if any of the Commissioners need to declare an ex-parte contact or conflict of interest. Commissioner Bill Carpenter stated that he is a member of the Transportation Advisory Commission, the Improvement Commission and regularly attends the Seaside City Council meetings. All meetings are public and from time to time there are discussions regarding the school district's new campus. Vice Chair Posalski stated that he is also a member of the Transportation Advisory Commission and it was discussed in a public meeting. These were dually noted for the record.

AGENDA:

PUBLIC HEARING:

- A. Continuance: 18-020CU:** A conditional use request by **Seaside School District #10** for a new consolidated school campus at 2000 Spruce Drive (T6-R10-S22-TL900 & TL2102 and S22CA-TL108). The District has completed a comprehensive Institutional Master Plan and Institutional Development Plan for the new school campus in accordance with the provisions in the Institutional Campus (I-C) zone, Section 3.210 of the Seaside Zoning Ordinance. Although portions of the District's property is zone A-3 & F-80, no development is proposed within these zones.

Kevin Cupples, City Planning Director, presented an opening statement.

After taking public testimony at the last Planning Commission meeting, the Commission approved a motion to leave the record open and continue there "preliminary discussion" to tonight's meeting and expressed their intent to provide the District and any other parties time to submit additional written information and begin to address the Commission's preliminary questions. They further indicated the continuance would allow them time to review the information and discuss it openly on the record at tonight's meeting. They did not want to take a whole new round of testimony at tonight's meeting; however, they are planning to ask follow-up questions of the applicant or any other parties present that provided testimony.

Once the Commission has an opportunity to continue their preliminary discussion, asked their questions, and/or asked for any additional information they think they still need, they expressed their intent to again leave the record open and continue tonight's meeting to the April 3rd Planning Commission meeting, at 7:00 p.m. in the Council Chambers and allow the District and anyone else an additional chance to offer testimony in the hopes they will be closer to being able to make a decision.

So the Planning Commission is in the process of reviewing Seaside School District's conditional use permit request for an Institutional Master Plan (IMP) and the Institutional Development Plan (IDP). The Commission would like to have a dialog with the District and their consultants to expedite their review process and discuss any questions or concerns related to the District's request at tonight's meeting.

The Planning Commissioners understand that some of their questions may not be fully answered at tonight's meeting and they will require written response. If a written response is needed staff is asking the District to try and provide those responses a week prior to the April 3rd Commission meeting so the Commission will have sufficient time to review them before their next meeting.

The Planning Commission understands the need for a timely decision on the District's request, but the answers to their questions are important in arriving at the best decision for the District and for the citizens of Seaside.

Vice Chair David Posalski stated that Commissioner Bill Carpenter had a lot of questions that he had provided to the district and asked Commissioner Bill Carpenter if he would like to start. Commissioner Bill Carpenter stated that the district did a very good job at responding to the questions that he had.

Commissioner Bill Carpenter asked how the traffic is going to be managed in the morning and in the afternoon at Spruce and Wahanna? He would like to see an enlarged drawing of how the traffic flow will happen at that intersection. He's also concerned how the traffic flow from the high school and middle school will be making a left hand turn into the traffic flow of the elementary school. They will have to merge into traffic with the elementary schools buses. Mr. Cupples asked if Commissioner Bill Carpenter was referring to L1.10 in the submittal? Commissioner Bill Carpenter stated that it is from Spruce loop going up to the middle school. That is a complex intersection considering the traffic that will be going through there.

Commissioner Bill Carpenter asked about the storm drainage. There is going to be a big trench that is going to be roughly 20 feet deep and he doesn't know how wide it will be. It will be filled with aggregate and a 12" pipe. What happens to that pipe if the ground settles in the future and that pipe breaks or becomes clogged. Will there be flooding? There have been major landslides in Oregon and Washington where whole communities have been wiped out. He is really concerned about that. He knows that they are going to be putting sensors in there, will there be an electronic communication to the school if something happens down there? He read that the district will have an external contractor monitor that. Who will that be? How will the school know when something is wrong?

Commissioner Bill Carpenter stated he has concerns regarding the emergency access, on page 10 of the land use application it says that the emergency access will be coming from the forest service road. If the road gets washed out who is going to be responsible for the repair of that road being as it is not on the schools property. Is there an agreement between the school and the land owner?

Commissioner Teri Carpenter stated that she noticed that it doesn't show a bike lane going up to the school and that is something that the kids might want to use. Another concern is where the public will drop off the kids, kiss and drop site, it is like a maze going through there. Are there going to be any lockers here. Sheila Roley stated that the design has fewer lockers than a traditional lockers partly because they don't use them anymore. It will be more in the way of lockers at an airport. Typically students carry a tablet rather than a pile of text books. Right now if you go down the halls less than half of the lockers are being used. The decision was based on the trend in student's use of lockers. This is a very lean budget so every expense counts.

Vice Chair David Posalski asked if they wanted to respond to any of these questions now or respond in writing later. Kelly Hossaini stated that is something that KPFF will have to address the storm drainage and emergency access and they will get back to the commission on that. Ms. Roley stated that for the bike lane they don't anticipate much bike or walking traffic up to the school because of the 10% grade.

Vice Chair David Posalski stated that kids in that neighborhood will probably be walking or biking up that grade. Their only option is walk or bike. Ms. Roley stated that there will be a bus stop on Spruce. They hadn't anticipated a heavy cyclist or pedestrian population going up there. Mr. Hess stated that they are working on the diagram for traffic to the schools and they have designated lanes for school buses and lanes going up the hill and they will put all that together. Ms. Roley stated that there will be about a half hour difference in school start times and that will help with the congestion. Most parents drop the kids off at school on their way to work but have the kids ride the bus on the way home. There is a bigger stagger time in the afternoon.

Commissioner Bill Carpenter stated that with 1000 students being relocated to the new school it's easy to see that traffic along Wahanna Rd will impact the east side of Seaside. They have to accept that fact. The first two years are going to be difficult as we adapt to all of the changes. It seems in reviewing all the traffic impact statements it does make sense. We're concerned about safety along Wahanna Road and have had lots of people who have come to the podium over various other projects that have come before the commission and they complain about the traffic on Wahanna and this is not going to help that. As the planning commission they are not in a position to make a lot of changes to that. The Transportation Advisory Commission makes recommendation to the City Council and then the City Council can act on those recommendations. This will give the city about two years to act upon what is best for Spruce Drive. Seaside School District has already outlined a number of things that they would recommend such as speed bumps, speed monitoring signs, increase in enforcement and educational programs. In addition to these he would like to see added in the 2019 and 2020 end of school year the city create a school crossing zone on Wahanna from south of Cooper to North of the district softball fields. Relocate the flashing light on 101 that currently slows the traffic down to this new crossing zone and establish the control of these flashing lights will only operate during those high traffic times coming

in and out of the school. Change the speed on Spruce from 25 to 20 and relocate the "Your Speed Is" sign from Pacific Way to the entrance to the campus. That should help people slow down before coming onto the campus. The Transportation Advisory Committee meets the 3rd Thursday of every month at 6 pm here at city hall in the little conference room. He looks forward to seeing representatives from the school district participating in these meetings.

Commissioner Bill Carpenter stated that his personal feeling in essence is the same as relocating the Seaside School District's assets such as: library books, chairs, desks, athletic equipment, computers and other items used by the staff and students from the existing schools to the new schools. These cost should have been in the budget for the relocation of the schools. So we would expect those cost to be paid by the school district and the establishment of school crossings and the relocation of the lights. Once the district has had the opportunity for rebuttal and if there is a consensus from the planning commission then the issue of the cost of modifying Spruce and the intersection of Wahanna should be added as one of the conditions of approval.

Chair Posalski asked if there was any more discussion and he would entertain a motion for a continuance. Mr. Cupples asked Kelly Hossaini if there were any other comments that they want to make? Kelly Hossaini stated not at this time, she thinks they could submit additional written testimony. Commission Romine asked Commissioner Bill Carpenter if in his condition of approval that the city pay for specific improvements other than the speed bumps. Commissioner Bill Carpenter stated that he is suggesting that the school district pay for relocation of the flashing lights, the speed zone signs and the marking of the school crossing in preparation, for the school opening in the summer of 2020 and the cost should not be paid for by the city. That is going to be a major cost. Commissioner Romine asked who paid for the original installation of the lights and signs? Mr. Farley stated that if it's on the highway then more than likely the state was involved. Chair Romine stated that recently there was just a crosswalk put in. Commissioner Bill Carpenter stated that he is not sure who funded that but he thinks it was the convenient store located across from the high school. Ms. Roley stated that was paid for by ODOT. She said that it took roughly two years of phone calls and letters to ODOT before that was put in. She doesn't remember the district being involved in that in any way. The lights and signage is all ODOT controlled so she's not sure how that figures in on a city street. Chair Posalski asked if it was the same for the lights and signage for the Gearhart Elementary School? Ms. Roley stated that the City of Gearhart put that in. Ms. Roley also stated that the signs that are currently on Spruce were put in by the City of Seaside. She's not sure if these things are in their control. She does know that they are working directly with the city manager on a variety of issues and development costs and negotiating through city council of what those are opposed to a condition of approval. For example, where water lines come on to school property and meet up with city property, part of that cost sharing is already in process but it is outside of the approval process. It's figuring out a fair distribution of cost between the city and the district. Commissioner Bill Carpenter asked if they would add this to the list of line items to be discussed. He knows that ODOT owns those flashing lights and he doesn't know what it is going to take to relocate those lights. Ms. Roley stated that it is ODOT's authority to say they are going to do it and not the school districts. That is something they need to look into. Commissioner Bill Carpenter stated another thing is that during the City Council meetings regarding the change in zone and the UGB. He made a suggestion that they make a path across China Creek from the hospital. He would like the district to put that on there as a future project. He stated that cost of putting the grading in should be relatively small if you do that during the grading down at the school anyway. The cost of putting the bridge or culvert across China Creek will be very expensive and he doesn't expect the school to pay for that. He is hoping to get Providence, the City and use some Urban Renewal funds to help with cost of putting the pedestrian bridge across there. It would really help sell it if we had at it marked "in the future" on the set of drawings. Kelly Hossaini asked if the city was updating their transportation system plan? She said maybe that is something that you might want to add to that if you have a capital improvement plan for transportation projects that could be a project that you could collect SDC's for and then use SDC's to pay for that project. She also thinks maybe it's a great idea to amend the Urban Renewal plan to include that. Commissioner Bill Carpenter stated that it is very possible to add that to the Urban Renewal Projects. He said if it was on the school draft then it would be easier to get it done. Chair Posalski asked if what Commissioner Bill Carpenter was looking for was something on the map that says here is the access point and pedestrian access in the future. Commissioner Bill Carpenter stated yes just a dotted line that says here is where we would like to have the access. He said this would make a great Tsunami evacuation route for the folks at Providence Seaside Hospital to get their people out of there. Commissioner Romine asked if what Commissioner Bill Carpenter was asking for was a pedestrian path through heavily wooded area to the school? Commissioner Bill Carpenter stated that it is not heavily wooded. If you take a look at it on Google Earth there is about 100 foot gully where China Creek comes through and the rest of that is well graded for the original soccer field and that has been

turned into a holding pond. Commissioner Romine stated that he has a concern about people having access to natural spaces that are encouraging walking in the schools private area. Ms. Roley stated that is for safety and allowing people access through the back way to get onto school property. Commissioner Romine stated yes that is his personal opinion. Commissioner Ridout asked if he was talking about connecting Seaside Heights across to the residential area? Commissioner Bill Carpenter stated no he is talking about the property between Providence Hospital and the property owned by the school he is not sure where that property line is but it is somewhere by China Creek. The corner of the parking lot and the corner of the ball field is a fairly short distance and something supportable by a pedestrian bridge. Commissioner Ridout stated that at one time there was a walking path from Sunset Hills down to the Hospital and at that time it could be driven. John Meyer 5th grade teacher. Mr. Meyer stated that he is on those trails all the time. There is currently a graded road from the eastern parking lot by the storage containers at the hospital up to Sunset Hills. There is a trail that drops off that graded road that comes down into a very heavily wooded forest down to China Creek. The trail is active all the time that drops in off of the road that comes down from the elementary school to the soccer field there is the old access road that goes to China Creek. It goes over to an Eagle Scout produced foot bridge and connects up to the trail that would go up to this grading place. He will tell you that the elevation gain and loss is hundreds of feet. It is heavily wooded and to connect Sunset Hills or the Hospital in another way would increase the amount of vandalism that goes on in the forest; it happens every year. There is some amount of homeless people camping out in the woods on that public ground. There are one or two campers every year and it makes the kids nervous because they go out on nature hikes every week. There are probably 1 or 2 hundred kids on the trails every week. It would be, in his opinion, as an educator looking out for kids, there is already a trail that exist there and nobody from the hospital is going to be able to walk on a grade, such as that across the creek, at that point the elevation is roughly 20 feet. In the event of a tsunami, the whole idea for an evacuation route from the hospital to Sunset Hills was to get it up to 120 feet and it was drivable. Allowing the public from Sunset Hills down into China Creek and then onto the new campus, he doesn't see that as a wise move security wise. We need to keep the homeless out and the BMX party kids out. He goes out there all the time and finds beer and whiskey bottles and all kinds of stuff. Kids camp out there in the summer time. It isn't a feasible reality to even pencil it in. To open up school grounds to more public access seem like a risky proposal. Commissioner Bill Carpenter stated he was glad to hear Mr. Meyer's input.

Commissioner Romine stated that if it is decided that there is no alternative for the big trucks to use an alternate route instead of Spruce, is there an evaluation process or some concept of before and after of the road condition on Spruce. Mr. Hess stated that the contractor isn't here to respond to that but they will make sure the road is repaired. They will survey it and compare photos of the before and after. Commissioner Bill Carpenter stated that as far as he could determine Spruce was built in the late 50's as a residential street, Spruce loop was added in the 70's when Seaside Heights Elementary was built. In 2010 Seaside Transportation System plan considered with the consultants and staff designating Spruce Drive as a major collector was justified being it served the elementary school. It's 38 feet wide with sidewalks on one side. They were looking forward to having all the schools up the hill. We are lucky in our part of the country that the weather conditions don't degrade the roads like they do in the east. Spruce was built as a residential street to standards in the 1960's or late 1950's. Landcaster Engineering stated there were going to be reasonably 3000 trips per day and the road is capable of handling 7000 trips per day and if you look at the term trips there is a capacity which is how much the road will handle in terms of traffic and above the point it just bogs down into grid lock. But there is also road length the total number of trips before the road becomes unusable or requires rebuilding. Each time an automobile, light truck or school bus passes over a road a certain amount of damage is taken out. The more trips the more damage the heavier the vehicle the more damage. Typically a tractor trailing weighing 80,000 lbs, which is the limit in Oregon, is expected to do 7800 times more damage than a passenger car. When you look at the information that was passed out by Hoffman Construction it shows 8,000 concrete trucks, 10,000 gravel trucks and all the other trucks coming up that road. That adds up to be roughly 150 million automobile trips. Spruce already has 60 years of life and allowing those heavy trucks will significantly reduce the life of that road. That is what he is really concerned about but he also knows that it is outside the preview for this discussion. He would really like the contractor to use the mainline logging road that is capable of handling that type of traffic. Commissioner Posalski stated that in the construction management plan, it says that they will try to use the mainline; do you have any sort of idea what the chances of that happening are, to reduce the wear and tear on Spruce? Mr. Hess stated that depends on a couple of things, the weather and the sequencing of the work. The contractor would rather not use Spruce if they could avoid it. But during times of inclement weather they've still got to keep working. They have got to use a forest road for normal construction traffic. The people driving those trucks typically don't use those types of roads to get to a sight. Some companies don't feel it's safe for the workers to drive on those types of roads. Mr. Hess thinks that Hoffman would

say during times of bad weather, and there needs to be truck deliveries, then they would us Spruce. Then the other thing would be that they need to stay on schedule and it would obviously take longer going around rather than just going up Spruce. They are going to have to look at their time and see where they are at every stage of construction. Commissioner Bill Carpenter stated that getting those trucks around Avenue S in the summer is going to be tough and time consuming. Commissioner Ridout asked if the timber company has been approached about using their roads and if so do they have a fee for that. Commissioner Bill Carpenter stated that it is only 2 miles further if you measure the distance from Beerman Creek to above where the new buildings will be. He also stated there is another way too. Commissioner Ridout stated that there is another way but it is also a very slow road. Big River will be bidding on this project.

Chair Posalski asked Mr. Cupples if he'd summarize the continuance statement. Mr. Cupples stated that the motion should be to continue this hearing until the April 3rd meeting, here in the council chambers at 7pm, leaving the record open, up to and including that meeting to receive written comments from the school. With the record open, you would still be receiving any other written testimony in that time period, and as staff stated earlier, we'd like to get that testimony 7 days prior to the meeting, if possible. Commissioner Bill Carpenter stated he so moved and Chair Posalski seconded and the motion was carried unanimously.

ORDINANCE ADMINISTRATION: None

COMMENTS FROM THE PUBLIC: None

COMMENTS FROM COMMISSION/STAFF: Mr. Cupples stated that about time he started to put things together for Accessory Dwelling Units, DLCDC prepared a draft ordinance for communities doing accessory dwelling units. He will send that to the planning commission so they you can review it and we can take that discussion up at the next meeting or work session. Commissioner Bill Carpenter asked if it had anything to do with parking? Mr. Cupples stated that they are not touching the parking the way that we are going to work on parking, we are going way beyond that.

ADJOURNMENT: Adjourned at 7:50 pm.

David Posalski, Vice Chairperson

Debbie Kenyon, Admin. Assistant