

CITY OF LINCOLN CITY

CITY COUNCIL MINUTES OF MEETING

September 28, 2020, 6:00 PM

The final minutes for this meeting are supplemented by an electronic recording of the meeting, which may be viewed online at www.lincolncity.org under the tab "Agendas, Packets and Videos". The staff reports, resolutions, ordinances and other documents related to this meeting are also available at the same location. This meeting is rebroadcast on Cable Channel 4. (See Channel 4 guide on the hour at <http://www2.lincolncity.org/program-guide/>).

APPROVED BY CITY COUNCIL

DATE: October 12, 2020

A. CALL TO ORDER

B. ROLL CALL

Attendee Name	Title	Status	Arrived
Dick Anderson	Mayor	Present	6:00 PM
Judy Casper	Councilor Ward 3	Present	6:00 PM
Diana Hinton	Councilor Ward 1	Present	6:00 PM
Riley Hoagland	Councilor Ward 2	Present	6:00 PM
Rick Mark	Councilor Ward 3	Present	6:00 PM
Mitch Parsons	Councilor Ward 1	Present	6:00 PM

Staff Present: Ron Chandler, City Manager; Richard Appicello, City Attorney; Alison Robertson, Urban Renewal and Economic Development Director; Tony LaSoya, I.T. Director; Richard Townsend, Interim Planning Director; Jerry Palmer, Lincoln City Chief of Police

C. PLEDGE OF ALLEGIANCE

As this meeting was held remotely, the Pledge of Allegiance was skipped.

D. CONSENT AGENDA

1. Regular Meeting – Minutes of Special Meeting – September 21, 2020 10:00 AM

MOTION:	Motion to approve the Consent Agenda (Minutes of September 21, 2020)
MOVER:	Rick Mark, Councilor Ward 3
SECONDER:	Diana Hinton, Councilor Ward 1
AYES:	Anderson, Casper, Hinton, Hoagland, Mark, Parsons
RESULT:	Passed by Voice Vote

E. COUNCIL DELIBERATIONS

2. APP 2020-05 The Cove Phase III Appeal

Mayor Anderson said that the record closed on September 28, 2020 at 5 pm. Since the September 21 public hearing, additional materials were received from the public, the applicant, and staff.

Mayor Anderson asked Council if any Councilor wished to declare a bias in this matter. No Councilor declared a conflict of interest or a personal bias.

Mr. Housley, attorney for applicant, waived the opportunity to submit final written argument after the close of the record.

Mr. Appicello said that Mr. Townsend sent a memo to Council with an additional condition of approval. The memo was entered into the record and the applicant agrees with the additional condition of approval.

Councilor Mark said that a public comment was entered into the record with a statement from the fire marshal. Councilor Mark asked if Council could get an answer from the developers regarding that statement? Mr. Appicello advised that the applicant could not respond since the record is closed; however, staff can comment at this time. Mr. Appicello said the statement from the fire marshal is clear and he believes the public commenter took liberties with interpreting that statement. Mr. Townsend said there is a condition of approval regarding no parking. Mr. Townsend said that he believes the fire marshal would like to see no parking on the length of SE Marine. Mr. Townsend said that SE Marine could be a no parking road if the City wishes. Mr. Appicello agreed, explaining that the City Manager can issue a no parking order.

Councilor Hinton asked about a traffic impact analysis and preserving as many trees as possible. She also asked about a full landscaping plan and a cut and fill plan. Councilor Hinton wants the roads in the development to be public roads and to make sure there's room at each developed property for three garbage bins. Councilor Hinton would like to see a buffer between the project and North Lincoln Sanitary Service. Councilor Hinton wants assurance that these units will be built. Councilor Hinton would like to see neighbors get treated with respect during the excavation and logging phases of the project. Councilor Hinton asked about whether the applicant would fix any damage to the roads at the end of the project? Mr. Townsend confirmed the applicant would have to fix any damages they do to the roads as part of the Conditions of Approval.

Mayor Anderson asked Mr. Townsend if Councilor Hinton's items of concern are addressed in the existing conditions of approval? Mr. Townsend said the full landscaping plan will be addressed. There's not a condition of approval that requires a traffic impact analysis. The law says that the applicant must keep as many trees as possible. A cut and fill plan must be provided, but there's no requirement for absolute balance. Mr. Townsend said that SE Marine and SE 16th are public roads; the two private roads are "A" and "B". Council could impose a condition that "A" and "B" be public roads. Mr. Townsend said this project doesn't go right up against North Lincoln Sanitary Service, but there likely will be noise in

the development from North Lincoln Sanitary Service. Mr. Townsend said a condition for a buffer could be added at Council's discretion. Mr. Townsend said he didn't know legally how Council could require that the development get built out within 5 years.

Councilor Hoagland said that the traffic impact study has crash data from 2018. He would like the study to be updated to 2020.

Councilor Mark asked about public vs private roads. Mr. Townsend explained that public roads are built to City standards and are maintained by the City. Private roads do not have to be built to City standards and they're not maintained by the City. Private roads can be built to a lower standard than City streets. Mr. Appicello said that HOA's, or a developer, can be responsible for private road maintenance. Councilor Mark is concerned about the narrowness of some of the roads and expressed concern about the cost of private road maintenance. Mayor Anderson said that buyers would be aware of the private roads in the development.

Mayor Anderson asked about staff's suggestion on the 5 year build out. How does this help things? Mr. Appicello said this is a requirement of the Planned Unit Development portion of the code. The condition is consistent with the applicant's proposal for this development. If the applicant doesn't complete construction in 5 years, then the development gets re-reviewed by the City.

Mayor Anderson asked about the age of submitted traffic studies. Mr. Appicello said a traffic study was not required; however, the applicant submitted traffic information in an attempt to address concerns.

Mr. Appicello asked Mr. Townsend if the \$50,000 offered by the applicant for road improvements made it into the list of conditions of approval? Mr. Townsend said it did not; however, the offer is in the record so it is before Council at this time for consideration.

Councilor Mark asked if building plans would need to be submitted after this approval and if the fire marshal still has a say on approving new construction? Mr. Townsend said that Condition of Approval #6 says that plans have to meet the 2019 fire code.

Mayor Anderson asked Councilor Hinton about the sound buffer she would like between the development and North Lincoln Sanitary Service. Mayor Anderson said that a sound buffer would be desirable for the developer's marketing. Why does Councilor Hinton feel that the City needs to design this? Councilor Hinton said this points to a need to update our Comprehensive Plan for zone transitions between industrial and residential zones, particularly when the business activity starts early in the morning.

Councilor Casper asked about public vs private roads in this development. Is there an advantage to the City to make the roads public? Mayor Anderson said it will cost the City more money to maintain a public road. Councilor Casper doesn't understand why the City would build public roads in this development. Mr. Appicello said that making the roads public is not a current condition of approval.

Councilor Mark asked about nearby apartments with private roads. These apartments have landlords and property managers. This development has private owners and private roads. Are there any other developments like this in town? Mr. Townsend said there were. Councilor Hinton said that private roads in these kinds of developments aren't always well maintained. Also, there's no HOA in this development yet. Mr. Appicello said that this development is likely developer controlled at the moment, hence the roads have not yet been passed to HOA control.

Mayor Anderson asked Council if a traffic impact study should be added as a condition of approval. Mr. Appicello said a traffic impact study is not required and how would it be used as a condition of approval? Councilor Hinton said it could be used for a traffic light, more signage, and for future development in this area. Councilor Mark said that he had been advised by ODOT that the likelihood of getting a light at the more trafficked SE 19th St was next to nil, and so getting a light at SE 16th would be even less likely. Mayor Anderson asked Council for a motion about this. No motion was made.

Mayor Anderson asked Council about public or private roads? Councilor Mark asked Mr. Appicello how he could make this a condition of approval. Mr. Appicello said he wasn't sure how to do this in this instance. Mayor Anderson said Councilor Mark's concerns were valid but buyers have the eventual responsibility to make the decision. Councilor Casper doesn't see this as an issue for the City to be concerned about.

FAILED MOTION

Councilor Hinton made a motion to make streets "A" and "B" built to public standards and maintained by the City. Councilor Mark seconded the motion. The motion failed, with Mayor Anderson and Councilors Casper, Hoagland, and Parsons saying "nay".

Mayor Anderson asked for a motion re: a buffer between the development and North Lincoln Sanitary Service. Councilor Mark said this should be the developer's responsibility.

FAILED MOTION

Councilor Hinton moved to add as a condition that when developed the duplexes closest to North Lincoln Sanitary have a sound buffer. The motion was not seconded and, accordingly, died.

Mayor Anderson asked about adding the \$50,000 voluntary contribution as a condition of approval? Mr. Townsend said this could be added, with a time period requirement if Council would like. Mr. Appicello said that having the contribution after grading would make sense since then logging and excavating would have been completed. Mr. Townsend concurs. Mr. Appicello recommends that the \$50,000 be contributed to the City 60 days after final plat approval.

SUCCESSFUL MOTION

Councilor Casper moved to add the \$50,000 voluntary contribution as a condition of approval. Councilor Parsons seconded the motion. All were in favor.

Mayor Anderson asked if Council wished to re-word the condition of approval regarding tree preservation? Mr. Townsend reviewed the current relevant conditions of approval. Council did not pursue further changes.

SUCCESSFUL MOTION

Councilor Casper moved to accept the conditions of approval, with amendments discussed. Councilor Parsons seconded. Councilors Hoagland and Mark were also in favor, as was Mayor Anderson. Councilor Hinton voted nay.

MOTION: Motion to approve the tentative plan for 2020-05 as submitted subject to conditions of approval
MOVER: Rick Mark, Councilor Ward 3
SECONDER: Judy Casper, Councilor Ward 3
AYES: Anderson, Casper, Hoagland, Mark, Parsons
NAYS: Hinton
RESULT: Passed by Roll Call Vote

MOTION: Motion to approve the preliminary master plan for The Cove Phase III with the identified conditions
MOVER: Rick Mark, Councilor Ward 3
SECONDER: Mitch Parsons, Councilor Ward 1
AYES: Anderson, Casper, Hinton, Hoagland, Mark, Parsons
RESULT: Passed by Roll Call Vote

MOTION: Motion to approve the Final Master Plan for the Cove Phase III, provided that conditions are met
MOVER: Rick Mark, Councilor Ward 3
SECONDER: Judy Casper, Councilor Ward 3
AYES: Anderson, Casper, Hinton, Hoagland, Mark, Parsons
RESULT: Passed by Roll Call Vote

F. COMMENTS FROM CITIZENS PRESENT ON AGENDA/NON-AGENDA ITEMS

Fran Lonnon - Ms. Lonnon discussed the evaluation response. She asked when letters received from the public regarding the evacuation will go on the website? Mayor Anderson said these comments are being collected for an after action meeting and the Council will see them at that time. Ms. Lonnon asked who the project coordinator would be? Mayor Anderson said this wasn't a time for back-and-forth, but the City has asked the public to provide documents to Ken Murphy, Emergency Preparedness Coordinator, or Jerry Palmer, Chief of Police. Ms. Lonnon asked who would be invited to the work session? Mayor Anderson said information is being gathered and the City will put forth information to the County.

Lisa Corzine - Ms. Corzine wanted to see if Council had any discussion about cutting the budget for North Lincoln Fire Department? Mayor Anderson said the City has nothing to do with North Lincoln Fire's budget as the Fire District is its own entity. They are not a department of the City. Ms. Corzine asked if Urban Renewal is taking money from the Fire District? Mayor Anderson said it was not.

Mr. Chandler said 6 comments have come in. 1 is regarding the 24-hour lodging hold, asking where the science is in this decision. 5 are regarding the Echo Mountain Fire. Mr. Chandler summarized the comments. The comments will be attached to the minutes after they are approved by Council.

Councilor Hinton said that she had received several comments from citizens saying they hadn't heard their comments in full. Mr. Chandler said that he would be happy to read them in full if Council wishes. Councilor Hoagland agrees with Councilor Hinton, saying that he thinks that citizens should have their comments read in full. Councilor Parsons said he agrees with Councilors Hoagland and Hinton. Councilor Parsons would like to have citizens join the Zoom meetings for their public comments. Councilor Mark appreciates when people come in to Council Chambers and address Council in person.

Councilor Mark said reading comments in full would be time consuming and he would rather see members of the public come in and make their statements. Councilor Casper agrees with Councilor Mark. Councilor Casper said she enjoys receiving emails from citizens and also is happy to have phone conversations with constituents. Councilor Parsons said that we are asking the public to do what many of the Councilors are not doing - to come in to Council Chambers. Councilor Parsons would like the comments read today but in the future he would like the public to have the ability to join the Zoom meetings. Councilor Hoagland asked if the public could submit pre-recorded video messages?

Mayor Anderson asked Mr. Chandler to read the public comments. Mr. Chandler proceeded to do so.

G. PRESENTATIONS

H. PUBLIC HEARING / ORDINANCE

- 5. STATUTORY DEVELOPMENT AGREEMENT incorporating ANNEX 2020-01 CPA/ZC 2020-02 - request to annex approximately 11.15 acres with a comprehensive plan map designation of Single-Family Residential District and a zone of Single-Family Residential (R-1-5)**

Mayor Anderson asked if any Council member wished to declare a conflict or bias? Councilor Hinton said she doesn't have a bias; however, she wants to acknowledge that the Acting Planning Director (Mr. Townsend) was the consultant working on behalf of these property owners. Councilor Hinton said a consultant was hired by the City for this matter. The changes made on this project were reviewed for Lincoln City by the consultant, not Mr. Townsend.

No challenges were made to the qualifications of a particular Councilor to participate in this matter.

No challenges were made to the Council's jurisdiction.

AnneMarie Skinner from PBS Engineering was hired by the City as a consultant to review this matter. Ms. Skinner read the substantive criteria for Council to consider. Mr. Appicello also reminded Council that the statewide goals regarding annexation also had to be considered.

Mayor Anderson summarized the public hearing procedures.

STAFF REPORT

Ms. Skinner presented this to Council, describing where the property is located. This is a 11.15 acre site consisting of 2 undeveloped lots. The property is currently in Lincoln County, and has County zoning R-1A. The applicant wants to annex both tax lots into Lincoln City, with zoning being changed to Lincoln City R1-5 (single family residential). Ms. Skinner said the Planning Commission heard this project in February 2020 - they recommended approval of the annexation and denial of the comprehensive plan amendment and zone change. Ms. Skinner said that most goals are met on the face of the annexation and zone change application. The statutory development agreement came in after the Planning Commission hearing. A separate report has been prepared analyzing the agreement.

Ms. Skinner said that the City had not given Ms. Skinner proof that the fees for the statutory development agreement had been submitted. Without proof of fees, one condition is not met. That could be easily remedied with payment of the fees. Ms. Skinner said the development agreement does not currently address accessory and other permitted uses in the R1-5 zone, and Ms. Skinner recommends that the development agreement be changed to explicitly allow these. If the intent is only to allow permitted uses then the development agreement needs to be rewritten. The development agreement does not meet building height and lot size requirements.

The development agreement does not include any dedications of buildings, land, as required by Chapter 17. At a minimum the development should have public-right-of-way dedications. Any wetlands on the property should be preserved as a open space common area. There should be a requirement that the development comply with all traffic mitigation measures as identified in the traffic impact study.

10% of the development will be offered to sale to people earning 120% AMI (area median income). Ms. Skinner recommends defining AMI better in this report. In addition, the 10% workforce housing stipulation should be in perpetuity or at least that a timeframe be defined for it. The development agreement does not currently say how long this provision will last.

Ms. Skinner states the completion of the project should also be listed in the development agreement. No phasing is proposed and no construction dates are defined. Ms. Skinner recommends that the project be completed in one phase and that all dwelling units be completed within 5 years.

Ms. Skinner recommends that specific terms and conditions pertinent to the project be added to the development agreement.

If these changes are made, Ms. Skinner says the development agreement will meet all necessary goals.

QUESTIONS OF STAFF

Councilor Hinton asked Ms. Skinner about zoning. R1-7.5 abuts this development. The Lincoln Palisades neighborhood above this proposed development is settled and cohesive. Councilor Hinton thinks R1-7.5 would be a better fit for this area considering traffic, noting the evacuation problems that occurred in this area. Mr. Appicello said only R1-5 zoning has been noticed at this time. Mr. Appicello said the development agreement could limit the number of units regardless of zoning. Ms. Skinner agreed with Mr. Appicello. Ms. Skinner does not recall during the pre-application conference if R1-5 or R1-7.5 zoning was discussed. The R1-5, R1-7.5, and R1-RE are all in the same comprehensive plan designation. Ms. Skinner said that the outside lots of the proposed development could be made to comply with R1-7.5 designations, with inner lots complying with R1-5 zoning requirements.

Councilor Hinton said that she was concerned about building height. There are no residential buildings in that area that are 35 feet tall. Ms. Skinner said Council could make the maximum height of buildings in this proposed subdivision 30 feet.

Councilor Hinton asked who was representing the applicant. Mr. Appicello said that the applicant was represented by legal counsel. Mr. Appicello said legal counsel for the applicant would likely negotiate with the City Attorney going forward. Ms. Skinner said this was fairly typical. Councilor Hinton thanked Ms. Skinner.

Councilor Hoagland thanked Ms. Skinner for her report and asked about the identified inadequacies. Will this development have VRDs? Mr. Appicello asked Council to give direction to Mr. Appicello to discuss this with counsel for the applicant. Mr. Appicello said this development doesn't have proposed conditions of approval or a site plan, but conditions can be set for future approvals as this development progresses.

Councilor Hinton said that no comments so far have been received in support of this project.

APPLICANT'S PRESENTATION

Steve Hultberg with Rather White Parks and Alexander presented to Council. Mr. Hultberg said that usually he would appear before Council with a fully fledged development agreement; however, City comments were not presented to him until last Wednesday. There's been limited ability to discuss issues with staff. Mr. Hultberg says he will return with a fully fledged development agreement for Council in the future. Mr. Hultberg said that Mr. Townsend has been out of the loop on this project since Mr. Townsend took the Interim Planning Director position with the City. Mr. Hultberg would like to leave the written record open after this hearing to address outstanding issues.

Mr. Woods (owner of applicant) said this is the first step in a lengthy process. Mr. Woods said this property is in a great location, surrounded by City property. The property is within walking distance of shopping, the casino, and the beach. Phase 1 is going to be 8 separate buildings with 4 to 5 plex units along Logan Road. 10% of these units will be workforce housing. Mr. Woods' plan is to make the workforce housing last for a 10 year period. Mr. Woods said perpetuity is too long for him. Phase 2 will be single family units near the water tank. Phase 3 will be on the east side of the property up on a ridge, with houses there having ocean views. Mr. Woods plans to include a large lower area as a parklike setting for children and dogs. Mr. Woods said walking paths will go down to that area. A covered structure might be built. Picnic tables might be installed, along with a barbecue area. Mr. Woods said a lot of prep work has been done. They will remove the invasive species and the stumps and brush piles left after the previous owners logged it. Currently the property is ugly, and everyone who goes to Roads End sees this ugly property. Mr. Woods would like to build a beautiful development that everyone is proud of. Mr. Woods said the Olivia Beach architect is interested in getting involved in this project. Mr. Woods said he'll move further on getting a PUD together once he knows the property will be annexed into Lincoln City.

Mr. Hultberg said that the development agreement and annexation gets the property into Lincoln City. Shortly thereafter, they will be filing for a PUD. This is a discretionary process where items such as building height get discussed. The details of the development are critically important and those will follow, along with conditions of approval that Council approves.

Mr. Hultberg says he believes the City and the developer are close at this point. He will define AMI. Mr. Hultberg thinks the dedications of right-of-way and streets are premature. It makes no sense to dedicate property until it's clear the City will approve development on the property. Mr. Hultberg understands the need for a easement to the water tower. However, it's premature to define where the easement will go because the developer doesn't know if overflow might come down into the development. It's also too early to discuss the dedication of open space until a wetland delineation study is completed. Conditions of approval will help resolve these issues.

Mr. Hultberg said that it is unreasonable to require a workforce housing component in perpetuity. If you look at affordable housing programs the affordability periods are far less and don't require a perpetual restriction.

Mr. Hultberg said that the right-of-way dedication will happen, but at this point the applicant doesn't know if it's going to be 10 feet, 50 feet, or a different amount. The applicant also doesn't know where access roads will go at this point.

Mr. Hultberg has seen previous traffic studies for this project. Without a formalized proposal, it's not appropriate for the City to ask for a traffic impact study and he won't advise his client to mitigate any issues found at this point.

Mr. Hultberg asked if Council had any questions. Mayor Anderson said he appreciated Mr. Hultberg's comments on affordable housing. Mayor Anderson is assuming the developer plans to build rental units.

Mr. Woods said that several of the units would be priced for purchase by a person in the 120% AMI income range. Other units would be rental units. Mayor Anderson doesn't want these units to be the smallest units. Mayor Anderson said the City has a need for 2 and 3 bedroom units and asked the developer to keep this in mind. Mr. Woods said these units will look much like the other units- however, one unit may be luxuriously finished while the other unit has Formica countertops.

Councilor Mark asked about traffic. On the map there is a proposed street that would route to NE Port Lane to get people to the NE Voyage area. Would Annabella Lane, pointing south, dead end? Would this tie in with the City's plan to connect 44th and 47th? If the idea of keeping 10% of the housing at a workforce level is doable for 10 years, what's the mechanism for ensuring that the properties are kept at the workforce housing level? Councilor Mark referred to property sales in his discussion.

Mr. Hultberg said there can be deed restrictions and covenants that can bind the property to keep units affordable.

Councilor Mark then asked why the developer couldn't offer workforce housing for longer than 10 years? Mr. Hultberg said it's a matter of financial returns. This burden isn't put upon other property owners in the City and it's not equitable to do this.

Councilor Hinton said there are a significant amount of vacation rentals in the area. About 11 am on Sundays and throughout the summer there's large amounts of traffic coming from the north past the property. Councilor Hinton also said people in the Voyage area use NE Port and Logan Road to get to Safeway. Councilor Hinton also commented on the evacuation, saying that it took people 2 to 3 hours to get through Logan Road. Traffic is of utmost importance in this area.

Mr. Hultberg said he would like to leave the record open, but asked Mr. Appicello for his opinion. Mr. Appicello said that he would be willing to leave the record open until Wednesday October 21 at 5 pm.

COMMENTS IN SUPPORT

Laura Quillman - Ms. Quillman is neutral on this development. Ms. Quillman thinks it's important that new developments have street widths that accommodate on-street parking and meet fire codes.

Mr. Chandler read a comment from Bruce Robinson. Mr. Robinson said emergency preparedness should be more important than new construction. Mr. Robinson likes the proposal, generally. The project satisfies the City's need for higher density housing. He believes the traffic circle at Logan and Port would be dangerous and a traffic impact study should be required. Mr. Robinson said the Windward Place development is similar to this one in scope. They are nice inside but not attractive on the outside. This new development will be the entrance to Roads End. Mr. Robinson asks that it looks nice.

COMMENTS IN OPPOSITION

No-one was present in Council Chambers.

Mr. Chandler read comments against the development from:

Sandra Shivers (asking for delay of this development due to health, safety, evacuation, and a lack of beach parking)

Janet Knipe (the development is inconsistent with city and state planning goals, impacts the sewer and water systems, and it impacts public safety, traffic, and pedestrian use)

Dana Manning (concerned about increased traffic and taxing of existing systems)

Louise Umbarger (concerned about traffic)

Margaret Harvey (concerned about roads, sewer, water and traffic)
Jim Stovall (testified against it before and opposes it more now due to recent evacuation event)
James and Wanda Barry (concerned about traffic, water, sewer)
Ken Mergentime (concerned about traffic and infrastructure)
Ernie Rose (concerned about traffic and utilities)
Sheryl Fullerton (development is unnecessary, dangerous, traffic issues, bad for pedestrians, utilities, reduces property values)
John Cheek (traffic)
Marie McFarland (traffic and utilities)
Patrick Dunne (is against previous deforestation but isn't against the development as a whole)
Patti Kroen (traffic, infrastructure, environmental impacts, potential conflict of interest)
Cynthia Thompson and Elaine Walsh (traffic, utilities, the present lot is not blighted)
Doreen Thirkell (traffic, utilities)
Elaine Starber (traffic, infrastructure, resources, potential conflict of interest)
Susan Wahlke (zoning is inconsistent with neighboring properties; traffic concerns)
Midge Hovig (traffic and sewer issues).
Carrie Eggers (traffic)
Chuck and Betty Pritchard (traffic)
Sally Kissel (traffic, water and sewer issues)
Robert Sherwood (water, sewer, traffic)
Bill and Judith Flynn (agrees with Patti Kroen and REIA position opposing development due to traffic, utility concerns)
Victoria McComie and Robert Crouch (lack of safe roads and sidewalks, traffic, agrees with REIA)
Annette Guido (traffic congestion, limited workforce development, no development agreement and negotiation)
Julia Porcaro (traffic congestion, wildlife, potential sprawl)
Connor Schultz (traffic congestion, limit development to 20 houses)

There were no representatives of public agencies in Council Chambers with comments. Mr. Chandler received no comments from public agencies.

REBUTTAL

Mr. Hultberg said that the property is in the City's UGB and at some point it will be developed. He understands the traffic concerns and says a traffic study is important. Mr. Hultberg concurred with leaving the record open until October 21. Mr. Appicello said he'd re-thought his proposal. He'd like to close the record to the applicant on October 19, giving the public time to comment on new material until October 26 at 5 pm. Mr. Hultberg agreed with that. Ms. Skinner asked Mr. Appicello about the 120 day rule regarding the zone change? Mr. Appicello said that the zone change is subject to a land use change, so the 120 day rule is void in this instance.

Mr. Woods said his wife grew up in Lincoln City and he has 2 properties in Neskowin. He understands there is a traffic problem on Logan Road; however, there's already 900 houses in Roads End so this new development is less than 10% of that. He would like another exit road from Roads End but he doesn't know how to route it. The congestion issue existed a long time before he purchased the property.

Mr. Woods said he had been advised not to make any improvements to the lots until the City approves development. Mr. Woods wants to make a beautiful community in the area and, at some point, someone will build a development in the community. If the City wants a park in the area, the City should approach Mr. Woods with an offer. He'll sell the property for a park to the City at the price he paid for it. Mr. and Mrs. Woods thanked Council for their time.

Mr. Appicello said that the record should be left open until October 26, with the applicant having until October 19 to submit further information. Council Deliberations will take place on October 26.

MOTION:	Motion to close the public hearing and leave the record open until 5pm on October 26, with the applicant having until October 19 to submit new information.
MOVER:	Mitch Parsons, Councilor Ward 1
SECONDER:	Riley Hoagland, Councilor Ward 2
AYES:	Anderson, Casper, Hinton, Hoagland, Mark, Parsons
RESULT:	Passed via Voice Vote

I. PUBLIC HEARINGS / PUBLIC COMMENTS

J. ORDINANCES

1. ORDINANCE NO. 2020-22 AN ORDINANCE OF THE CITY OF LINCOLN CITY AMENDING THE LINCOLN CITY MUNICIPAL CODE, TITLE 9 (PUBLIC PEACE, MORALS, AND WELFARE), REVISING CHAPTER 9.34 (SIGNAGE) TO ADD ADDITIONAL EXEMPTIONS FOR SIGNAGE TO BE CONSISTENT WITH TITLE 17 (ZONING).

Mr. Appicello performed 2nd Reading of this ordinance. Mr. Appicello asked Council if he could change the allowance from 4 political signs during the election period to 8 political signs. The current law has no limit on election signs. Council agreed with this change.

MOTION:	Motion to approve 2nd Reading of Ordinance 2020-22 as modified and adopt the ordinance
MOVER:	Riley Hoagland, Councilor Ward 2
SECONDER:	Mitch Parsons, Councilor Ward 1
AYES:	Anderson, Casper, Hoagland, Mark, Parsons
NAYS:	Hinton
RESULT:	Passed by Roll Call Vote

K. RESOLUTIONS

2. RESOLUTION NO. 2020-22 A RESOLUTION OF THE CITY OF LINCOLN DECLARING AN EMERGENCY AS A RESULT OF THE ECHO MOUNTAIN COMPLEX FIRE WHICH DISPLACED LINCOLN COUNTY RESIDENTS FROM THEIR HOMES

Mr. Appicello confirmed that this resolution is actually 2020-22, not 2020-20 as listed in the packet. Mr. Appicello explained that this resolution allows emergency residential RV park use. The resolution declares there's a shortage of housing due to the Echo Mountain Fire.

Councilor Hinton asked if this is only for RVs? There is a need for FEMA trailers and this doesn't mention those. Mr. Appicello said this resolution is before Council because two private property owners came forward to offer their property for temporary RV park use. Regarding publicly owned property, Staff asked that Devils Lake State Park be designated for emergency RV park use; that is being discussed with the State.

The Community Center and the existing designated spot in the Urban Renewal lot are also in this resolution, however, a future order will determine how the publicly owned properties will be used.

Mr. Townsend said that staff is aware of the need to accommodate FEMA trailers and staff is working on that.

Mayor Anderson asked about including the Villages in the publicly owned property list? Mr. Appicello said that information on FEMA trailers would be brought back to Council at a different time.

Mr. Chandler said the FEMA trailer matter will take longer to develop and will not need to have a City Manager order ratified by Council.

Councilor Mark asked about infrastructure needed for FEMA trailers. Mr. Chandler said that the City is considering using the Fernwood property for these, but the water and sewer lines would need to be extended. The Fernwood Road might also need to be paved.

MOTION:	Motion to Approve Resolution 2020-22
MOVER:	Rick Mark, Councilor Ward 3
SECONDER:	Judy Casper, Councilor Ward 3
AYES:	Anderson, Casper, Hinton, Hoagland, Mark, Parsons
RESULT:	Passed by Roll Call Vote

L. SPECIAL ORDER OF BUSINESS

3. COVID-19 Update

Mr. Chandler said that Lincoln County moves to Phase 2 of re-opening on Tuesday September 29. This will impact the Community Center and Library.

The election is coming up and ballot boxes come to City Hall on October 19. Staff are discussing how to make the election process as normal and routine as it has been in other years. Mr. Chandler will bring more information to Council on this at a future meeting.

Governor Brown extended her executive order preventing property evictions through December 31. It was scheduled to expire on September 30.

Mayor Anderson asked if Council could come back to the Chamber for Phase 2? Mr. Chandler said he was discussing Phase 2 changes with Mr. Murphy and Mr. Chandler will have more information for Council next week.

4. Echo Mountain Complex Fire After-Action Review

Mr. Chandler said that Lincoln County is now focusing on the recovery process. There are 459 applicants in the FEMA system. FEMA have inspected 174 sites for wind and fire damage. The County is working on transitional housing, debris management, water systems and setting up more specific disaster recovery centers.

Councilor Hinton said she's joined the Governor's Regional Solutions Task Force. Mr. Chandler and Mr. Murphy are members of this. Kaety Jacobson represents Lincoln County. She asked Council to share information with her on this topic. Mayor Anderson thanked Councilor Hinton for serving on this Task Force.

M. CITY MANAGER/CITY ATTORNEY REPORTS

5. Parking Restriction - Residential Parking Passes & No Parking Zones

Mr. Chandler discussed how he was going to gather public input. He's going to use the Lincoln City Facebook page, the City website, his blog, a press release, and email. Mr. Chandler will hold small group meetings. Meetings will be held via Zoom, at City Hall (with face coverings, social distancing, and limited numbers), and on-site, complying with COVID requirements, if weather permits.

Mr. Chandler said that the City is now ready to launch its Facebook page. This was going to be delayed until after the election but after the fire emergency the City has decided to launch sooner. The parking restrictions will be the first discussion point.

Councilor Parsons said he was for launching the Facebook page.

Mr. Chandler also asked Council about public comments. Mr. Chandler said that he heard Council say tonight that they wanted to have the public testify before them via Zoom or in person. Should Mr. Chandler discontinue the publiccomment email practice?

Councilor Parsons said that he wanted to still get comments through email, but those would be summarized by Mr. Chandler at the meeting. Other comments should be made through Zoom or in person.

Councilor Mark said he agreed with Councilor Parsons and he hoped that Council could resume meeting in the Council Chambers.

Councilor Hoagland said the publiccomment email shouldn't be eliminated. He would like to see video recordings of comments.

Councilor Hinton said not everyone is comfortable with leaving their home. Councilor Hinton says Zoom meetings are working for her.

Mayor Anderson asked Mr. Chandler to discuss Zoom or pre-recorded video messages with Mr. LaSoya. Mr. LaSoya said he will talk with his staff and build a process that allows for citizens to join the meeting via Zoom.

N. ACTIONS, IF ANY, BASED ON WORK SESSION OR EXECUTIVE SESSION

O. ADDITIONAL COMMENTS FROM CITIZENS PRESENT ON NON-AGENDA ITEMS

Patti Kroen- Ms. Kroen said she would like the public to be allowed to comment via Zoom.

P. ANNOUNCEMENTS OR COMMENTS BY CITY COUNCIL

Councilor Casper said the 24 hour hold issue is moot. Also, on October 2, Alan Evans is opening up a new center at the Wapato Jail in Multnomah County with Jordan Schnitzer, using the same model as he is using in Lincoln City.

Councilor Parsons said that Mr. Woods mentioned that he had noxious weeds on his property. The County and City both have noxious weed ordinances and Councilor Parsons would like to see more enforcement of those ordinances.

Councilor Mark said that staff is meeting tomorrow to discuss the evacuation response. Councilor Mark asked if the public could let Council know if they would have responded to the emergency differently if they had been provided more / different information?

Mayor Anderson asked the public to contact Mr. Murphy at kmurphy@lincolncity.org with more information.

Councilor Hoagland asked Chief Palmer to talk about Sgt. Weaver. Chief Palmer said that Sgt. Weaver has been with the Lincoln City Police Department for 30 years this year. He's an amazing resource, very knowledgeable, and knows his job inside out.

Councilor Hinton has been researching information for emergency situations. There is an Oregon State Emergency Communication Plan. Councilor Hinton has a list of stations that are nearby. Councilor Hinton wants to talk about a municipal radio station in the future.

Q. ADJOURNMENT

 // s //
DICK ANDERSON, MAYOR

ATTEST:

 // s // David Twigg for //
CATHY STEERE, CITY RECORDER

Ronald Chandler

From: Leon Woodrow [REDACTED]
Sent: Wednesday, September 2, 2020 6:19 PM
To: Public Comment
Subject: 24 hr rule

Where is the science? Better safe than sorry? Who will be sorry? Those who you impact economically!

Sent from my iPad

Ronald Chandler

From: Doug Pullen [REDACTED]
Sent: Tuesday, September 22, 2020 9:40 AM
To: Public Comment
Subject: Evacuation idea for next meeting

Good morning Mr Chandler, I sent you a email yesterday to be read at public comment time of the meeting, but it never got read or you didn't receive it. So here is my idea. First off I was out of town during the evacuation, BUT I did receive the message for zone 2 where I live over 450 miles away in Cle elum washington. So it does really work. My idea is to buy updated tsunami sirens with both voice and siren capabilities with battery backup, if we have no power. AND placed every 12 blocks covering all seven miles of town, placed 1 to 2 blocks up from the beach. And also along west devils lake road. And otis also. You can't hear the d river one if your 15 blocks away. I have heard this system used in carnation Washington on 2000 clear as a bell 2 miles away. Can you send me a note that you received this. And also if mayor anderson got one. Thank you Doug Pullen [REDACTED]

Ronald Chandler

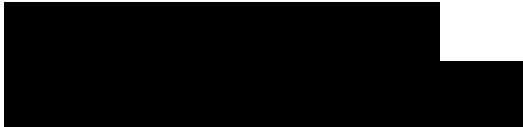
From: Leslie Green [REDACTED]
Sent: Thursday, September 24, 2020 4:22 PM
To: Public Comment
Subject: Communication from city during Fires

I want to add my voice to those who are disappointed by the lack of communication from Lincoln City during the Echo Mountain fire complex emergency. We were out of town and felt helpless as we attempted to learn how at risk our home and other properties were. The city played zero part in helping inform us. It seems to me Lincoln city was derelict in its duties to its citizens and failed to follow its own emergency plan.

This needs to be fixed. It is unfortunately likely we will have future events where the highways are shut off and people need information. How will you do better? How will you inform your constituents?

As a final note, I believe it would be in your best interest to do some out reach. The disappointment seems to be very widespread.

Leslie Green



[Download My App](#)

Ronald Chandler

From: Bruce Robinson [REDACTED]
Sent: Sunday, September 27, 2020 12:03 PM
To: Ronald Chandler; Dick Anderson; Mitch Parsons; Rick Mark; Judy Casper; Riley Hoagland; Public Comment
Subject: The Proposed Woods Development

To Ron Chandler City Manager, Dick Anderson Mayor and Members of the City Council:

Friends,

Thank you all for a job well done during the fire. It was a great test to learn from, in case we ever suffer "the big one". Communications, predictably, sucked, and the hospital evacuation threw a monkey wrench into everything, but the city didn't burn down, and nobody died. Thank you all for that. In particular thanks to Diana and Mitch, our ward representatives, for keeping us evacuees informed on the state of our neighborhood during the emergency.

The forest fire and evacuation was a test for us all, and Roads End was unprepared. The fire will happen again, maybe every year. It took two and a half hours to get the 300 of us out of there, and consumed the efforts of three patrol cars. The next fire might not give us that much time, and a tsunami won't, for sure.

I hope we prioritize emergency preparedness over new construction, and keep in mind the load this project adds to Roads End egress.

I like the project, generally. The land is within our growth boundary, annexation seems inevitable. The project satisfies the city's need for higher density housing.

The two exits from the neighborhood is mandatory. I believe the traffic circle at Logan and Port would be dangerous and City Council should demand a traffic analysis. It represents a major change to traffic flow, and the entire neighborhood should have been notified. We weren't.

Please keep an eye on the "form factor". The Windward project, between the DMV and the golf course on West Devils Lake, is similar to Woods. The inside is nice, but its street-side "form factor" is very unsightly. Eventually the trees will grow up, but as an entrance into the Villages, one of our "pearl" neighborhoods, not a good look. Compare it to Jim Ransom's new development across from the old hospital. Very tasteful, very appealing. This new Woods development will be the entrance into Roads End, another "pearl" neighborhood of Lincoln City. Make it look good.

Thanks again for doing what you do,

Bruce

Ronald Chandler

From: Laura Quillman <qview14@gmail.com>
Sent: Sunday, September 27, 2020 5:16 PM
To: Public Comment
Cc: Planning; Lila Bradley; James White; [REDACTED]; Richard Townsend; Ronald Chandler; Daniel Wentz; jspraquee@lincolncity.org; cathy2@lincolncity.org; [REDACTED]; [REDACTED]
Subject: Re: Additional comments on appeal for The Cove Phase III 2020-01

City Council members and Staff, PLEASE DO NOT SUMMARIZE THE FIRE MARSHAL'S FINDINGS

My previous testimony cited the Oregon State Fire Code Appendix D as it related the the planned 20' paved street widths allowing for NO ON street parking and my concerns for the safety of this development and its surrounding neighborhoods.

Could our city be held liable for not enforcing NO Parking Fire Lane infractions if/when potential loss of life or property occurred due to emergency equipment not having required access?

My New Evidence;

The enclosed email response from our Lincoln City Fire Marshal F. Ulrich dated 9-25-20. Quoting his email he states " Your assessment if The Cove Phase III submitted does appear to be correct that streets "A" & "B" will only be 20' paved surfaces. That will have a [fire code] consequence that no street parking will be permitted on those roads". "Paving only 20' will have additional fire code consequences with the inability to build higher than 30' above grade plane, and it is likely that some multi-unit structures with greater than two dwelling units may not be permitted due to fire hydrant distance being greater than 400'."

This directly relates to the denial/approval because the appropriate response to a 40 unit family development is that some reasonable amount of ON street parking be part of the plan allowing for visitors or 3 or more cars per household to be safely and legally accommodated.

The need for 26' minimum street width for a 30' height structure or a 3-4 unit attached multi-family structure has not been addressed in plans. It will be too late for these types of structures to be approved for future plans once 20' roads are in place. The applicant misinformed Council when they responded to my testimony indicating the 26' width requirement "does not apply" See OFC 105.2 and 105.3 pertaining to width and proximity of Aerial Fire Access Roads for 30' structures.

Additionally I suggest there is a need for corrective work to be done on the existing 20' wide SE Marine Dr to comply with OFC 103.1 that requires a minimum 26' street width at hydrants as a condition of approval.

Please do not approve this development as is, it does not meet the needs of our community. Needed housing should provide for safe, legal parking and meet the fire codes of this state.

On Sep 25, 2020, at 12:07 PM, Frederick Ulrich [REDACTED] wrote:

Dear Ms. Quillman,

Your assessment of The Cove Phase III submitted plans does appear to be correct that streets "A" & "B" will only be 20' paved surfaces. That will have a [fire code] consequence that no street parking will be permitted on those roads.

You and I agree that that is not a desirable condition for the residents of those structures under general circumstances, and much less so should there be need for emergency services if/when illegal street parking does occur.

Unfortunately, it is not the fire code which can tell the developer that they must provide on street parking, that is the role of the City through its Planning and Community Development requirements.

Paving only 20' will have additional fire code consequences with the inability to build higher than 30' above grade plane, and it is likely that some multi-unit structures with greater than two dwelling units may not be permitted due to fire hydrant distance being greater than 400'.

I do believe that Lincoln City Planning and Community Development is aware of these fire code specifications for fire access roads and hydrant locations. It is also the obligation of the developer to engage competent professionals who are familiar with the Oregon Fire Code and the other codes applicable to their project.

Lincoln City officials are working to move beyond the legacy of infrastructure like SW 33 Street (between Anchor and Beach). The September 21 City Council meeting that you attended included discussions about Residential Parking Passes and No Parking Zones. The agenda packets pages 237 through 241 provided Council with illustrations of several "Optimum Street Designs". The illustrations seem accurate, but they fail to mention the influence/impact of the choices under the OFC and the limitations that that can have on developers, residents, property owners and visitors to those streets.

Your continued input to the City Council can help them to make Lincoln City a safer and more enjoyable place to call home.

<Outlook-dgix5roi.png>

From: Laura Quillman [REDACTED]
Sent: Thursday, September 24, 2020 11:56
To: Frederick Ulrich [REDACTED]; Rob Dahlman [REDACTED]
Subject: Re: Fw: The Cove Phase III

Mr. Ulrich,

Thank you your prompt response. Here is what I am not understanding, I see where the plans show a 34' ROW however the actual existing SE Marine and the completed stub for Street A are 20', which I have physically measured at the street and on Google Earth.

I have attached two drawings from their plans showing the 34' ROW you mentioned see P03. Looking at P08 a further detail drawing showing a typical section for Street A and B off to the right. These details clearly show the "paved" portion to be only 20' with no indication that they are to be rolled or mountable curbs for use as emergency access.

So even if the hydrant width portion is not an enforceable issue due to them being already in place on SE Marine. The 20' width on the new streets leaves the issue of NO ON street and the possibility of a 30' building being constructed later.

I am not trying to be difficult, but I feel that there is so much material to review perhaps the City Council is counting on staff for it's input and as of last Monday's meeting this street width Issue was not being addressed.

Thank you again,
<IMG_2155.jpeg>
<IMG_2152.jpeg>

On Thu, Sep 24, 2020 at 10:26 AM Frederick Ulrich [REDACTED] wrote:



Comment Form

The City of Lincoln City welcomes comments. Our goal is to provide City residents and visitors with the very best in customer service. To provide your comment, please complete the below form. A member of our staff will promptly follow-up with you. Please note: Your comment will be routed to the appropriate City Department, where it will be handled according to departmental procedures. Anonymous comments are accepted and will be reviewed; however, should you choose not to provide us with contact information, we cannot provide you with a response.

Thank you for taking the time to comment. Your feedback is valued and appreciated.

Your Name:

Carol Rohlfing

Email address:

[REDACTED]

Street Address:

[REDACTED]

Telephone Number:

[REDACTED]

Preferred Contact Method:

email

Department who should respond (if known)

Lincoln City City Council

Your comment:

In regard to the recent wildfire emergency evacuations, it is suggested that Lincoln City's city manager or emergency manager contact all local AM and FM broadcast stations and request that they broadcast emergency information to keep the public informed. In this case, many people were in their automobiles, trapped in traffic and in many cases had no ability to receive information except by their car radios. Some of the cell service providers were down or operating only intermittently. If cell service is out, there is NO other form of communication except AM or FM broadcast radio.

To submit this form, please save it and email the form as an attachment to Courtney Liberato, Executive Assistant to the City Manager, at cliberato@lincolncity.org. You can also print the form and mail it to the City of Lincoln City, Attn: Courtney Liberato, PO Box 50, Lincoln City, OR 97367 or deliver it to City Hall (801 SW Hwy 101, Lincoln City). If you have any questions, please call Courtney Liberato at (541) 996-1202. Thank you.

9/26/2020

To Lincoln City City Council

Comment on Wildfire Evacuation:

My adult son & I live on [REDACTED] in Neotsu.

The morning of Sept. 9th my son's friends (who lived in Otis) stopped at our house & told us that we needed to evacuate as the Echo Mountain fire had traveled south & was burning close to our neighborhood.

I had noticed a Lincoln City Police car driving by my house with only flashing lights activated but I didn't hear any announcement over his speakers to evacuate and no sirens.

My landline phone rang, but I wasn't able to get to it in time to answer. Unfortunately no messages were left on my answering machine as the wind storm and power outage disabled Centurytel.

My son and I soon evacuated south onto Hwy 101 into the worst traffic jam of my life! It is widely known that Lincoln City traffic is bad, but due to decisions to shut down East Devils Lake road during Labor Day weekend AND wildfire season this exponentially worsened traffic on Hwy 101. The influx of tourists during the final throes of Summer and their combined evacuation led to our three hour journey to a friend's house in Depoe Bay. I received my lincolnalerts text message one hour into my 3 hour evacuation.

I have a few suggestions on how to improve the alerting and evacuation procedures:

- Police should ensure they make enough noise when evacuating neighborhoods in order to get attention to the "GO NOW" message.
- lincolnalerts should get TEXTS and alerts to LEVEL 1 evacuations and changes of evacuation sites much earlier.
- Evacuate motels in zones and not all at once. Those closer to the ocean were in significantly less danger than those located next to woodlands.
- Future ODOT road closures should factor in major holidays, drought conditions and wildfire dangers prior to scheduling complete closures. Maybe investigation into a bypass road for Lincoln City should be considered to contend with the congestion issue.
- Lincoln city needs a one way traffic emergency evacuation plan.
- Let's conduct more emergency preparedness educational seminars this fall and make available brochures & fliers for the public.

I'm grateful to the firefighters and first responders for literally saving the Neotsu neighborhood from devastation. (My son's friends weren't as lucky as they lost their Otis home and all its contents in the fire.)

Thank you to the City Council for requesting emergency preparedness feedback and our suggestions on how to improve evacuations and emergency alerts. I'll gladly serve on any future emergency preparedness committees and donate my time to improvement.

Sincerely,

Linda Livingston



Ronald Chandler

From: Sandra Shivers [REDACTED]
Sent: Thursday, September 24, 2020 10:07 AM
To: Public Comment
Cc: [REDACTED]
Subject: Proposed Woods Development at the Corner of Port Lane and Logan Road

Dear City Council,

We all understand that as a representative body for all of us in Lincoln City, you often have to balance the needs of the current and future residents against development. This is one of those cases. It involves the safety and health of hundreds of current and future residents. Please deny this request, or at least postpone it until the health and safety of the residents and visitors can be insured.

1. **Health of the Community:** The Roads End water and sewer system is aging and vulnerable to malfunction. A development of this size places significant additional stress on those systems and will negatively impact service to the neighborhood. This is a major health issue if people have sewer back up or loss of potable water.
2. **Evacuation:** In addition to the recent attempt to evacuate Roads End related to the fire, we also need a way to evacuate even more quickly in the event of a tsunami. As we saw this month, it is already impossible to evacuate the area **quickly** because of the narrow and few main roads. Adding 80 new homes will make it impossible for many residents and visitors alike to exit the area (and be saved) when an emergency occurs.
3. **Road Safety:** There is already a high volume of traffic on Logan Road. Traffic and pedestrian safety should be a top priority. Currently there is no safe walking path or sidewalk on Logan Road, and no speed bumps or traffic lights to limit traffic to a reasonable speed. There are a number of blind entry (poor site line) areas (both driveways and roads) into Logan Road which adds to the issue. There are no marked crossings for cyclists or pedestrians. The road is too narrow for emergency vehicles to get past slower vehicles even in light traffic. Adding 80 more houses adds 160 or more vehicles using Logan Road daily plus bicycles and pedestrians increasing danger to everyone using that road to get to the Market and other activities.
4. **Beach Parking lack of shuttle service:** Many of us live on roads that lead to the beach. There is not enough parking available for current visitors and residents so on good weather weekends, our driveways and streets are impacted by the number of cars parking near the beach. The Woods Development would add that much more to this issue since it is more likely that these new residents will drive rather than walk and there is no convenient bus or shuttle service.

5. **City Council Process:** I have not been able to find anything online to indicate that a Development Agreement has been discussed with Lincoln City. Nor, have I found any record of an open debate online discussing the concerns I've listed above related to this specific development request. It is important that our council representatives as well as the community have the opportunity to hear planning solutions for any development to address the infrastructure, safety and traffic issues caused by any development in our county and city before that development is considered.

Best Regards,
Sandra Shivers, resident

Ronald Chandler

From: Janet Knipe [REDACTED]
Sent: Thursday, September 24, 2020 11:55 AM
To: Dick Anderson; Diana Hinton; Mitch Parsons; Judy Casper; Riley Hoagland; Rick Mark; Ronald Chandler
Cc: Public Comment
Subject: Proposed Woods Development at Port Lane and Logan Road

The Roads End Improvement Association (REIA) is opposed to both annexation and a rezoning for the proposed Woods Development. We only need to point to the recent chaotic fire evacuation of Roads End to see that this project is completely inappropriate for this location. Two weeks ago, Roads End residents and visitors spent more than three hours in our cars trying to evacuate via Logan Road to Highway 101. The addition of **80 new residential units** in the neighborhood, and the accompanying number of cars, would compound the problem of a safe egress exponentially. The means of ingress and egress for those properties would be to/from Logan Road. This is a public safety disaster in the making, especially when compounded by the large number of active VRDs (20%) which bring in a large volume of cars and traffic.

We are also deeply concerned about this project for additional reasons:

- 1. It is inconsistent with Comprehensive Plan Goals #2 and Statewide Planning Goal #1 regarding citizen input:** Residents have not been properly notified on what this project will entail. There has not been sufficient opportunity for public comment through a formal public hearing. **At a minimum, there should be a well-publicized and noticed public hearing on a project of this size and importance.**
- 2. There is no negotiated Development Agreement:** We have not seen the details on this project to be able to properly evaluate its fit for the neighborhood. **According to Lincoln City's own language, statements by the owner regarding their intentions are not binding until there is such an agreement,** so there is no guarantee that the developer would build the kind of housing Lincoln City needs most right now: affordable and work-force housing. The requested zoning change is inconsistent with the zones that border the 11.15 acres. **It should be noted that in a recent survey a majority of REIA's members stated they were concerned about this project for the reasons stated herein.**
- 3. It has an adverse impact on Roads End sewer and water systems:** The Roads End/Villages Urban Renewal Area Plan Advisory Committee has already discussed the fact that the infrastructure in Roads End is aging and is quite vulnerable to malfunction. **This sizable development places significant stress on those systems and will negatively impact service to the neighborhood.**
- 4. It negatively affects public safety, traffic, and pedestrian use:** Driving at the corner of Logan Road and Port Lane is already dangerous because of speeding cars and poor site lines. **Adding more cars would only exacerbate the problem and further jeopardizes public safety.**

Since there is still no negotiated Development Agreement at this time, we believe it would be foolhardy and negligent to approve this project. Currently, there is also an entirely new, and as-yet undeveloped neighborhood, the Villages at Sitka Woods, with plenty of lots ready for development.

This project application seems untimely, incomplete, inappropriate, and short-sighted. We urge the City Council to deny both parts of this application and to focus on projects i.e., workforce and low-income housing, that will truly serve the entire community during these challenging times. Thank you for your consideration.

Janet Knipe, President

On behalf of Roads End Improvement Association

--
Janet Knipe

Ronald Chandler

From: Dana Manning [REDACTED]
Sent: Friday, September 25, 2020 10:45 AM
To: Public Comment
Subject: Annex Roads End

I am opposed to the development of those 11.5 acres.

I pay a fortune in property taxes for my 3 properties on Logan Rd and I want to see the culverts filled in. The power lines put underground and I do not want the increased traffic this will cause as well as taxing of our current systems. Not to mention more people parking to access the beach.

No thank you

Dana Manning
Premiere Property Group LLC

[REDACTED]
Let my experience work for you!
Licensed Oregon Realtor since 1992

Ronald Chandler

From: Louise Umbarger [REDACTED]
Sent: Friday, September 25, 2020 1:31 PM
To: Public Comment
Subject: Woods Development

I have a beach home at RoadsEnd and enjoy spending time there. There is enough traffic on Logan Road as it is and the development would cause complete havoc to the area. Please think of all the home owners and the hardship it would bring think of where you live and what that would do to your neighborhood. Thank You. Louise Umbarger Sent from my iPhone

Ronald Chandler

From: Margaret [REDACTED]
Sent: Friday, September 25, 2020 2:31 PM
To: Public Comment
Subject: Woods Development Port And Logan Road

I have been a homeowner in Roads End for over 20 years.

Annexation to Lincoln City increased our property taxes with the understanding to maintain roads, sewers, water.

Allowing a new development puts an even further strain on our old systems that need replacement in Roads End.

The actual community has more and more rentals, more cars on a limited access road for emergency evacuation.

The evacuation for the Echo fire from Roads end of which probably a majority were owners not renters mid week took 2 hours! To get to Hwy 101.

Until there is better infrastructure , emergency access, improvement to current sewer system and a detailed plan for The Woods development I do not support going forward with the development.

Sincerely,
Margaret Harvey
Roads End

Sent from my iPhone

Ronald Chandler

From: Dana Manning [REDACTED]
Sent: Friday, September 25, 2020 3:25 PM
To: Public Comment
Subject: Annexing 11.5 acres

I already responded once but want to add; I own a home in the beach on Logan Rd with parking for at least 8 cars. I didn't sign up in time for it to be included in the allowed rental group. Don't really want to rent it but it definitely will affect resale value.

If I'm not allowed to have a rental greatly based on people abusing the rental requirements why would I want 80 more homes to be built in our quaint Roads End community.

No way. I'd like to see something better happen besides the eyesore of that acreage, but that's just 160-240 minimum more people to educate about the rules. Crowd the beaches & become traffic annoyances. Not to mention the increase in infrastructure updates that already are needed.

Thank you

Dana Manning
Premiere Property Group LLC
[REDACTED]

Let my experience work for you!
Licensed Oregon Realtor since 1992

Ronald Chandler

From: Jim Stovall [REDACTED]
Sent: Friday, September 25, 2020 4:45 PM
To: Public Comment
Subject: "Wood development" on Logan Road

This project seems to have a "zombie" existence! After being defeated a few years ago, it is back again! I testified against it before (for the previous applicant) and I oppose it even more strongly now especially after the recent evacuation event in this area.

I am a full-time Roads End resident.

Jim Stovall
[REDACTED]

Ronald Chandler

From: Courtney Liberato
Sent: Friday, September 25, 2020 4:55 PM
To: Public Comment
Subject: FW: proposed property development on Logan and 50th St.
Attachments: Planning Commission Letter.pdf

From: Jim&Sherril Barry [REDACTED]
Sent: Friday, September 25, 2020 3:24 PM
To: Courtney Liberato <cliberato@lincolncity.org>
Subject: proposed property development on Logan and 50th St.

Pleas forward to mayor, planning commission, and city council asap. thanks this is about the property on Logan next to hotel, that owners want to develop. Thanks Jim and Sherril Barry



Comment Form

The City of Lincoln City welcomes comments. Our goal is to provide City residents and visitors with the very best in customer service. To provide your comment, please complete the below form. A member of our staff will promptly follow-up with you. Please note: Your comment will be routed to the appropriate City Department, where it will be handled according to departmental procedures. Anonymous comments are accepted and will be reviewed; however, should you choose not to provide us with contact information, we cannot provide you with a response.

Thank you for taking the time to comment. Your feedback is valued and appreciated.

Your Name:	<input type="text" value="James and Wanda Barry"/>
Email address:	<input type="text" value="[REDACTED]"/>
Street Address:	<input type="text" value="[REDACTED]"/>
Telephone Number:	<input type="text" value="[REDACTED]"/>
Preferred Contact Method:	<input type="text" value="email or phone"/>
Department who should respond (if known)	<input type="text" value="Planning mayor and city council"/>
Your comment:	<div style="border: 1px solid black; padding: 10px;"><p>We have read the letter sent to you by our neighbor Marie Mc Farland and strongly agree to what she has said. It would be a very bad thing for the whole area if this is approved. Traffice was just horrible during the fire. Also the water and sewer system is inadequate for that many new places. Also what about fire protection and police with that many new places. thank you for listening. Jim and Sherril Barry. Please do the right thing for the town and our neighborhood.</p></div>

To submit this form, please save it and email the form as an attachment to Courtney Liberato, Executive Assistant to the City Manager, at cliberato@lincolncity.org. You can also print the form and mail it to the City of Lincoln City, Attn: Courtney Liberato, PO Box 50, Lincoln City, OR 97367 or deliver it to City Hall (801 SW Hwy 101, Lincoln City). If you have any questions, please call Courtney Liberato at (541) 996-1202. Thank you.

Ronald Chandler

From: Mergentime [REDACTED]
Sent: Saturday, September 26, 2020 9:54 AM
To: Public Comment
Subject: Proposed Woods Development

Dear members of the City Council for Lincoln City,

I am a full-time resident of the Roads End community and am becoming increasingly concerned about a proposed housing plan for the undeveloped land near the corner of Logan Road and Port Lane (commonly referred to as The Woods).

I am strongly against placing a proposed 80 houses on the land as it would greatly increase the already difficult traffic issues in the area. We saw a great deal of confusion and chaos when Roads End was asked to evacuate due to the recent fires. That situation would have been immeasurably worse if you added another hundred or more cars to that process.

In addition, I fail to see the practicality of the city paying for the infrastructure for a new neighborhood when there are so many undeveloped lots already in the nearby Villages neighborhood. The same thing will happen to the Woods land, should the plan proceed. Let the builders develop the Villages lots first.

Please reconsider this proposal. It is a bad idea for Lincoln City and a bad idea for the Roads End community.

--Ken Mergentime
[REDACTED]

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:00 PM
To: Public Comment
Subject: FW: My Concern about the "Woods" Residential Development

From: Ernie Rose [REDACTED]
Sent: Saturday, September 26, 2020 9:17 AM
To: Public Comment [REDACTED]
Subject: My Concern about the "Woods" Residential Development

Greetings,

I recently learned about your proposed development of new residential units on the "Woods" 11.15-acre parcel. Below are my thoughts and concerns about the negative affects of the development:

With regard to the proposed Woods Development at the corner of Port Lane and Logan Road, I wish to express my concerns for this development which would add 80 new residential units on the 11.15 acres parcel.

After witnessing the gridlocked emergency evacuation from Roads End due to the Echo Mountain Complex wildfires, adding an additional 80+ cars trying to get out to Hwy 101 could pose increased danger to those seeking to put distance between themselves and a dangerous environmental threat. As I understand, it took about 2 hours to travel from Logan Road North to Hwy 101 during the wildfires. That, in itself, is ludicrous!

Secondly, what kind of an affect is such a large development going to have on the current Roads End utilities? My guess is that it will strain our current services unless, of course, they are upgraded to accommodate the increased use. But to do so will require a huge expense, one that residents of Roads End would rather see go toward the safety of auto and pedestrian traffic along Logan Road and especially at that dangerous curve at Port Lane and Logan Road.

Finally, I would think the 11.15 acre "Woods" parcel would be better served as a "Green Space" park where folks could calmly and enjoyably partake in a natural setting, one that wouldn't take as much expense to develop than having to build up the grade to accommodate the proposed residential units.

My final thought and statement is that I believe it is a wrong move to consider developing the parcel for 80 new residential units. If you wish to build new residential units, do it up at Elk Ridge (formerly known as The Villages).

Ernie Rose
Roads End Homeowner

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:04 PM
To: Public Comment
Subject: FW: Against the Woods Development in Roads End

From: Sheryl Fullerton [REDACTED]
Sent: Friday, September 25, 2020 5:38 PM
To: Dick Anderson <anderson@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>
Cc: Ronald Chandler <rhandler@lincolncity.org>
Subject: FW: Against the Woods Development in Roads End

Dear City Council Members, Mayor Anderson, and Mr. Chandler,

I understand that the Woods Development Plan, already denied twice, is coming up for consideration again. I don't understand why that is being allowed, but want to register as strongly as I can my opposition to this plan for the following reasons:

1. **It is unnecessary.** Lincoln City needs work force and affordable housing, not more market rate homes that will sit vacant because there is not enough demand. If you look at the number of homes for sale in Roads End—for months, even a year or more—it's apparent that there are not enough buyers, either those who want vacation homes or those who want permanent residences. It is irresponsible to approve this kind of a development at a time when the shortage of affordable housing is critical. Allocating 8 of the units as workforce housing does not change that fact to any appreciable degree.
2. **It is dangerous.** Based on the evacuation for the Echo Mountain Fire just weeks ago, when evacuees sat in our cars for two hours, it is painfully clear that adding 80 more homes, hundreds more cars and residents, is adding to an already serious problem with egress from this neighborhood. In addition, if zoning change is approved and some of these homes are approved for VRDs, that could exacerbate the problem by bringing in even more visitors and their cars. We averted disaster this time, but if nothing changes but the number of people and cars, this city is courting a catastrophe.
3. **It will make our traffic situation even worse.** Already we have cars roaring along Logan Road at excessive speeds all summer and on weekends. Adding this development will worsen the traffic congestion, especially in an area where the sightlines are already compromised. Speed monitors this summer (May 27-August 1) recorded 59,000 cars going south and 84,000 cars going north on Logan Road. All those trips originate outside the neighborhood and come in via Logan Road. The addition of this development will add thousands of additional trips from residents and guests. That is simply untenable.
4. **It further endangers pedestrians.** Walking on Logan Road is already perilous, given the load of traffic and the lack of walking paths.
5. **It will overload our already stressed and aging power, water, and sewer systems.** However the development handles its own needs for power, water, and sewer, it cannot mitigate the additional stress on them for the rest of the neighborhood.
6. **It degrades the value of the neighborhood.** I can't imagine that visitors (let alone residents) driving into Roads End would find 80 homes crammed on this location to be an attractive sight. They come for the beauty of our oceanside vistas, not to pass through a dense suburban development.

I urge you to deny the application for this development. To do otherwise is irresponsible and wrong-headed. Thank you for your consideration,

Sheryl Fullerton
Roads End, Lincoln City

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:11 PM
To: Public Comment
Subject: FW: Proposed Housing At Logan Rd and Port Rd

-----Original Message-----

From: john cheek [REDACTED]
Sent: Friday, September 25, 2020 10:23 AM
To: Dick Anderson <anderson@lincolncity.org>
Subject: Proposed Housing At Logan Rd and Port Rd

Dear mayor Anderson.

In light of the very recent evacuation debacle, it would be grossly irresponsible for the City to approve building any homes at the Logan Rd and Port Rd site.

That site should be a park, or second best, since the City desperately needs to both broaden and diversify it's economic base, a commercial site with, perhaps, a Fred Meyer store on it.

John Cheek
[REDACTED]

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:15 PM
To: Public Comment
Subject: FW: Woods Development Project

From: Marie McFarland [REDACTED]
Sent: Friday, September 25, 2020 2:34 PM
To: Ronald Chandler <rhandler@lincolncity.org>; Dick Anderson <anderson@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>
Subject: Woods Development Project

TO: City Manager Ron Chandler

Mayor Dick Anderson

Councilwoman Diana Hinton

Councilman Mitch Parsons

Councilwoman Judy Casper

Councilman Rick Marks

Councilman Riley Hoagland

FROM: Marie and Donald McFarland

SUBJ: Woods Development Project Logan Road

The street we live on is just across from the Holiday Inn Express. Recently we were required to evacuate from our home due to wildfires. That proved very frustrating. We were able to get on to Logan Road after a 20-minute wait at our street, and then sat 50 feet from our street for 3 hours before we started moving towards Hwy 101. Of course, we weren't the only ones waiting our turn to go. There was no other route for us to follow to go towards safety. Ironically, during the summer, we often have to wait while traffic flies up and down Logan Road and have to be most cautious trying to get onto Logan Road.

This new project which is being proposed would definitely have a MAJOR impact on our ability to get on and off Logan Road safely at any time! In addition, we only have one way out from here to escape during any emergency. Adding a much denser population to our local street would have a very negative impact on us and our ability to just get out of our neighborhood any time day or night.

Other reasons that we are against this project include:

- Given the recent evacuation in Roads End, adding 80 new homes will greatly limit the ability of residents and visitors alike to exit the area when an emergency occurs again.
- No Development Agreement has been negotiated with Lincoln City: We have not seen the details on this project to be able to properly evaluate its fit for the neighborhood.
- There is already a high volume of traffic on Logan Road and the majority of REIA members listed traffic and pedestrian safety as their top priority in the recent Member Survey.
- The corner of Logan Road and Port Lane is already dangerous with existing traffic because of speeding cars and poor site lines. Adding more cars would only exacerbate the problem and further jeopardizes public safety.
- The Roads End water and sewer system is aging and vulnerable to malfunction. A development of this size places significant stress on those systems and will negatively impact service to the neighborhood.

Hopefully the City Manager, Mayor and City Council Members will do the right thing and turn down this request to build this type of project here on Logan Road.

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:18 PM
To: Public Comment
Subject: FW: CPA & ZC 2020-02 Woods One Annex and Rezone and ANNEX 2020-01

From: Patrick Dunne [REDACTED]
Sent: Friday, September 25, 2020 2:20 PM
To: Richard Appicello <rappicello@lincolncity.org>
Cc: James White <jwhite2@lincolncity.org>; Ronald Chandler <rchandler@lincolncity.org>; Brittany Anderson [REDACTED]; Brandy Dooley [REDACTED]; Kathleen Grimes [REDACTED]; Dennis Krouth [REDACTED]; Bettye Ruth Gamester [REDACTED]; Phil and Bonnie Vanbruggen [REDACTED]; Marcia Nerling [REDACTED]
Subject: Re: CPA & ZC 2020-02 Woods One Annex and Rezone and ANNEX 2020-01

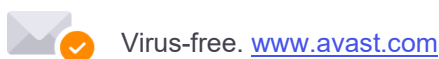
I am impressed with STATUTORY DEVELOPMENT AGREEMENT FOR WOODS ONE LLC ANNEXATION .

I see that all three of my testimonies are included in the packet for City Council. If my previous email to Ron and J. White did not attach to this message, I am commenting on this portion of my 9/22 email message: " I request Councilors consider strong verbiage to this end that Woods One LLC would forfeit the land to the city, if the property remains blighted more than two months after annexation. I also request a vegetation barrier be part of the development on the property line with adjacent owners." After reading (most of) the agreement I do not want to enter testimony 9/28 that would muddy the water.

I am concerned with the timetable, packet pg. 142, of the agreement. Since the June 8 meeting, June, July, August and most of September, Woods One, LLC has done nothing visible on the 11.5 acres to show good faith. Adding up the time, it could result in the blighted property remaining such for 4-1/2 years (2025 - "if I am still alive" *song verse) and then 1 more year to start (2026) and 5 more to completion (2031).

Again I am at awe by your draft agreement and await any comments you could reply to me to help guide any further testimony to Council. I am not against the Woods One, LLC request for annexation, but feel strongly about the property's violation of FPA reforestation since 2014 (my February 12, 2020 testimony).

Thank you,
Patrick M. Dunne



On Tue, Sep 22, 2020 at 8:02 PM Patrick Dunne <funpadunne@gmail.com> wrote:

I have a notice of public hearing for city council September 28, 2020, 6 PM but do not see an agenda packet posting on the city website. I understand noon Wednesday prior to the council meeting is a deadline for

submitting testimony. I have prior submissions, but cannot tell if they have been carried forward from prior meetings.

Therefore, I have attached those. In my Addendum, I have requested in general, the council establish commitment from Woods One LLC to a plan and specific timeline. The notice of public hearing states Woods One LLC has added a statement toward this end. I request Councilors consider strong verbiage to this end that Woods One LLC would forfeit the land to the city, if the property remains blighted more than two months after annexation. I also request a vegetation barrier be part of the development on the property line with adjacent owners.

Patrick M. Dunne

To: Ron Chandler, City Manager

City Councilmembers

25 September 2020

RE: Woods Annexation and Zoning

Greetings:

I am writing this as a private citizen of the Roads End neighborhood in Lincoln City. On a Wednesday morning just a few weeks ago, we were directed by law enforcement through a megaphone to evacuate immediately. We were under a Phase 3 evacuation order and told we were in imminent danger and had to get out NOW. We grabbed our go-bags, box of important documents, a few mementos, and our dog and left in both of our cars. And then we sat. For HOURS on Logan Road, unable to evacuate the neighborhood IMMEDIATELY. The realization of exactly what 'one way in and one way out' means was hitting home. This experience convinced us to re-think just how potentially dangerous our neighborhood is in the event of a true emergency.

The city has much to learn from this experience and should be holding public town halls to gather experiences and develop actions necessary to be more protective of the residents and visitors in Lincoln City. One aspect to consider is how much pressure feeder roads can handle, particularly in areas that are most vulnerable to earthquake, tsunami, and now fire. Annexation and consequent development of property adjacent to and dependent on the same feeder road for emergency exit is irresponsible and putting residents of Roads End at additional and avoidable risk. The construction of 80 more homes could generate 160 more vehicles, all trying to exit on Logan Road to Highway 101. This, as well as all other development within the city needs to be placed on hold until the city reassesses its notification and evacuation plan and develops additional housing with existing residents' safety in mind.

The Development Agreement provided by the developer is also problematic since it provides little benefit to the city other than a commitment to provide 10% or eight homes as affordable housing. No other commitments are made, and much is pushed off to future approvals. The zoning as R-1-5 is inconsistent with surrounding zoning and provides for attached homes, inconsistent with surrounding zoning. I question why the developer did not suggest R-1-RE zoning unless they are intent on proposing higher building heights, smaller lot sizes, and additional vacation rental licenses for the annexed property.

Regarding the evaluation provided by PBS, I would draw your attention the following conclusions (page numbers refer to council packet numbers):

Pg 104: Zoning requested is inconsistent with surrounding zones. The requested zone of R-1-5 permits both detached and attached single-family dwellings as outright allowed uses. Also, this would allow for additional VRDs in the area. City Council should deny

the proposed request and if annexation is approved, require the land be zoned R-1-RE to be consistent with adjacent zoning. This would eliminate the attached single-family dwellings option and require consistent lot size, building height, and set back requirements. It would also preclude vacation rentals in the development.

Pg 104: Regarding specific information on building heights and lot sizes: One of the purposes of the SDA is to provide specific details of the project so that the City has assurances of the ultimate outcome of the project without having to negotiate in future approvals. Omitting the maximum building height and lot size and dimensions and leaving it to future approvals defeats this purpose.

Pg 105: No open space, parks, etc. as required by SDA: The SDA does not include any proposed dedications of amenities, buildings, land, common areas, or proposed parks and open space land preservation or dedication; therefore, this content requirement is not met.

Pg 105: Regarding mitigation measures, particularly those resulting from a Traffic Analysis: The SDA does not reference mitigation measures, development conditions, or other requirements other than general references to adhering to all City codes and standards. This content requirement is not met.

Pg 105: Proposes 10% of housing would be ADI - that is insufficient to meet the housing needs in the city (8 out of 80 houses?) and the definition is missing and the offer in perpetuity also absent.

Pg 106: No timetable for completion of development provided - condition of SDA not met.

Pg 106: Section 10.0 of the SDA is the provision for the reservation, dedication, or donation of sale of land for public purposes. In this section, the draft SDA reviewed at the time of preparing this report, stated that the information is "intentionally omitted-to be determined through future approvals." This requirement is not met.

The draft SDA only proposes one real contractual commitment, and that is to provide 10% of the residential units for sale or lease to people making 120% or less AMI. EVERYTHING ELSE is pushed off to future approvals. This is all that the developer is offering the city and is simply not enough, considering the impacts that come with developing this property.

And last but not insignificant, I am troubled by the clear conflict of interest presented by the fact that the applicant for this annexation is also the interim Planning Director. Simply recusing himself from the presentation is not enough to alleviate the concerns posed by this fact.

The city should hit the pause button on any future development in the city until they address the very real problems experienced recently with evacuation of the Roads End

area. There is nothing in this agreement that solves the traffic issues, nothing that solves the infrastructure issues, and nothing that addresses the environmental impacts to habitat (such that it is) on the property. This project and proposed development agreement are insufficient, incomplete and pose a real danger to the existing residents in the surrounding neighborhoods. There is adequate land already in the city to meet the affordable housing needs so there is no need for the city to bring additional land into the city at this time.

Thank you for your consideration, Patti Kroen

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:22 PM
To: Public Comment
Subject: FW: Woods Development Proposal for your consideration

From: [REDACTED]
Sent: Friday, September 25, 2020 12:29 PM
To: Dick Anderson <anderson@lincolncity.org>
Cc: Ronald Chandler <rhandler@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Ronald Chandler <rhandler@lincolncity.org>
Subject: Woods Development Proposal for your consideration

Dear Mayor and City Council members,

We am writing to request that the Lincoln City Council deny the application of the Woods Development for annexation and zoning change at this time, and at minimum, seek a continuance in order to properly research what is being proposed for this development and to allow the public to have an informed understanding of this development.. This application fails to meet a number of key issues we view as important for a future development plans in this neighborhood. No one we are acquainted with has received adequate public notice of this hearing.

It does not appear to have included a negotiated development agreement. There are few details about what and how is to be built other than maybe 70- 80 house depending on the zoning request that they are able to get from the Council. There is a vague promise for work force housing but no absolute commitment. It appears that it might include 8 houses. 8 houses is miniscule. Does a need exist for this type of housing in the north end of Lincoln City which is already very dense? Why is a current employee to the city proposing this development?

The development will only add additional traffic on Logan Road which is already heavily trafficked. The corner of Highway 101 and Logan Road is the busiest intersection in Lincoln City. An additional load of traffic for 80 plus cars is a serious issue both entering and exiting this property. It is already hard to manage traffic at this end of Lincoln City. This development will only increase that traffic load. Further, there is no sidewalks in this area which produces traffic hazards,

Most importantly, the only ingress and egress to the property is at the corner of Logan Road and Port Lane. This is already a very dangerous intersection due to poor sight line. Adding an additional traffic burden on this site is a huge public safety hazard and will hamper the smooth flow of traffic.

Water and sewer infrastructure would be heavily burdened by this large development. We have been told that the water and sewer line in Roads End is very old and inadequate. The needs of 80 homes may not be met with our current system.

Lastly, this property is very unusual in that it is more like a very deep pit than semi-flat land. It would seem prudent to request engineering reports on this property and future plans to ensure that proper drainage and foundations can be incorporated to protect the investment of future homeowners. The term "blight" is used to describe this area. It is not blight, and the vegetation covering it is now growing nicely, providing habitat for deer and other animals.

One of the justifications contained in this proposal is that it will provide an "attractive entrance to Roads End". Roads End does not need an attractive entrance. It needs less traffic, safe sidewalks, improved roads, and less traffic--both foot and auto. All of which this project will make worse.

Cynthia Thompson and Elaine Walsh
[REDACTED]

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:26 PM
To: Public Comment
Subject: FW: Comments on the Woods development

From: Doreen Thirkell [REDACTED]
Sent: Friday, September 25, 2020 11:27 AM
To: Ronald Chandler <rhandler@lincolncity.org>
Cc: Dick Anderson <anderson@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>
Subject: Comments on the Woods development

Dear Mr. Chandler,

I am writing to comment on the proposed development of "The Woods" located at Port Lane and Logan Road in Lincoln City.

I want to express my objections to this development for the following reasons:

- To my knowledge the Roads End community, which will bear much of the brunt of the impact of the development, has not been properly notified or given a full description of the proposal.
- Having experienced the evacuation of Roads End back on September 9 when traffic was backed up all the way down Hwy 101 southbound as well as far down Logan Road, making an escape from Roads End slow if not impossible at times, I feel that the addition of another 60-80 residences at the junction of Logan Road and Port Lane, a dangerous intersection on a good day, is alarming and boggles my mind that it can even be considered!
- If the proposal intends that traffic from the development would exit down Port Lane and then on to Voyage Ave. to Hwy 101, that is just as alarming. I know people who were in standstill traffic trying to evacuate Voyage Ave. onto Hwy 101 as well. This is not acceptable. I ask you what could have happened if the wildfires had caused an evacuation on a weekend when tens of thousands of tourists have filled our hotels and motels. It's already a disaster waiting to happen.
- Building a development of the size proposed would endanger public safety not only due to increased vehicular traffic but would also be highly treacherous for pedestrians walking along both Port Lane and Logan Road. It is dangerous currently as it is. Crossing traffic at that intersection is especially hazardous.
- Lastly, I question whether the utilities in Roads End are capable of handling another 60 – 80 homes. Even if Urban Development were to be approved for Roads End, expansion or updating of those systems is not proposed.

I trust that my comments will be entered into the record for your City Council meeting and public hearing on September 28, 2020.

Thank you for your attention.

Sincerely,

Doreen Thirkell



cc: Mayor Dick Anderson; Diana Hinton; Mitch Parsons; Rick Mark; Judy Casper; and Riley Hoagland.

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:29 PM
To: Public Comment
Subject: FW: Proposed Woods Development at Port Lane and Logan Road

From: Janet Knipe [REDACTED]
Sent: Thursday, September 24, 2020 11:55 AM
To: Dick Anderson <anderson@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; Ronald Chandler <rchandler@lincolncity.org>
Cc: Public Comment <publiccomment@lincolncity.org>
Subject: Proposed Woods Development at Port Lane and Logan Road

The Roads End Improvement Association (REIA) is opposed to both annexation and a rezoning for the proposed Woods Development. We only need to point to the recent chaotic fire evacuation of Roads End to see that this project is completely inappropriate for this location. Two weeks ago, Roads End residents and visitors spent more than three hours in our cars trying to evacuate via Logan Road to Highway 101. The addition of **80 new residential units** in the neighborhood, and the accompanying number of cars, would compound the problem of a safe egress exponentially. The means of ingress and egress for those properties would be to/from Logan Road. This is a public safety disaster in the making, especially when compounded by the large number of active VRDs (20%) which bring in a large volume of cars and traffic.

We are also deeply concerned about this project for additional reasons:

- 1. It is inconsistent with Comprehensive Plan Goals #2 and Statewide Planning Goal #1 regarding citizen input:** Residents have not been properly notified on what this project will entail. There has not been sufficient opportunity for public comment through a formal public hearing. **At a minimum, there should be a well-publicized and noticed public hearing on a project of this size and importance.**
- 2. There is no negotiated Development Agreement:** We have not seen the details on this project to be able to properly evaluate its fit for the neighborhood. **According to Lincoln City's own language, statements by the owner regarding their intentions are not binding until there is such an agreement,** so there is no guarantee that the developer would build the kind of housing Lincoln City needs most right now: affordable and work-force housing. The requested zoning change is inconsistent with the zones that border the 11.15 acres. **It should be noted that in a recent survey a majority of REIA's members stated they were concerned about this project for the reasons stated herein.**
- 3. It has an adverse impact on Roads End sewer and water systems:** The Roads End/Villages Urban Renewal Area Plan Advisory Committee has already discussed the fact that the infrastructure in Roads End is aging and is quite vulnerable to malfunction. **This sizable development places significant stress on those systems and will negatively impact service to the neighborhood.**
- 4. It negatively affects public safety, traffic, and pedestrian use:** Driving at the corner of Logan Road and Port Lane is already dangerous because of speeding cars and poor site lines. **Adding more cars would only exacerbate the problem and further jeopardizes public safety.**

Since there is still no negotiated Development Agreement at this time, we believe it would be foolhardy and negligent to approve this project. Currently, there is also an entirely new, and as-yet undeveloped neighborhood, the Villages at Sitka Woods, with plenty of lots ready for development.

This project application seems untimely, incomplete, inappropriate, and short-sighted. We urge the City Council to deny both parts of this application and to focus on projects i.e., workforce and low-income housing, that will truly serve the entire community during these challenging times. Thank you for your consideration.

Janet Knipe, President

On behalf of Roads End Improvement Association

--

Janet Knipe

Ronald Chandler

From: Ronald Chandler
Sent: Saturday, September 26, 2020 3:30 PM
To: Public Comment
Subject: FW: Woods Development

From: Elaine Starmer [REDACTED]
Sent: Thursday, September 24, 2020 11:22 AM
To: Ronald Chandler <rhandler@lincolncity.org>; Riley Hoagland <rhoagland@lincolncity.org>; Diana Hinton <dhinton@lincolncity.org>; Dick Anderson <anderson@lincolncity.org>; Mitch Parsons <mparsons@lincolncity.org>; Judy Casper <jcasper@lincolncity.org>; Rick Mark <rmark@lincolncity.org>; AnneMarie Skinner <askinner@lincolncity.org>
Subject: Woods Development

It is mind boggling that our City would entertain putting 80 more houses on a street that is already over capacity for most of the year. The intersection of Port and Logan is already a dangerous spot and this would only exacerbate the problem. Not to mention that our infrastructure and resources cannot adequately support the density that is already here. And I'm sure there is a great desire to get 10% of those homes on the VRD list, since it would most likely get zoned to allow it.

Have we already forgotten what Logan Road, Port, and 101 were like just a couple weeks ago? Adding this amount of density to the existing constraints of "one road in-one road out" is unconscionable.

I understand we need affordable housing, but you can't just plop it in the middle of an already overburdened area.

It also troubles me that Richard Townsend was a paid consultant on this proposed project and is now acting Director for our Planning Department. Sounds like a clear conflict of interest to me.

Please do not make an existing problem worse.

Respectfully,
Elaine Starmer
Roads End

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Ronald Chandler

From: Susan Wahlke [REDACTED]
Sent: Saturday, September 26, 2020 3:38 PM
To: Public Comment
Subject: Woods annexation and comp plan/zone change

Mayor Anderson and Council Members,

In looking at the Council agenda it appears the recommendations from the planning commission regarding the Woods applications were to approve the annexation, but not the zoning/comprehensive plan changes. I think the Council should require a lot more information from the developer before zoning is decided.

The proposed zoning is inconsistent with neighboring properties. Any development of this land will increase traffic congestion, and as we experienced on September 9th, the capacity of the existing roadways is inadequate, which could lead to catastrophic results. Yes, the City needs housing, but there is other land available. The subject property should not be developed at a high density. I believe zoning should be decided before annexation occurs, and I believe the City needs to receive more information from the developer before zoning is determined.

Please require more information before making your decision. Thank you for your time, and for your dedication to the City of Lincoln City.

Susan Wahlke
[REDACTED]

Ronald Chandler

From: Nancy Moore [REDACTED]
Sent: Saturday, September 26, 2020 3:41 PM
To: Public Comment
Subject: Roads End - Woods Development
Attachments: mobile resize - Front (1).png; ATT00001.txt

As a year round resident of Roads End, it is imperative to have a development plan for the Woods End project reviews by the neighborhood. With an 80 unit development, doesn't the state have to approve any plans as well as the City? Has the area been officially annexed into Lincoln City?

Please notify me of meetings on this project.

Thank you

Ronald Chandler

From: Diana Hinton
Sent: Saturday, September 26, 2020 3:55 PM
To: Ronald Chandler
Subject: FW:

A comment regarding Woods project for public record and forward to Council please.

From: Midge Hovig [REDACTED]
Sent: Friday, September 25, 2020 10:16 AM
To: Diana Hinton <dhinton@lincolncity.org>
Subject:

Hi Diana. Midge Hovig here. It took me 4 hours from north Logan Road to Siletz River to evacuate. If I had to wait for 80 more from Woods residence would increase more time, plus the sewer problems. Thanks for having our backs. Hope you and your family are well. God bless you and yours. Midge
Get [Outlook for Android](#)

Ronald Chandler

From: Kerry Eggers [REDACTED]
Sent: Saturday, September 26, 2020 5:13 PM
To: Public Comment
Subject: Woods Development

To whom it may concern,

I'd like to voice my concern about the proposed development in the Roads End area. I urge you to turn down the development request. The addition of up to 80 units would make the area much more unlivable. We simply can't take the additional traffic without serious implications to the people who already own homes and vacation homes there.

Please take this into consideration.

Sincerely,

Kerry Eggers, [REDACTED]

Ronald Chandler

From: Chuck and Betty Pritchard [REDACTED]
Sent: Saturday, September 26, 2020 6:28 PM
To: Public Comment
Subject: Proposed Woods Development

We are extremely concerned about the Woods Development. We already have an extreme problem with limited pathways to exit Roads End!

Adding 80 more houses will cause a severe burden to the way to evacuate our area! Will there be additional access to 101? How about the difficulty of overcrowding on 101? Please do not allow this development to take place!

Thank you
Betty Pritchard

Ronald Chandler

From: SALLY KISSELL [REDACTED]
Sent: Saturday, September 26, 2020 6:59 PM
To: Public Comment
Subject: Proposed Woods Development

Mayor Anderson, Counselors Hinton, Parsons, Mark, Casper, Hoagland, and City Manager Chandler;

I am writing in opposition to the proposed Woods Development. I believe that the construction of 80 homes at Logan Road would result in hazardous congestion on Logan Road at an already dangerous curve in the road. There are no sidewalks on Logan Road and the increase in traffic should 80 new houses be developed would endanger pedestrians and cyclists.

Logan Road is the only exit for homeowners and the addition of significant traffic at that intersection would hamper evacuation efforts in an emergency.

I am also concerned with the safety and sustainability of our water and sewer systems. Road's End systems would be very vulnerable due to their age.

Thank you for your consideration of my request.

Sincerely,

Sally Kissell, Homeowner

[REDACTED]
Lincoln City, OR

Sent from my iPhone

Ronald Chandler

From: Richard Sherwood [REDACTED]
Sent: Saturday, September 26, 2020 7:22 PM
To: Public Comment
Subject: 80 new homes in roads end

As a homeowner in Roads End ([REDACTED]) I oppose the building of 80 new homes on Logan rd in one big development, our community is being stressed by over building putting undue pressure on our water and sewer systems not to mention our roads and evacuation routes in Impending emergencies. Richard Sherwood

Sent from my iPhone

Ronald Chandler

From: Bill Flynn [REDACTED]
Sent: Sunday, September 27, 2020 3:23 PM
To: Public Comment
Cc: Ronald Chandler; Dick Anderson; Diana Hinton; Mitch Parsons; Rick Mark; Judy Casper; Riley Hoagland
Subject: Re: Woods Development update
Attachments: Annexation.docx

City Manager, Mayor, and Councilors:

Attached is a letter you have received from Ms. Patti Kroen. We have included it because it very accurately expresses our concerns as property owners in the Roads End district. Further, we fully endorse the Roads End Improvement Association's position in opposing the Woods development, as listed below:

1. Given the lengthy delays during the recent evacuation of Roads End, adding 80 new homes will further limit the ability of residents and visitors alike to exit the area should another emergency occur.
2. No Development Agreement has been negotiated with Lincoln City: We have not seen the details on this project to be able to properly evaluate its fit for the neighborhood.
3. There is already a high volume of traffic on Logan Road and the majority of REIA members listed traffic and pedestrian safety as their top priority in the recent Member Survey.
4. The corner of Logan Road and Port Lane is already dangerous under current traffic conditions, due to speeding cars and poor sight lines. Adding more cars would only exacerbate the problem and further jeopardizes public safety.
5. The Roads End water and sewer system is aging and vulnerable to malfunction. A development of this size places significant stress on those systems and will negatively impact service to the neighborhood.

Add to these concerns that we find it appalling that we have received no notification of this significant proposal and the impending hearing, other than by word of mouth. While we are not permanent residents of the city, we are property owners and city and county taxpayers.

We hope you will take these concerns seriously, and objectively consider all criteria before acting on this very important matter.

Sincerely,

William Flynn
Judith Flynn

[REDACTED]

Mailing address:

[REDACTED]

To: Ron Chandler, City Manager

City Councilmembers

25 September 2020

RE: Woods Annexation and Zoning

Greetings:

I am writing this as a private citizen of the Roads End neighborhood in Lincoln City. On a Wednesday morning just a few weeks ago, we were directed by law enforcement through a megaphone to evacuate immediately. We were under a Phase 3 evacuation order and told we were in imminent danger and had to get out NOW. We grabbed our go-bags, box of important documents, a few mementos, and our dog and left in both of our cars. And then we sat. For HOURS on Logan Road, unable to evacuate the neighborhood IMMEDIATELY. The realization of exactly what 'one way in and one way out' means was hitting home. This experience convinced us to re-think just how potentially dangerous our neighborhood is in the event of a true emergency.

The city has much to learn from this experience and should be holding public town halls to gather experiences and develop actions necessary to be more protective of the residents and visitors in Lincoln City. One aspect to consider is how much pressure feeder roads can handle, particularly in areas that are most vulnerable to earthquake, tsunami, and now fire. Annexation and consequent development of property adjacent to and dependent on the same feeder road for emergency exit is irresponsible and putting residents of Roads End at additional and avoidable risk. The construction of 80 more homes could generate 160 more vehicles, all trying to exit on Logan Road to Highway 101. This, as well as all other development within the city needs to be placed on hold until the city reassesses its notification and evacuation plan and develops additional housing with existing residents' safety in mind.

The Development Agreement provided by the developer is also problematic since it provides little benefit to the city other than a commitment to provide 10% or eight homes as affordable housing. No other commitments are made, and much is pushed off to future approvals. The zoning as R-1-5 is inconsistent with surrounding zoning and provides for attached homes, inconsistent with surrounding zoning. I question why the developer did not suggest R-1-RE zoning unless they are intent on proposing higher building heights, smaller lot sizes, and additional vacation rental licenses for the annexed property.

Regarding the evaluation provided by PBS, I would draw your attention to the following conclusions (page numbers refer to council packet numbers):

Pg 104: Zoning requested is inconsistent with surrounding zones. The requested zone of R-1-5 permits both detached and attached single-family dwellings as outright allowed uses. Also, this would allow for additional VRDs in the area. City Council should deny

the proposed request and if annexation is approved, require the land be zoned R-1-RE to be consistent with adjacent zoning. This would eliminate the attached single-family dwellings option and require consistent lot size, building height, and set back requirements. It would also preclude vacation rentals in the development.

Pg 104: Regarding specific information on building heights and lot sizes: One of the purposes of the SDA is to provide specific details of the project so that the City has assurances of the ultimate outcome of the project without having to negotiate in future approvals. Omitting the maximum building height and lot size and dimensions and leaving it to future approvals defeats this purpose.

Pg 105: No open space, parks, etc. as required by SDA: The SDA does not include any proposed dedications of amenities, buildings, land, common areas, or proposed parks and open space land preservation or dedication; therefore, this content requirement is not met.

Pg 105: Regarding mitigation measures, particularly those resulting from a Traffic Analysis: The SDA does not reference mitigation measures, development conditions, or other requirements other than general references to adhering to all City codes and standards. This content requirement is not met.

Pg 105: Proposes 10% of housing would be ADI - that is insufficient to meet the housing needs in the city (8 out of 80 houses?) and the definition is missing and the offer in perpetuity also absent.

Pg 106: No timetable for completion of development provided - condition of SDA not met.

Pg 106: Section 10.0 of the SDA is the provision for the reservation, dedication, or donation of sale of land for public purposes. In this section, the draft SDA reviewed at the time of preparing this report, stated that the information is "intentionally omitted-to be determined through future approvals." This requirement is not met.

The draft SDA only proposes one real contractual commitment, and that is to provide 10% of the residential units for sale or lease to people making 120% or less AMI. EVERYTHING ELSE is pushed off to future approvals. This is all that the developer is offering the city and is simply not enough, considering the impacts that come with developing this property.

And last but not insignificant, I am troubled by the clear conflict of interest presented by the fact that the applicant for this annexation is also the interim Planning Director. Simply recusing himself from the presentation is not enough to alleviate the concerns posed by this fact.

The city should hit the pause button on any future development in the city until they address the very real problems experienced recently with evacuation of the Roads End

area. There is nothing in this agreement that solves the traffic issues, nothing that solves the infrastructure issues, and nothing that addresses the environmental impacts to habitat (such that it is) on the property. This project and proposed development agreement are insufficient, incomplete and pose a real danger to the existing residents in the surrounding neighborhoods. There is adequate land already in the city to meet the affordable housing needs so there is no need for the city to bring additional land into the city at this time.

Thank you for your consideration, Patti Kroen

Ronald Chandler

From: Victoria M [REDACTED]
Sent: Sunday, September 27, 2020 5:37 PM
To: Public Comment
Subject: New development in Roads End

I am expressing my concerns against any new development in Roads End because of the lack of safe roads and pedestrian sidewalks. Our experience during the evacuation was That it took almost 3 hours by car to get from our house on port drive to the intersection of hwy 101 and Logan Road.

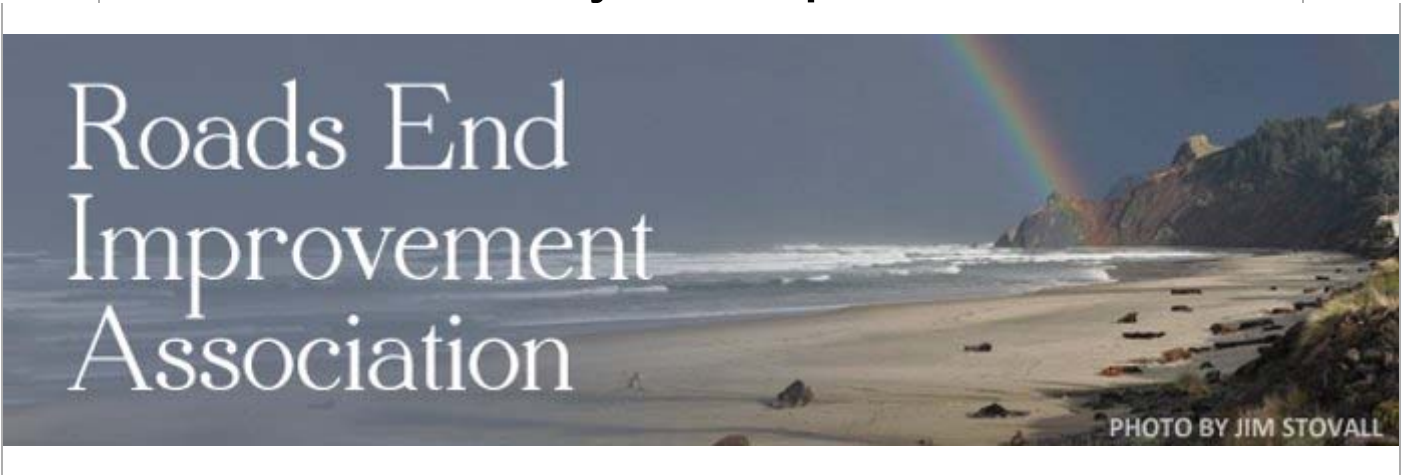
I also agree with the other concerns members of REIA have Stated in the message below.

Thank you for working to make Roads End a livable neighborhood.

Victoria McOmie
Robert Crouch
[REDACTED]

Can't See This Message? [View in a browser](#)

Roads End Improvement Association
Proposed Woods Development
Voice your Opinion!



Roads End
Improvement
Association

PHOTO BY JIM STOVALL

Reminders and Information for [Roads End Improvement Association](#) members. If you are not a member, or not sure, consider [joining](#) or reply to this message to check your membership status. If these mailings no longer apply, see the [unsubscribe link](#) at the bottom of the message.



Proposed Woods Development at the Corner of Port Lane and Logan Road: We Urge You to Voice Your Opinion

There will be a public hearing by the City Council on the Woods Development [on Monday, September 28, 2020](#). **The Council needs to hear from Roads End residents and homeowners about this project as soon as possible because it will impact the livability of our**

neighborhood. This proposed development is at the corner of Port Lane and Logan Road and will **add 80 new residential units** to the 11.15 acre parcel.

Residents and property owners have not been properly notified on what this project will entail. At a minimum, there should be a well-publicized and noticed public hearing on a project of this size and importance.

Concerns raised by REIA members to date include:

1. Given the recent evacuation in Roads End, adding 80 new homes will greatly limit the ability of residents and visitors alike to exit the area when an emergency occurs again.
2. No Development Agreement has been negotiated with Lincoln City: We have not seen the details on this project to be able to properly evaluate its fit for the neighborhood.
3. There is already a high volume of traffic on Logan Road and the majority of REIA members listed traffic and pedestrian safety as their top priority in the recent Member Survey.
4. The corner of Logan Road and Port Lane is already dangerous with existing traffic because of speeding cars and poor site lines. Adding more cars would only exacerbate the problem and further jeopardizes public safety.
5. The Roads End water and sewer system is aging and vulnerable to malfunction. A development of this size places significant stress on those systems and will negatively impact service to the neighborhood.

What little information there is on this project can be found in the Lincoln City Planning Department staff report and application [here](#).

When the proposal came before the Planning Commission it was asking for two things:

1. to annex this property and make it a part of Lincoln City (it is now a part of the County); and

2. to re-zone the property to R-1-5. [On May 5](#), the Planning Commission voted 4-3 in favor of annexation and denied the proposed zoning in a 7-0 vote.

The minutes from that meeting can be found [here](#).

The City Council needs to hear from you on this important project. Send a short email to those listed below or to publiccomment@lincolncity.org before Monday morning to ensure that Councilors will read it before their meeting.

City Manager:

Ron Chandler: rhandler@lincolncity.org

Mayor and City Councilors:

Mayor Dick Anderson: danderson@lincolncity.org

Diana Hinton: dhinton@lincolncity.org

Mitch Parsons: mparsons@lincolncity.org

Rick Mark: rmark@lincolncity.org

Judy Casper: jcasper@lincolncity.org

Riley Hoagland: rhoagland@lincolncity.org

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Ronald Chandler

From: Annette Guido [REDACTED]
Sent: Sunday, September 27, 2020 8:49 PM
To: Dick Anderson; Ronald Chandler; Public Comment
Cc: Diana Hinton; Riley Hoagland; Mitch Parsons; Diane Kusz; Judy Casper; Rick Mark
Subject: Re: Logan road property annexation request

Dear Mayor Anderson, Councilors and City Manager Chandler,
I remain concerned re: the proposed annexation and zone change for the "Woods" property that I understand you'll be discussing in the Council meeting on 9-28-20.

There are a number of outstanding questions but much more significantly we have had recent experience of traffic Congestion in case of emergency evacuation. Many residents living north of the proposed development sat in traffic for hours in order to evacuate due to the recent fire. It will be much worse if cars from an additional 80 homes are added to the traffic between the egress from the neighborhood and highway 101. Please pause on a decision until a public safety analysis is done and improvements implemented.

The remaining questions have to do with the statutory development agreement. It was to have been "negotiated". It appears as if the development agreement is a draft--who from the City has negotiated with the developers and their representative to make sure that the interests of the City are secured? Are the interests of the City secured by the promise of only 10% of units for affordable housing? This amounts to a guarantee of only 8 affordable units. Is that all we can expect? Will the current utilities bear the burden of so many additional homes? Are there sufficient guarantees re: an easement for the drainage of the City's water tower? See my comments above re: traffic congestion--and note no plans for sufficient egress and ingress.

Some of these issues were called out by the consultant that the City hired for review. In addition, the consultant made a number of recommended edits to the draft agreement. When do those occur? After discussion and approval? This draft should be negotiated in a clear and transparent manner with the needs of the City to be attended to then returned to Council for a decision.

As you recall, the Planning Commission voted against the zone change request. At a minimum, the Council ought to consider zoning more consistent with surrounding neighbors--eg, R-1-RE. A cap should be placed on any additional short term vacation rentals in the neighborhood until public safety including a traffic and evacuation plan can be addressed and secured.

Finally, I respectfully request that my letter be read into the record. Also, I request that you allow the public to make brief oral comments via Zoom (or phone) as long as the Covid pandemic makes it risky for to appear in person to comment orally.

Thanks so much,

Annette Guido
[REDACTED]

On Mon, Jun 8, 2020 at 3:49 PM Annette Guido [REDACTED] wrote:

Dear Mr. Mayor, Councilors and City Manager Chandler,

I am writing today to express my concerns re: matter on your agenda today, namely the annexation and zone change requests relative to the 11.15 acre site near NW Logan Road. I urge you to send this back for further review and require the applicant and their consultant to follow appropriate practices that will give you and our city more secure assurances that they will follow through on “indications” they have made.

The analysis done by planning staff indicates that although the applicant states a willingness to provide “a substantial portion of workforce housing in the property’s development mix”, those intentions are not binding unless a statutory development agreement is approved by the City Council. That has not happened as far as I see in the documents available.

Also, the staff note that “the applicant’s expression of willingness to provide an easement for drainage of the City’s water tower” is not binding either.

Furthermore, the staff note that the proposed subdivision plans that the applicant submitted are also not binding unless and until there is a status development agreement. If such a statutory agreement has actually been reached then it would seem appropriate to give the planning department time to analysis and report on so that the public can actually be informed prior to you making a decision re: annexation.

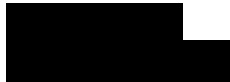
I do understand that the city is in need of housing (especially workforce housing) but it will be very costly to make the improvements to roadways that will be required to accommodate the traffic flow on Logan road and Port to accommodate a development of the size envisioned. This must be clearly understood and accommodated by the City—that is critical to do before annexing this property which has been described as an “island of county property”. Plans for egress and ingress to this “island” must be clearly understood before you can make a wise decision re: annexation. I am concerned that the utilities may also not readily bear up to the demand of additional households without further investment.

Meanwhile, there are many other buildable parcels located within the current bounds of the City. The Villages already have roads—what is happening to building there?

The final point I want to make is re: City goals 8 & 11. Although landscaping may yield something more pleasing than current state it is not a given. Those of us who recall the mature trees that were ripped out recall a very pleasing natural landscape that will not be replaced. However, a preserved wetland area (hard to see how it could actually be developed otherwise) and some residential landscaping is not sufficient to replace the reforestation that should have been pursued after the area was clearcut years ago. There should be direction to the developer to attend to this requirement of reforestation with binding commitments before annexation is seriously considered.

Thank you for your consideration,

Annette Guido



Ronald Chandler

From: Julia Portaro [REDACTED]
Sent: Sunday, September 27, 2020 8:55 PM
To: Public Comment
Cc: Mitch Parsons; Diana Hinton; Dick Anderson; Rick Mark; Judy Casper; Riley Hoagland
Subject: Roads End Development

I strongly urge you to vote against developing housing units in Roads End. I recently moved to the city and must drive down Logan road every day. The road is already heavily congested, especially during weekends and during summer. The development of housing will only make matters worse. I am also worried about the wildlife who potentially occupy that space. So many species have been displaced due to the fires, especially the Echo Mountain Fire. I am gravely concerned about the potential urban sprawl of this beautiful city. We have a fantastic community here surrounded by beautiful land. The development of this land could lead to further development of BLM lands that deserve to be protected. I know there are so many members of the community here that agree.

Please consider voting against developing this land.

Thank you,
Julia Portaro

Ronald Chandler

From: Connor Schutze [REDACTED]
Sent: Sunday, September 27, 2020 10:00 PM
To: Public Comment
Subject: Roads End Improvement Association Proposed Woods Development Voice your Opinion

Please do not approve 80 residential housing units on this site. During the evacuation, my family and I were stuck on the road for three hours without moving, watching people abandon their cars and flee toward the beach or try going along the road on foot. The casino and other renting houses around here have caused traffic around the corner already. The bus stop causes a major backup during summer months. Keeping the limit of houses to around 20 would be a far better option and not congest the roads nearly as much. A natural area should be kept within this area as well as housing. Road End is a special place to me. This development would be devastating.

Sincerely,
Connor Schutze