

CANBY PLANNING COMMISSION
Special Meeting
June 26, 1991

APPROVED

7:30 p.m.

I. ROLL CALL

Present: Chairman Schrader, Vice-Chair Mihata, Commissioners Westcott, Wiegand, Fenske, Maher and Zieg.

Staff Present: Robert Hoffman, Planning Director; John Kelley, City Attorney, and Joyce Faltus, Secretary.

Others Present: Milt Dennison, Carol Beddow, Heinz Rudolf, Randi Gunter, Marge Glennon, Sharyn Park, Guy Gibson

II. MINUTES

None

III. BUSINESS FROM THE AUDIENCE

None

IV. COMMUNICATIONS

None

V. UNFINISHED BUSINESS

None

VI. FINDINGS

None

VII. PUBLIC HEARINGS

CUP 91-01, a request by the Canby Elementary School District No. 86 for approval to construct a new elementary school, soccer field, softball fields, and other play areas, on a 15 acre site. The site is located north of Territorial Road and east of the Molalla Forest Road (Tax Lot 600 of Tax Map 3-1E-27). **Deliberations continued from June 17, 1991.**

DR 91-02, a request by the Canby Elementary School District No. 86 for approval to construct a 61,000 square foot elementary school for students in grades K-4 (ultimately, K-5), to include 20 classrooms in a two-story configuration. The remainder is housed in a single story building. The site is located north of Territorial Road and east of the Molalla Forest Road (Tax Lot 600 of Tax Map 3-1E-27). **Deliberations continued from June 17, 1991.**

Chairman Schrader asked if any Commissioner had ex-parte contact or conflict of interest since the last meeting. Commissioner Zieg stated he has listened to the tapes, having been absent for the June 17, 1991 meeting. Chairman Schrader stated he listened to the remainder of the tapes, having left early on an emergency. Mr. Kelley stated that this issue appeared in the Canby Herald's Letters to the Editor column. He suggested that if any Commissioner read it, it should be declared as ex-parte contact. Commissioners Mihata, Fenske and Westcott said they had read it.

Deliberations

The hearing was continued from June 17, 1991 for written testimony only. No testimony has been received from Mr. Haas, who requested the seven day continuance. A letter was received by a Mr. and Mrs. Hawley on June 19, 1991. After reviewing the statute with Mr. Kelley, it was decided to enter this letter into the record. The letter deals with the desirability of the site for a school, due to the odor problem from the treatment plant.

Issues discussed:

1. With regard to the odor issue, the Commission reviewed the information Rusty reviewed at the June 17, 1991 hearing. The Commission agreed
 - a. the odor problem was not limited to this parcel, but to the surrounding area.
 - b. the school is not tied to the capacity issue.

- c. the odor is not a capacity issue, but a housekeeping issue.

Mr. Hoffman explained that the City now owns, and is utilizing, new equipment which will solve the problem. It can be utilized year-round. Previously, sludge had to be retained in wet weather because the City did not have the proper equipment. The new tractor and sludge gun will solve this problem.

2. The Commission discussed the safety issue with respect to the logging trucks. With regard to proposed Condition #5, Mr. Hoffman explained that the area will be signed with School Zone signage, legally limiting speed. In addition, the logging trucks currently have a cutoff around the intersection of the Logging Road and Territorial Road, which is not owned by James River. As the City owns the cutoff area, it is still a negotiable item with James River. Clearly, as no one wants to prevent the trucks from utilizing the cutoff, it must be designed safely to meet both the needs of the trucks and school buses. The traffic engineer's report proposed a 60 foot radius to be sure the trucks will be traveling at a safe speed, in order to merge with bus traffic. Additionally, since there is only 6 buses a day in question, scheduling can be reviewed.
3. The Commission discussed the possibility of requesting to the Police Chief, that this area be given special attention with regard to speed control during the school year. Mr. Hoffman reviewed proposed conditions #13 and 14, which make various recommendations. He agreed this possibility could be added to condition #14.
4. The Commission discussed the posting of speed control signage on the Logging Road and on Territorial Road. It was agreed that signage to control circulation at the entrance and exit of the site shall be provided by the developer, as required by the Public Works Director.
5. The Commission discussed the 4 alternative access schemes. Chairman Schrader explained that Rusty Klem still had not received the letter from James River with regard to City ownership of the Logging Road. After much discussion, the Commissioner agreed #1 was the best scheme, especially if the City gets ownership rights to the Logging Road from James River. It was agreed if that does not occur, #4 would be the best alternative and, should the Logging Road become available sometime in the future, steps would be taken to convert to scheme #1 within two years. Heinz Rudolf discussed both schemes (1 and 4), and explained that if #4 was used, steps would have to be

taken to alter the grading. After discussion of the two alternatives, the grade changes that would be necessitated by using scheme #4, and the fact that the Logging Road would probably become available for City ownership although that might not occur before the school was built, Mr. Rudolf stated that it would probably be best to adjust the grades in either event, to allow for the eventual ownership of the Logging Road.

6. With reference to the busing the children who might have to use Territorial as a part of their walking route to school, the applicant stated that the Board agreed that all children whose normal route would include walking along Territorial, could be provided with bus service until such time as sidewalks along Territorial Road are available.
7. The Commission agreed the abandoned sewer line would not have to be removed in its entirety, but that the school district could choose to expose it, crush it and backfill. Mr. Rudolf suggested both alternatives be conditioned.
8. Mr. Dennison agreed that after his meeting with the arborist to discuss the condition of the trees and ways to save as many as possible, that the school district would submit a final landscape plan prior to construction, for review and approval by the City Planner, for consistency with the conditions of approval.

Commissioner Mihata moved for approval of CUP 91-01/DR 91-02, including both oral and written findings to include the conditions that follow, based on the findings and conclusions incorporated in the May 31, 1991 staff report and on Commission deliberations at the meetings of June 17, 1991 and June 26, 1991, including the conditions as presented, and amended, as follows:

1. The conditions of approval of the minor land partition (MLP 91-04) must be met prior to occupancy of the school.
2. The applicant shall provide a waiver of remonstrance for any traffic improvement needed for N.W. Territorial Road. The building permit for the school shall be approved only after the developer has provided written agreement to participate in funding its proportional share of the needed

improvements or has provided an actual cash contribution accepted by City Council as a "Fair Share" contribution toward improvements at Territorial Road and 99E.

3. The applicant shall participate in a preconstruction meeting with City staff, CUB, the fire district, etc., prior to construction of the second phase of development.
4. The applicant shall dedicate additional right-of-way along Territorial Road to meet both Canby and County standards. Such dedication shall include space for a minimum of 5-foot sidewalks, and a 6-foot bikeway. Right-of-way shall be a minimum of 80 feet in width; 10 feet shall be dedicated from the school property, and half-street improvements shall be provided by the developer and shall include pavement, curbs, sidewalks, bikeways and urban-type street lighting, and shall meet Canby Construction Standards. Right-of-way designs and construction designs shall be approved by the Director of Public Works. Street pavement width between curbs shall be a minimum of 44 feet for the ultimate street (or 22 feet from the centerline).
5. If the logging road is to be a main access road for school buses, the developer shall pave the logging road for a full width to at least the point of major access, prior to issuance of occupancy permits. The design of the intersection of the logging road and Territorial shall not provide for fast truck or bus traffic. A 30-foot vision clearance area triangle shall be maintained at this intersection. The design of the road and intersection shall be reviewed and approved by the Director of Public Works.
6. The final tree cutting plan and the final landscape plan shall be reviewed and approved by the City Planner for consistency with the conditions of approval for this application.
7. The northern boundary and majority of the eastern and western site boundary shall be fenced to provide increased safety for children and to discourage parking along the Logging Road.
8. The normal operating hours for the school and playfield shall be between 6:00 a.m. and 11:00 p.m. Lighting of playfields after 10:00 p.m. will be limited to security lighting only.

9. The abandoned sewer line shall be removed from the site in its entirety, or the pipe shall be exposed, crushed and back-filled.
10. All children in attendance at the school, whose normal route would include walking along Territorial Road, shall be provided with bus service until such time as sidewalks along Territorial Road are available.
11. Signage to control circulation at the entrance and exit of the site shall be provided as required by the Public Works Director.
12. The two alternative access schemes, #1 and #4, are approved as presented on the large board and discussed at the public hearing on June 17, 1991 and June 26, 1991, and subsequently provided for the file in reduced format, dated as received by the City on June 19, 1991. Provided the Logging Road becomes available, Scheme #1 is the selected alternative. If the Logging Road does not become available, then Scheme #4 is approved. If, in the future, the Logging Road then becomes available, steps should be taken to convert to Scheme #1 within two years.
13. A recommendation is to be transmitted by the City Planner, to City Council, that sidewalks be provided along Territorial.
14. A recommendation is to be transmitted by the City Planner, to the Safety Committee, that NO PARKING signs and controlled speed signage be provided along Territorial Road and the Logging Road near the school grounds, and to request to the Police Chief that this area be given special attention with regard to speed control.

Commissioner Zieg seconded the motion and it carried unanimously.

CUP 91-02, a request by the Canby Elementary School District No. 86 for approval of the following additions to Eccles Elementary School: a new covered play area at the north end of the existing gymnasium and a new music room with a connecting corridor to be located under the west end of the existing covered play area; and remodeling of the existing gymnasium and corridors, and paving of parking area at south end of school. The school is located at 562 NW 5th Avenue (Tax Lot 1100 of Tax Map 3-1E-32D).

Chairman Schrader asked if any Commissioner had ex-parte contact or conflict of interest. Commissioners Fenske and Maher stated that they visited the site. Commissioner Fenske said his child is a student at the Eccles School.

Mr. Hoffman presented the staff report. He read a memo from Kent Wong to Mr. Dennison, dated May 13, 1991, into the record. The memo summarizes the proposal for the addition and remodeling of the Eccles School. The most visible change is to the current parking area on the south side of the building, which will be paved, and a bus access area will be constructed in order to get buses off the street into a safer area. Although the parking area will be paved, the number of parking spaces will remain the same.

Applicant

Milt Dennison said he concurs with the staff report and would be happy to answer any questions.

With no further testimony, the public portion of the hearing was closed for Commission deliberation.

Issues discussed:

- a. The present non-paved parking area and the proposed paved parking area, which will make improvements in terms of dust and mud. The same number of parking spaces will be retained. The new bus drop-off area will circulate through one corner of the site. The entrance and exits will not cause serious disruption to the traffic patterns in the area. They are located as far from the intersection as is reasonable, given the location of the building. The existing stand of trees will be respected.
- b. The Commission discussed the remodeling of the existing gymnasium, which includes a new wood floor, new interior lighting and new acoustical treatment, and replacing heating elements in the existing corridors.
- c. The Commission discussed the fact that the additions do not change the site use and characteristics as most of the remodeling projects are interior, and do not affect the site or use in any fashion.
- d. The Commission discussed the approval criteria and agreed the requested remodeling and addition complies with the criteria for a Conditional Use, since they are consistent with the Comprehensive Plan, and are suitable for the site.

- e. The Commission discussed the fact that needed public facilities and services are present.
- f. The Commission agreed the character of the surrounding areas are not negatively impacted.

Commissioner Fenske moved for approval of CUP 91-02 (Eccles Remodel) based on the findings and conclusions in the May 31, 1991 staff report and on Commission deliberations as presented at this hearing, and for oral and written approval of the Findings for CUP 91-02. Commissioner Westcott seconded the motion and it carried 7-0.


VIII. DIRECTOR'S REPORT

None

IX. ADJOURNMENT

The meeting was adjourned at 10:00 p.m.

Respectfully submitted,


Joyce A. Faltus