

CALL TO ORDER The Regular meeting of the Seaside City Council was called to order at 7:00 PM by Mayor Don Larson.

Present: Mayor Don Larson, Council President Stubby Lyons, Councilors Tim Tolan, Don Johnson, Dana Phillips and Tita Montero.

Absent: Councilor Jay Barber

Also Present: Mark Winstanley, City Manager; Dan Van Thiel, City Attorney; Kevin Cupples, Planning Director; Bob Gross, Seaside Police Chief; Dale Kamrath, Seaside Fire Chief; Nancy McCarthy, Daily Astorian; and Rosemary Dellinger, Seaside Signal.

AGENDA Motion to approve the May 23, 2011 agenda; carried unanimously. (Lyons/Montero)

COMMENTS – PUBLIC John Dunzer, 2964 Keepsake Drive, Seaside, stated he did not like the results of the redistricting in Clatsop County. Mr. Dunzer further stated he was very concerned with Council voting on the Transportation System Plan (TSP) because the TSP was a contract between the City of Seaside, Oregon Department of Transportation (ODOT), and the people of Oregon that says if there was a plan approved then the plan would be carried through to adjust the highway. The City had no intention of building the part of Holladay Road to the South because it was too expensive for the amount of traffic Seaside had. The right thing to do was to build a new Highway away from Seaside that the state could take care of. Council wanted so badly to get the TSP approved but the plan would never be implemented and the people of Oregon needed a plan that would be implemented. Mr. Dunzer further stated Seaside was not an All America City but was a City where little white lies were told.

Kevin O'Keane, 2525 Pine Street, Seaside, stated he wanted to remind the City that for the last three years the neighborhood had petitioned the City to improve the streets in the Venice Park area. There were some assurances given that follow-ups would be done and that the neighborhood would hear from the City but there still had not been any updates given to the neighborhood. Mr. O'Keane further stated it had been a couple of months since he had been to a City Council meeting and just wanted to again remind the City that the neighborhood was pretty much unanimous in making the street improvements and the cost associated with the improvements. Once the City notified the neighborhood about the cost then they could give their feedback on whether they wanted to move forward with the improvements.

Mark Winstanley, City Manager, stated when the plan was rolled out by the engineers the design was too extensive and would have been more expensive than what the Venice Park neighborhood was looking for. Mr. Winstanley further stated the City was also in the middle of adopting a Transportation System Plan which outlined what flexibility the City had with neighborhood streets. Mr. Winstanley further stated Neal Wallace, Public Works Director, had gone back to the engineers and asked for a project that would be more realistic and affordable.

Mr. O'Keane stated that information was useful for the neighborhood to know so at least they realized the improvements were still being worked on.

Angela Fairless, 846 10th Avenue, Seaside, stated one year ago she attended a City Council meeting to invite Council and the public to attend an event during the measure 74 campaign that was hosted by her. Josh Marquis, District Attorney and an attorney from Portland came to argue measure 74 which at the time was being voted on to create a State Regulated Medical Marijuana Supply System. Ms. Fairless further stated if anyone attended the event they would have heard the attorney state that we were not voting on whether or not to have dispensaries but were voting on whether or not to regulate them. There was an unregulated gray market that existed and whether measure 74 was passed or not that would continue to explode which it has done that, and now has entered our area with a club that had entered Astoria and talk about one opening in Seaside. Council received a presentation from Stoney Girl who was opening those clubs. Ms. Fairless further stated she was promoting a safe State Regulated Medical Marijuana Supply System and since measure 74 failed there was not a safe Medical Marijuana Supply System and there was an unregulated gray market instead. There was a distinction between medical use and recreational, social, or religious use. What she promoted was Medical Cannabis use which was good for things like Chemo. Ms. Fairless further stated for her this was a human rights issue and was involved for that reason. Ms. Fairless was not a legalization advocate and was not going to be a part of the clubs but was offering herself as a very educated citizen on this particular topic for Council and the community at large.

Merlin Humpal, 2481 Oregon Avenue, Seaside, stated there was a meeting he had missed and was uninformed but was disappointed to hear the City Council had approved a resolution to eliminate plastic bags in grocery stores but was glad to hear that two members of the Council voted against the resolution. Mr. Humpal further stated he did not want to beat the police vehicle levy to death but whoever did the advertising did not do a very good job. The idea of 100,000 miles was a bit fuzzy which would have been a valid point thirty or forty years ago but in today's world cars can go so much further and could be repaired. The equation of the miles being put on police cars because of idling did not make sense. In truth people should have been told how much the cost was for the vehicles. There could have been a cost accounting on every patrol car and a total on how much that car was costing the City. Mr. Humpal further stated he did not know how often the breaks were done on a particular car, when new tires were needed, and when alternator went out in the cars. When cars started costing too much money most of the public were open to getting a new car.

Mayor Larson asked how many miles were on the police vehicle that was towed to the shop.

Bob Gross, Seaside Police Chief, stated that particular car had 27,000 miles.

Dale McDowell, 3760 Sunset Blvd., Seaside, stated since serving on the Budget Committee he learned that the City had one mechanic for all of the City vehicles. That was a lot of vehicles for one person to try and take care of. Mr. McDowell further stated he was disappointed the Police Levy had failed and people may not have even noticed the measure on the ballot because of the placement on the back.

CONFLICT

Mayor Larson asked whether any Councilor wished to declare a conflict of interest.

No one declared a conflict of interest.

CONSENT AGENDA

Motion to approve payment of the bills in the amount of \$172,334.48; and May 9, 2011, minutes; carried unanimously. (Lyons/Montero)

**PROPOSED - SEASIDE
TRANSPORTATION
SYSTEM PLAN**

Mayor Larson stated the were Planning Commission Recommendations to the Transportation System Plan (TSP) and at the City Council meeting on May 9, 2011, Council discussed each of the recommendations. There were various changes that were made by the Council, and staff was asked to bring the changes to the meeting tonight. Mayor Larson asked Kevin Cupples to bring Council up to date on the changes.

Kevin Cupples, Planning Director, stated staff prepared a revised finding document which outlined the items that Council asked to have removed from the proposed findings and also items that Council asked to be replaced with new wording. The following was a list of the revised findings based on the City Council's review. Newly deleted information had a strike through the wording and the newly added information was in bold wording.

5b. Bypass- Amend the bypass text in the TSP (Page 3-29) to include regional nature of such a facility. The text preceding the steps would be revised to read, "A number of steps are required to ~~forward~~ **further** a bypass. Based on the regional implications, the following steps should include the participation of ~~stakeholders throughout Clatsop County~~ **other municipalities, Clatsop County, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration.**"

5e. Constrained Right of Way – Amend the available right of way in the TSP (Page 3-17) project 7 to reflect the available width. The last sentence in the second paragraph would be amended to read, "Available right-of-way through this section appears to be between 62 and 110'.

The initial response to the five lane included a timing component for this project so that it would not be considered until other projects were completed; however, due to the level of concerns expressed over the potential impacts from this project and the fact this project is considered outside the 20 year time frame, the following text should be added to the first paragraph explaining this project is outside the twenty year timeframe. "*Although this project received strong support during the development of the TSP, public concerns expressed over this project's potential impacts to the surrounding uses has removed it from the list of projects in the Very long category. This project may be reclassified as one of the Considerations for the Next TSP Update identified later in this Chapter.*" The reference to this project will also need to be removed from Table 3.25 in TSP (Page 3-50). ~~The consultants have been contacted to determine if there are any adverse impacts associated with this proposed amendment to the plan.~~

6c. Additional Bypass Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). The policy would read, "15. While it is recognized that a bypass of Highway 101 is outside of the Seaside TSP considerations, as a **an interested stakeholder, the City of Seaside will actively participate with Clatsop County's efforts to consider the future development of a bypass highway that would extend from Highway 26 to Highway 30 along with other municipalities, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration.**" This text is supported by the written comments proposed by Commissioner Carpenter.

6i. Recognize Public Input – Provide an additional Appendix that recognizes the amendments made to the draft TSP based on concerns expressed during public testimony and deliberation by the Planning Commission **& City Council**.

7a. Lifeline Routes. In an effort to formally address the added evacuation benefits provided by pedestrian bridges, the following sentence should be added after the first sentence on page 3-44, "These facilities will also provide seismically resistive emergency evacuation routes."

Mr. Cupples stated he had discussed item 7a. with Mark Winstanley and one reason the language was important and went beyond the TSP was if and when in the future there were grant funding potentials, that little bit of language could actually go a long way when grant language was being crafted to say yes this was recognized not just for one benefit but for multiple benefits and could help to seek funding for a particular development or improvement.

Mr. Winstanley stated to have that information in the TSP was important because the ability to go out and get funding would increase.

Mayor Larson asked for Council comments concerning the Transportation System Plan (TSP).

Councilor Montero stated after reviewing the public comments, one particular issue seemed to jump out concerning Emergency Connection Routes. Councilor Montero further stated she understood the TSP was intended to only address transportation issues within the Urban Growth Boundary (UGB); however, she also knew that Council had already clarified their intention to participate in actions outside the UGB that were of significant importance. The City did not control the area outside the UGB but it really affected the City and one example was the flooding South of Seaside. Routes connecting the City to the east would also be very important especially after hearing from people who were concerned about what happened in Japan and the fact that Seaside was close to a subduction zone. Councilor Montero suggested that language be added that would at some level address the emergency route comments made by Ms. Palmeri, Mr. Hartill, Mr Dunzer, and Mr. Earl. Councilor Montero further stated she would like Council to follow up on the idea that establishing connections to the existing logging roads could provide alternative access in case of an emergency. Council could add the following paragraph at the bottom of page 3-29 under the heading "Other Considerations Outside the TSP Process". Emergency Connection to Forest Access Roads – Seaside's close proximity to the Cascadia Subduction Zone makes it susceptible to major earthquakes and tsunami inundation. The occurrence of such an event would cause significant damage to conventional transportation facilities and could force the City to utilize alternative high ground routes out of town. Based on this recognition, Seaside needed to work with the surrounding forest land owners to plan emergency access routes that will connect to the existing network of forest access roads. It is recognized the emergency accesses would be outside the City's Urban Growth Boundary and access would need to be limited in order to avoid adverse impacts to the surrounding forest lands. This acknowledges that a number of routes would advance the City's ability to evacuate during an emergency and these same routes would improve fire apparatus along the urban forest fringe. Councilor Montero further stated basically this was something where the City was seeking the cooperation of those outside of the UGB and looking to partner for the best interest of our citizens.

Councilor Johnson stated it was amazing because Councilor Montero suggested the same issues he had wrote down as notes. There would be all of these people at the collection points during an evacuation and what would be done with all of these people. There was a nice landing spot at the old Crown Zellerbach area where a helicopter could land and there needed to be an Avenue from Seaside to those areas. Once people get to those areas they can go to Astoria, Portland, or wherever.

Mayor Larson stated with permission from the land owner.

Councilor Phillips stated the TSP was a guideline where an advisory committee would be formed to specifically look at certain issues. Would all of this put to much verbiage and to many restrictions into the TSP.

Councilor Montero stated she was not looking at it as a restriction but was actually looking at opening it up. Invite more people in because in this community and county everyone depended on each other and this would acknowledge that there was another possible partner out there.

Mayor Larson stated the people had talked about that at the meeting and were very concerned about finding a safe area to go.

Councilor Tolan stated he this would be a nice addition.

Council President Lyons stated there had been emergency exits discussed and alternative exits discussed. Everyone wanted to bail out of town when the big one hit and it would be a mad mad rush which would cause some real problems. Council President Lyons stated he had the perfect spot which was an area approximately 232 feet elevation. Council President Lyons neighbor was Guy Williams and right between Council President Lyons and Mr. Williams property was a 20x20 foot shed and right behind that there was an area that needed to be cleared out. The City could talk to the person who owned the property and if the property could be cleared off and a road added it would be a big wide open area where a pole barn or other things could be put up. Councilor Lyons would like to see someone come up and walk through that area with him.

Mayor Larson stated the information could be added to the TSP so that the City could try and get access in the area to the East.

Mr. Winstanley stated there was language in the TSP that generally talked about how the City would cooperate concerning development of a bypass in the future. The area was outside the UGB and outside of the City but Council talked about how they would cooperate to possibly move forward in the future. Council also talked about cooperation concerning flooding south of town which was not in the City but most was in the UGB. Mr. Winstanley further stated Councilor Montero's suggestion to add wording about cooperating with private land owners and in addition to the County and any other agencies in that area. Mr. Winstanley further stated it was very appropriate to add the suggestion in the TSP and would certainly allow Council to better define the importance in the Community with something like that.

Council agreed there was a consensus.

Mr. Winstanley asked Councilor Montero to provide the information to staff so the suggestion could be added to the TSP.

Councilor Tolan stated he thought the TSP was a wonderful document and would not please everyone. With all the effort and energy that was put into the document it turned out to be a nice document to work with. Councilor Tolan further stated one thing that came up in the Council's hearing had to do with the triggering method and in appendix G section 3.40, Highway Overlay Zones – A business for example might want to expand or redevelop their business and according to the ITE table in the TSP if there was a certain amount of footage it would automatically trigger a review. That was another way of bureaucracy getting into the business because the business would then need to wait for a review and the process could be delayed. The review was basically concerned with how much more traffic the improvements would cause on or off the highway. For example if someone were to expand their business and add a storage unit which had nothing to do with customers. The ITE table would say there needed to be a review to analyze the plan and see if that fit. Councilor Tolan further stated he would like to recommend the Planning Director needed to have a little more discretion in that situation. The City was not necessarily setting a precedent because that discretion was already in the Zoning Ordinance and this could be accomplished fairly easy by just adding a sentence under the definition for a significant number of additional trips. The significant number of additional trips reads currently that the definition was the “generation of more than five peak hour trips or thirty average daily trips”. If a person wanted to add 150 square feet to their building for storage or a restroom would that really add five peak hours or thirty trips. The table now reads that it would trigger a review and in those situations it should not trigger a review. Councilor Tolan further stated this could be fixed by adding a sentence which says “Trip volumes are to be based upon the most recent edition of ITE's Trip Generation, inclusive of all pass by trips unless the Planning Director finds that a significant number of trips are unlikely to be generated based on a detailed review of the site's building area utilization”. If the Planning Director looked at an application for a permit and realized that there would not be a significant increase then the permit would be issued and the project would move forward rather than set the review up and months later decide that everything was ok which was a waste of time.

Mayor Larson stated he liked the layer that had been eliminated.

Councilor Phillips stated business owners would appreciate the change.

Council agreed there was a consensus.

Mr. Cupples stated he loved having more discretion.

Mr. Winstanley stated the recommendation moved the City away from the black and white rule which was good.

Councilor Phillips stated she was thrilled that there was verbiage put into the TSP that would allow the City to go after grants in the future.

Councilor Montero stated she had a question about all the concern with turning Wahanna Road into a road that had more traffic volume and the concerns with the amount of truck traffic on Wahanna now. What can be done to discourage that because the TSP looked like the City would be encouraging more traffic on Wahanna.

Mr. Winstanley stated one of the reasons there was currently truck traffic using Wahanna Road was because the trucks did not have the ability to access the highway because of the lack of improvements to the highway. Truck traffic would go to the quickest and best route available. Truck traffic coming west on Lewis and Clark could not access the highway south bound so they used Wahanna Road. Part of the TSP was to do redevelopment of the 24th Avenue area and for many that intersection was a key area where improvements needed to be made. If there was adequate access onto the highway the trucks would go out to the highway in that area and would not drive down to Wahanna Road to the 12th Avenue stop light. The transportation plan does address trucks on Wahanna Road.

Mayor Larson stated the plans with Wahanna Road were just super.

Councilor Montero stated when thinking about business owners on Highway 101 like the Bell Buoy who do not have curbs or sidewalks. What would trigger curbs going in at that area of the highway which would then reduce the parking area and then the businesses would not have enough parking to meet the ordinances.

Mr. Cupples stated there was a trigger if a business was expanded and the City and Oregon Department of Transportation (ODOT) would look at this. The idea that your entire property frontage needed to be a curb cut was really creating a dangerous situation. There would not be parking spaces removed but where the access area to get in and out of the property would be controlled. For some people that was really scary but every day when driving out from Avenue 'U' to access the highway with a car parked ten feet away in the gas station getting ready to pull out maybe left or maybe right was a dangerous situation. Most of the highway was like that in the area and the side streets should be used to get out onto the highway instead of the access areas. The City and ODOT did not want to cut off the life blood to the business but also did not want blood spilled on the highway either because of there not being any control.

Councilor Montero stated she could still see why business owners would have concerns for the future.

Mr. Winstanley stated the idea that if you didn't adopt a TSP the City and ODOT would just allow businesses to develop however they wanted was not correct.

When the City was looking at redevelopment there might be a number of concerns that needed to be addressed. The only thing the TSP would do was put things in writing so businesses would know those things before doing redevelopment. The TSP would provide a better definition of the things that would need to be done.

Mayor Larson stated if Council did not have any other questions then he would ask staff to make the recommended changes to the TSP to add to the June 13, 2011, agenda and to also take action on the two ordinances.

Council agreed and asked for replacement pages to the current TSP copy.

**VACANCY –
BUDGET COMMITTEE**

Mayor Larson stated there was one vacancy on the Budget Committee with no applications received. Mayor Larson asked the press to advertise the vacancy.

**VACANCY –
COMMUNITY CENTER &
SENIOR COMMISSION**

Mayor Larson stated there was one vacancy on the Community Center and Senior Commission with no applications received. Mayor Larson asked the press to advertise the vacancy.

**REQUEST – VOLUNTARY
TOBACCO FREE PARKS
INITIATIVE**

Jill Quackenbush, Prevention Supervisor, stated the Clatsop County Tobacco-Free Coalition requested the City of Seaside participate in a county-wide Voluntary Tobacco-Free Parks Initiative. The purpose of the initiative was to post signs encouraging park users to voluntarily refrain from using tobacco products while on park grounds. Ms. Quackenbush further stated tobacco-free public park areas ensured that all citizens had a healthy recreational environment. Compliance with the proposed initiative was entirely voluntary. The goal was for municipal and county parks, countywide to post signage for tobacco free parks. To date Clatsop County, Astoria, and Gearhart were on board. Cannon Beach and Warrenton had shown interest in participating. Ms. Quackenbush further stated the Tobacco Prevention and Education Program of Clatsop County Public Health would fund the signs. A countywide “Happy, Healthy Parks” art contest for kids would provide the artwork for the signs to be posted in the parks. The focus for the program was about promoting a healthy environment for all as opposed to a negative “no smoking” message. There were pictures of the signs presented in the Council packet as an example. Ms. Quackenbush further stated the citizens of Seaside support a Voluntary Tobacco-Free Park Initiative and local supporters included Seaside Kiwanis, Seaside Parks Advisory Committee, Sunset Empire Park and Recreation District, The Cleanup Set (Adopt Seltzer Park), and the Commission on Children and Families. Ms. Quackenbush further stated in Astoria they were doing signage at Tapiola Park, Fred Flintstone Park and the Column Park. Gearhart was looking at their trail system and while the main purpose was to get the tobacco use away from the playgrounds there were many other park areas to consider. Ms. Quackenbush further stated the request was that at a minimum Broadway Park Playgrounds, Cartwright Park Playgrounds, and Goodman Park Playgrounds be included in this effort.

Councilor Tolan asked if the Tobacco Free Coalition artwork would be on the signs.

Ms. Quackenbush stated the children’s artwork from the contest would be on the signs.

Councilor Tolan stated he had a problem with that because the City of Seaside had a Sign Ordinance and restrictions and hoped the children were not assuming that their signs could be used.

Ms. Quackenbush stated that was part of the contest and she had spoken with Neal Wallace, Public Works Director, about the signs as well.

Councilor Montero asked how the signs would be produced and who was purchasing the signs.

Ms. Quackenbush stated the Tobacco Prevention and Education Program through Clatsop County Public Health would purchase the signs.

Councilor Montero stated the Tobacco Coalition signs would be used instead of Seaside coming up with their own signs.

Ms. Quackenbush stated that was correct and any signage done would be partnered with the City of Seaside to make sure they would fit the needs of the City.

Councilor Montero asked once the signs were put up who would maintain and take care of the signs.

Ms. Quackenbush stated she did not know if there were issues with signs needing to be maintained but the coalition would not be in the position to maintain the signs.

Mayor Larson stated if one of the signs came down it would not be replaced.

Ms. Quackenbush stated not necessarily because the coalition seemed to be really invested as a County wide initiative and would work with Seaside to try and get the signs replaced.

Mayor Larson stated the Tobacco Free Coalition had asked Council to take action on the initiative to approve adding Tobacco Free Signs to Seaside Park playground areas.

Councilor Phillips stated she was not a smoker and had never been a smoker but was a believer in freedom of choice. Councilor Phillips further stated she understood and supported non-smoking in restaurants and businesses because of the closed environment but really had a problem telling people they could not smoke in open areas.

Councilor Tolan stated his major concern with the proposed signs was that they would say Tobacco Free Zone which more or less said no one could smoke. There could be arguments started because of the signs. People go to sporting events and may want to have a cigarette. Councilor Tolan further stated he agreed with Councilor Phillips and smoking in outdoor areas.

Councilor Johnson stated this was not only smoking but non-smoking tobacco as well.

Council President Lyons stated he would worry about the signs because there was a pretty good possibility the signs would be ripped down or taken and there was not a process to replace the signs at this time. Council President Lyons further stated Council was asked to pass a resolution about no smoking a few years ago at the skate park and football field and the resolution failed.

Councilor Montero stated there would always be people who asked other people not to smoke in their presence. There was a lot more done with a carrot than a stick and this felt like a stick to her. Councilor Montero further stated she preferred to see more of an encouragement and if there were signs put in the parks to not smoke then a place should be provided for people who wanted to smoke. People were then given an alternative and that would be a better perspective.

Councilor Tolan stated he was not thrilled with the signs and asked what if Council gave the signs a trial period of one year in Cartwright Park and Goodman Park and stayed away from Broadway Park right to see how things went.

Councilor Phillips stated this was more of a precedent right now and was one step away from what was discussed a few years back which was not smoking in the parks.

Mayor Larson asked for a motion for approval. There were no motions made and the initiative was dead.

Mr. Winstanley stated if there were concerns about the wording on the signs then staff could certainly work on the issue with Ms. Quackenbush to see if there could be clearer language provided on the signs.

Mayor Larson asked if Council was interested in staff working with Ms. Quackenbush.

Council President Lyons stated he would be interested in that.

Councilor Montero stated she would be interested if there was a designated smoking area for people to go to.

Council President Lyons stated at the American Legion they had an outdoor area where people smoked and that worked very well.

Councilor Phillips stated that was because they were not allowed to smoke inside.

Mayor Larson asked if Council wanted to pursue the issue further.

Council President Lyons stated he was interested.

Councilor Montero stated she would like to see something put together.

Mayor Larson stated he was interested.

Councilor Johnson stated he was interested.

Councilor Tolan stated he was interested.

Mayor Larson stated Ms. Quackenbush could discuss the issue with staff to see what they could come up with.

ORDINANCE #2011-06

AN ORDINANCE OF THE CITY OF SEASIDE, AMENDING CHAPTER 31, BOARDS COMMISSIONS, AND COMMITTEES, BY ADDING A NEW SECTION 31.06, REGARDING THE ESTABLISHMENT OF A TRANSPORTATION ADVISORY COMMISSION

Mayor Larson stated the ordinance would establish a forum for public input into future transportation improvements in the City of Seaside. The Transportation Advisory Commission would be an advisory board to make recommendations to the City Council on matters concerning transportation and proposed transportation projects.

Mayor Larson asked for public comments.

Mr. Humpal asked what the access to the committee would be.

Mayor Larson stated the Commission would consist of seven members who would be appointed by the City Council. A minimum of five members shall reside within the city limits; a maximum of two members may live outside the city limits in order to represent concerns of neighboring properties and jurisdictions.

Councilor Montero stated the meetings would be open to the public.

Mr. Humpal asked if the Transportation Advisory Commission would meet regularly.

Mayor Larson stated the Commission would meet once a month.

Mr. Winstanley stated it might be helpful to read what the duties of the Commission would be. The duties of the Commission: Assist the City Council in recognizing community priorities by advising on transportation policies and goals; Increase communication between the City, the public, the Oregon Department of Transportation (ODOT), the County, and all interested parties; Reduce misunderstandings concerning transportation planning, design, and construction; Review current transportation related ordinances and recommend amendments; Review proposed transportation projects planned of the City of Seaside and make recommendations; Review the City of Seaside Transportation Systems Plan every five years and report to the City Council; Complete other projects, as they relate to transportation, as directed by the City Council. Mr. Winstanley further stated the duties were pretty broad assignments but all revolving around transportation.

Mayor Larson stated Council was hoping to start with the first meeting in September, 2011.

There were no other comments and Mayor Larson closed the public comments.

Mayor Larson asked for Council comments.

Council President Lyons stated this committee would be very busy even though they would only meet once a month. There were many people in the Community that were already on other committees and it certainly would be nice to have people serve on the committee that would have the time.

Councilor Tolan stated he did not see any place in the ordinance that the Transportation Advisory Commission would advise the Planning Commission. It seemed like most of the decisions would be going to the Planning Commission to take their advise or not and then made recommendations that would be reported to the Council.

Mr. Winstanley stated as an example the North Holladay Project was a huge project. One of the concerns that had been expressed to the Council and members of staff was that there really was not an avenue where the public felt like they could provide input on the project even though there were meetings that were scheduled. The North Holladay Project would have been the kind of project that would go before the Transportation Advisory Commission before it became a City project. That would give a forum for the public to enter into major projects that the City was currently considering working on.

Councilor Tolan asked if the Transportation Advisory Commission would meet and discuss the project before they were approved for funding.

Mr. Winstanley stated the Transportation Advisory Commission would review the project prior to the Improvement Commission or City Council taking action on the project. There could be recommendations made to staff, Improvement Commission, and City Council.

Councilor Montero stated possibly one of the five members could also be a member of the Planning Commission. In light of what Council President Lyons stated about this being a busy group, rather than saying it had to be somebody from the Planning Commission then maybe there could be some sort of recommendation that there be some connection through the membership on the Commission to the Planning Commission and to the Improvement Commission. Councilor Montero further stated she did not think the Planning Commission was responsible for road projects.

Mr. Cupples stated for the most part the Planning Commission did not get involved a lot with the public improvement projects because that was more of a Public Works function. The Planning Department was involved with access issues. This would give the equivalent of a Planning Commission but was a Transportation Commission because public improvements were the focus. Rather than development on private property it would be development on public property and that would give Council the body that was needed. There could be a Planning Commissioner on the Transportation Advisory Commission as a representative if one of them were interested.

Councilor Montero stated she would want to encourage that communication because there were several different Committees and Commissions where their work overlapped to some extent.

Mayor Larson stated Council could make changes to the ordinance.

Councilor Montero stated under the duties of the Commission where it states "Review the City of Seaside Transportation System Plan every five years and report to the City Council." It did not take every six months to review a TSP and there should be credit given when parts of the TSP was completed.

Councilor Montero further stated she would like to see the following wording “review completed projects” or “update with completed projects” or “for a minimum of every five years or more frequently as needed to update to reflect completed projects.”

Councilor Tolan stated he was going to vote against the ordinance because there was already a structure between the Improvement Commission, Planning Commission, and City Council to handle this. The ordinance was another layer of bureaucracy and Council had a tough time filling other commissions. Councilor Tolan further stated he did not think the ordinance was necessary.

Mayor Larson stated there were many people who talked about and were anxious to have a Transportation Advisory Commission.

Council President Lyons stated he just wondered about a Transportation Advisory Commission and would think the first place they would go with recommendations was to the Planning Commission. The Planning Commission could then review the recommendations and work between the two groups and then come to the Council with the final recommendations.

Councilor Johnson asked who would be the staff liaison.

Mr. Winstanley stated there had not been one designated at this point.

Councilor Johnson asked if there would be a staff liaison designated.

Mr. Winstanley stated there would be a principle staff liaison to the Commission but that was not to say that at different times there would not be other staff members made available to the Commission.

Mayor Larson stated if there were qualms about approving the ordinance tonight then Council could wait. Mayor Larson asked for a motion.

Motion to table Ordinance 2011-06 until the June 13, 2011, City Council meeting; carried with Larson opposed. (Lyons/Phillips)

COMMENTS – COUNCIL

Councilor Tolan stated he was sorry to have missed Councilor Montero’s Daddy Train presentation. The sculpture by the Community Gardens looked wonderful.

Councilor Montero stated the designer, Allison was from Wapato, Washington, and her grandfather had ties to Seaside and Gearhart. Seaside was very pleased to have their legacy at the park. Councilor Montero further stated she had concerns with skateboarders riding in the dark with no helmets in the streets between the cars. Several times she had pulled out into the street and almost hit a skateboarder.

Councilor Johnson stated he had a small issue with the school crosswalk on Roosevelt. There seemed to be more students who walked out into the crosswalk without stopping to acknowledge if cars were coming and sometimes he had to slam on his brakes to keep from hitting them.

Councilor Montero asked if there was anyway the City could get ODOT to put a yellow flashing light at the crosswalk.

Mayor Larson asked Bob Gross, Seaside Police Chief about how that would work with the crosswalk on Roosevelt.

Chief Gross stated he would need to check with the City of Astoria to see who purchased the flashing lights that they had.

Council President Lyons stated the first Pig Bowl Football Game would be in Salem on June 11, 2011. The second game would be June 25, 2011, somewhere in Clatsop County but would not be on the Seaside field since they would be tearing up the football field at Broadway. Council President Lyons further stated there was a car wash on May 21, 2011, at the Chamber parking lot which went very well.

Mayor Larson stated there would be a Council workshop on Monday, June 20, 2011, 6:30 pm, to discuss Council goals and visioning. Mayor Larson further stated there would be a Memorial Day Celebration at the American Legion on Monday, May 30, 2011, at 11:00 am.

COMMENTS – STAFF

Chief Gross stated Seaside had a very successful Child Safety Fair and a Law Enforcement Memorial Ceremony.

Gini Dideum, 1941 Beach Drive, Seaside, stated the Chamber of Commerce was sponsoring the Second Annual Beach Soccer Event in June.

Mr. Winstanley asked that the people of Joplin, Missouri be remembered because that was a truly horrific event they had to go through.

ADJOURNMENT

The regular meeting adjourned at 8:26 PM.