

# New playground bids bust city's estimate

By R.J. MARX  
Seaside Signal

Costs for a playground in downtown Gearhart came in a bit higher than the city anticipated.

"Three options came in and were almost double our price-point," City Administrator Chad Sweet said at City Council meeting earlier this month.

The proposals, delivered by Buell Recreation for a playground structure at Centennial Gardens/Trail's End Park along Pacific Way, ranged from \$62,000 to \$85,000, including installation.

Option A, the least expensive of options received, comes with a \$36,000 play structure and a user capacity of 62. With installation, it reaches a cost of \$62,000.

Option B, which can accommodate 96 users on a 48-foot-by-70-foot playground, is estimated at about \$85,000, including installation.

The third option, with a

smaller footprint and 73-person capacity, is estimated at \$75,000.

When the former Gearhart Elementary School was shut down, the playground equipment was transferred to the new Pacific Ridge Elementary School.

Ten-year-old Berkley Sturgell launched a Quarter Mile Challenge to raise funds for the city's Play Equipment Fund. The goal was to collect enough quarters to stretch the length of one-quarter mile. According to Sturgell's estimate, that was about 17,160 quarters, or roughly \$4,290.

Sturgell's efforts brought three times that, more than \$12,000. With outside donations large and small, a total of \$31,000 has been raised so far.

"Staff requested revised quotes from Buell to better suit our budget," Sweet said.

Additionally, city staff has had talks with another vendor, but no numbers yet.

Upon ordering, equipment delivery is expected in about eight weeks.



Basic plan for proposed Centennial Gardens/Trail's End Park playground.



BCI Burke Co. LLC

# Firehouse: Construction costs volatile

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## Costs, considerations

A geotechnical report delivered in July from Foundation Engineering Inc. said that while there are hazards building on the Oregon Coast, these hazards do not necessarily preclude building at the proposed site. The property, owned by Cottages at Gearhart LLC, is considered able to survive an extra-large tsunami, as measured by the state's Department of Geology and Mineral Industries.

"Risks from these hazards will need to be accepted for the construction of the proposed facilities," the engineering company wrote.

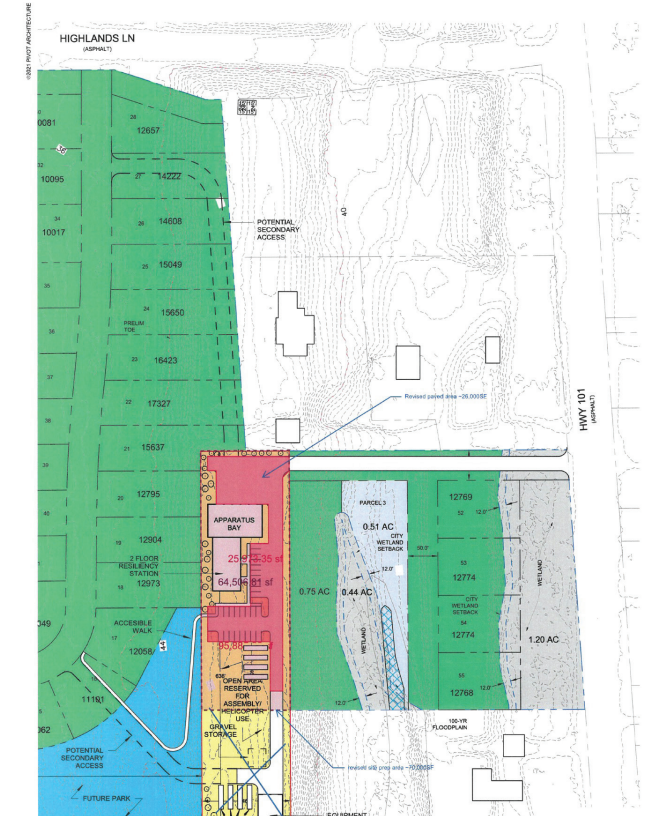
They recommended additional drilling, engineering analysis and seismic hazards study.

While construction costs are estimated at \$10.2 million, the city is seeking voter authorization based on the building cost and a contingency of approximately 20%, City Attorney Peter Watts said at the special City Council meeting earlier this month to approve authorization of the bond measure.

"Like everything else, construction costs have been pretty volatile," Watts said. "We want to make sure that we're covered."

The project budget worksheet from PIVOT Architecture presents a design fee of \$1.5 million. Building and site construction is estimated at \$6.4 million, which includes the 13,200-square-foot fire station, access roads, sidewalks, sewer system and other elements. The project has a \$1.3 million estimated contingency.

"This isn't going to be a Taj Mahal at all," City Administrator Chad Sweet



PIVOT Architecture

Conceptual site plan for a firehouse and police station on land north of Gearhart.

said. "It's going to be a basic fire station with the basic needs of the fire department, nothing fancy inside of it."

The city intends to use a portion of the property for a city park.

A southwest vehicle access road could add an additional \$500,000 to the project.

## Boundary change

The city is working with planners to bring the 30-acre Cottages at Gearhart subdivision off Highlands Lane into the city's urban growth boundary.

To that end, conversations with the state's Department of Land Conservation and Development have been "very positive," Watts said.

"It's our intent for the city

to get the property whether the bond passes or not," Watts said. "That way we would have a place to put a fire station if funding became available in the future."

If the city is unable to bring the property into the urban growth boundary within a year, the purchase agreement would terminate unless both parties agree to an extension.

The developers, Cottages at Gearhart LLC, must also receive city approval for a subdivision containing four units per acre, twice as many as an outright use permitted by the county.

Any city voter who believes the ballot title is insufficient or unfair may file a petition for judicial review with Clatsop County by Aug. 30.



R.J. Marx

Jeff Gage's RV-12 was built by a group of teenagers — with expert adult supervision — as part of TeenFlight, a STEM program at Airway Science For Kids in Hillsboro.

# Hangars: No hangars have sold for a while

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Gage's RV-12 was built by a group of teenagers — with expert adult supervision — as part of TeenFlight, a STEM program at Airway Science For Kids in Hillsboro.

Hangars are individually owned in a condominium arrangement on airport land leased from the city, Henderson said.

New hangars could be privately built and owned similar to the existing hangars, or the city could apply for a Federal Aviation Administration grant for hangars.

But the Seaside airport is not on the list for new FAA funding, and even if they were, grants for hangars are a very low priority for them, Henderson said. A private effort is proba-

bly the most likely for any future project.

Airports that have successfully developed new hangars have noted a rise in airport gross revenues, increased local economic impact, and increased employment opportunities, according to the Airport Support Network survey.

No hangars have sold for a while or are currently for sale at the Seaside airport, Henderson said. Typically sales are private, advertised on the aviation websites and word-of-mouth.

New hangars would most likely be placed along the western edge of the existing tie-down ramp, clear of the flood zone. Along the northern edge is also a possibility.

If the airport could accommodate 10 aircraft, whether through added han-

gars, shared space or outdoor tie-downs, that would get them moved up from "unclassified" to "basic" in the National Plan of Integrated Airport Systems, making the airport eligible for federal grant funding.

While the airport could accommodate many more aircraft now with existing tie-downs, and many people park outside when visiting, year-round outdoor storage in Seaside is unfeasible due to corrosion, potential for wind damage and security.

"At most airports there are some based aircraft that are tied down outside," Henderson said. "But in our coastal climate, few people want to leave their planes outside long-term, which is why hangars are the key to getting more based aircraft here."

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