



AGENDA

Lincoln City Planning Commission
Thursday, January 19, 2023, 1:30 PM
NW Conference Room,
801 SW Hwy 101 - 3rd Floor, Lincoln City, OR 97367

I. CALL TO ORDER

II. DISCUSSION ITEMS

2.1. Components of Comprehensive Plan Update

III. ADJOURNMENT

All information for this meeting is available on the City of Lincoln City website at www.lincolncity.org. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, for a hearing impaired device, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting. To request information in an alternate format or other assistance, please contact the City's ADA Coordinator, Kevin Mattias, at 541-996-1013 or kmattias@lincolncity.org. Visit the [ADA Accessibility / City of Lincoln City, OR](#) webpage to view how the City continues to remain in compliance with Title II of the Americans with Disabilities Act regarding City programs, services, processes, and facilities.

*This meeting is a **work session only** and generally does not include public comment.*

Planning Commission Communication

Components of Comprehensive Plan Update

Meeting Date: January 19, 2023 Primary Staff Contact: AnneMarie Skinner
Department: Planning Commission E-Mail: ASkinner@lincolncity.org
Secondary Dept: Secondary Contacts:
Approval: Estimated Time:

Attachments:

Draft Intro for Work Session 01.19.2023 (PDF)
Draft Housing for Work Session 01.19.2023 (PDF)
Draft Transportation for Work Session 01.19.2023 (PDF)
Draft Recreation Needs for Work Session 01.19.2023 (PDF)
Draft Natural Hazards for Work Session 01.19.2023 (PDF)
Draft Estuarine for Work Session 01.19.2023 (PDF)
Draft Citizen Involvement for Work Session 01.19.2023 (PDF)

INTRODUCTION

What is a comprehensive plan?

A comprehensive plan is a document that serves as a general land-use plan to guide the future actions of a community. The document presents a vision for the community's future. The goals and objectives contained therein help bring the vision to fruition.

Why does Lincoln City need a comprehensive plan? On May 29, 1973, Oregon Senate Bill 100 created a structure for statewide planning. One of the requirements of the bill is that every city and county in Oregon prepare a comprehensive plan in accordance with a defined set of statewide planning goals. State requirements notwithstanding, the comprehensive plan for Lincoln City sets forth a clear, long-term vision specific to the city. The goals and objectives are set forth to assist in realization of the vision. They celebrate and promote the identity and diversity of Lincoln City. At the same time, it is important that the goals and objectives strike a balance between the competing demands on the land for development and the preservation and enhancement of natural resources. The comprehensive plan also provides the foundation for Lincoln City's zoning code, which is the legal tool for implementing the long-term vision outlined in the comprehensive plan and establishing allowed uses and use standards in the city's zones.

This comprehensive plan is developed pursuant to Oregon's Planning Act and serves to implement the Statewide Planning Goals. This plan serves as the blueprint for the city's development over the next 20 years, and replaces the previous adopted plans as well as subsequent amendments.

Although the comprehensive plan is designed and intended to be the controlling land use planning instrument to the year 2043, it is important to recognize and effectively deal with major changes in the community. The comprehensive plan reflects the desires of the community at the time it is adopted and must be continually reviewed and revised to keep pace with changing circumstances and community desires. The continued review of the comprehensive plan is known as Periodic Review.

Periodic Review is a term used in Oregon law to describe the periodic evaluation and revision of the local comprehensive plan. Since 1981, state law has called for cities and counties to review their comprehensive plans according to a periodic schedule established by the Land Conservation and Development Commission. In 2007, the legislature revised the requirements of Periodic Review to include only those with a population greater than 10,000. The overall purpose of Periodic Review is to ensure that the comprehensive plan is updated to respond to changes in local, regional, and state conditions; coordinated with other comprehensive plans and investments; and in compliance with the statewide planning goals, statutes, and rules. With a population certified as 10,134 by Portland State University's Population Research Center on December 15, 2022, Lincoln City is required to perform a Periodic Review of its comprehensive plan every five years.

Lincoln City Looking Back

Lincoln City is one of the largest cities on the Oregon Coast, located along US Highway 101 at the 45th Parallel. Lincoln City unites seven neighborhoods from north to south. Each neighborhood has its own history, having developed independently before Lincoln City's election to incorporate on December 8, 1964. Much of the city is built on a marine terrace, and other areas of the city rest on headlands of the Coast Range or reach across Devils Lake and upward along the foothills of mountains that form the city's eastern backdrop.

Native Americans inhabited the land along the Siletz River, Siletz Bay, and the Salmon River. The first approach of Europeans to the Pacific Northwest was by sea, during the eighteenth century. Spain, Portugal, England, and France explored the Pacific Coast looking for natural resources and a northwest passage through the continent. The first recorded tourists arrived in 1837. In 1856, the United States government forcibly moved local Native Americans to a 1.1 million-acre Siletz Reservation as their permanent home.

Homesteaders began arriving in what is now Lincoln City soon after Congress passed the Dawes Act in 1887. This act opened up the coast reservation lands to settlers and gave eighty-acre allotments to reservation Native Americans. Early settlers homesteaded the land and combined subsistence farming with fishing and hunting to survive on the isolated coast. The tribal population weakened and decreased in numbers as a result of the loss of land, starvation, exposure to the elements, epidemics, and government relocation policies and programs.

In 1886, the Kern Brothers Cannery on the Siletz River became the first major industry in North Lincoln County. The Siletz River, with abundant salmon, was a fisherperson's paradise in those early years and homesteaders fished for extra income. The cannery provided a net, a cabin, net rack, and a boat to use on credit. By the early 1920s, however, the numbers of fish were diminishing and new regulations in 1935 prohibited drift net fishing altogether. The area then turned to logging for its industry. The small beach towns of Wecoma, Oceanlake, Delake, Nelscott, Taft, and Cutler City that now comprise Lincoln City grew up along what is now US Highway 101. By the 1930s, these six small beach towns competed with other coastal communities to attract tourists and increase business.

Oceanlake was named after two town developments (Devil's Lake Park and Raymond) merged into one unincorporated area. In 1935, an unsuccessful attempt was made to incorporate; 1945 brought successful incorporation of Oceanlake. April 23, 1948 saw the failed incorporation of Nelscott, Taft, DeLake, and Cutler City as Lincoln City. On August 16, 1949, the City of Taft was incorporated. On October 13, 1949, the City of DeLake was incorporated. Nelscott never incorporated to become a city. In 1955, Wecoma merged with Oceanlake.

By the late 1950s, the populations of Wecoma, Oceanlake, Delake, Nelscott, and Taft had grown to the point that they could not meet the subsequent need for improved water distribution and sanitary sewer services. At that point, town leaders began to talk about merging, with the subsequent consolidation taking place in 1965, marking the official birth of Lincoln City. Cutler City was included as part of Lincoln City after the incorporation. The County's Road's End neighborhood was added to the city as part of an annexation in 2013.

Although the Western Oregon Termination Act took the last reservation land from tribal members in 1954, the Siletz people and culture endure. In 1977, the Confederated Tribes of the Siletz Indians became the second in the nation and the first in Oregon to regain federally recognized tribal status. A modest land base consisting primarily of timberlands became the Siletz Reservation in 1980.

Lincoln City Today

Lincoln City governs through a council-manager form of government. Lincoln City is divided into three wards with two individuals elected from each ward to serve on the city council. The mayor is elected at large and serves as the presiding officer of the city council. The seven-member City Council has the power to legislate on city matters and hire a city manager as the city's chief executive.

Lincoln City's major economic drivers are tourism and coastal retirement. The seven-plus miles of beaches are permanently accessible to the public due to landmark legislation passed in 1967 by the Oregon Legislature. In 1995, the Confederated Tribes of Siletz Indians opened Chinook Winds Casino at the northern end of the city on property overlooking the Pacific Ocean. The Tribe also operates the Chinook Winds Golf Resort and the Chinook Winds Resort Hotel. A majority of employers are local-owned, small businesses, many of which are family owned and operated. Larger employers include the Confederated Tribe of Siletz Indians, city government, Lincoln County School District, and Samaritan North Lincoln Hospital.

Lincoln City, oriented by the Pacific Ocean and coastline, makes it one of the planet's most dynamic landscapes. The city is a community where people experience the magic of the Pacific Ocean for the first time every day. The shoreline boasts spectacular qualities of continuous motion and wave action, majestic sunsets, torrential wind and rainstorms, and a wide variety of wildlife and treasured vistas to appreciate its beauty. Inland, residents and visitors enjoy over 450 acres of open space. Trails, including the spectacular Knoll Trail, are family friendly and dispersed throughout the city limits, providing access to wetlands, the lakefront of Devils Lake, old growth forest, and the prized 400-year-old Heritage Sitka Spruce named *Nuu-k'wii-daa-naa-ye*.

Lincoln City has the unique and distinct feature of being part of the Cascade Head Biosphere Region. The Biosphere Region is a 102,110 acre site designated originally in 1976 on the central Oregon Coast by the United Nations Man and Biosphere Program and reauthorized to the current footprint in 2017. The rare and diverse ecosystem includes the Salmon River and its estuary, a sandy littoral spit, densely forested uplands, a two-mile basalt headland covered in native coastal prairie, and a marine reserve stretching west into the waters of the Pacific. The Cascade Head Biosphere Reserve is Oregon's only UNESCO Biosphere Reserve.

The city is also fortunate to be adjacent to the Cascade Head Marine Reserve, one of five Oregon marine reserves. The Cascade Head Marine Reserve stretches between the Cascade Head headland and Lincoln City. The site includes a marine reserve surrounded by three marine protected areas and serves to protect and support scientific research of this unique marine habitat.

All of these resources, combined with the jewel of Devils Lake to the east and the estuaries of Siletz Bay National Wildlife Refuge to the south, are core to the identity of our community. They inform our values toward the environment, help define our stewardship to the environment, and assist in forming the basis of this comprehensive plan.

Lincoln City's population comprises the resident workforce, second homeowners, tourists, and retirees. The population is more accurately be described as locals or "sometimes locals." "Sometimes locals" refers to those who visit occasionally but who refer to Lincoln City as "their beach", and who help to create a community much larger than the 10,169 individuals who live here year round. Over time, both of these groups have grown more diverse. People of varying ages, backgrounds, ethnicities, and economic status live and work in the community, and visit this community because they value its natural beauty, find plentiful opportunities for recreation, and enjoy the friendly and welcoming neighborhoods.

Lincoln City Looking Forward

In the future, Lincoln City is a premier coastal community where the ocean, beach, river, lake, forest, and Cascade Head Biosphere Region inspire a community of artists and those who love art. We are a showcase of the Oregon Coast's most extraordinarily beautiful setting for full-time and seasonal work,

recreation, and retirement. Lincoln City is welcoming and inclusive, where diverse groups of people care for one another and have pride in their community. Through continued careful planning and collaboration, Lincoln City is a pleasant, safe, and prosperous town where everyone enjoys a high quality of life. Lincoln City is a great place to live year round, live part of the year, visit often, or visit once in a lifetime.

DRAFT

CHAPTER 8: HOUSING

Housing consists of buildings, structures, or shelters in which people live. Safe and sanitary permanent, year-round housing for all individuals is fundamental to a healthy and vibrant community. Provisions for housing is a primary element in the comprehensive plan. Statewide Planning Goal 10 requires jurisdictions to maintain and plan for an adequate land supply to accommodate at least 20 years of future residential growth.

Cities must complete an analysis of housing needs that includes information about population and housing demographics, among other information. The Lincoln City Housing Needs Analysis (HNA) was adopted in 2017 along with the Economic Opportunity Analysis (EOA). It is incorporated into and included as a part of the comprehensive plan as Appendix **XX**.

In 2022, an update was prepared to the housing needs projection and related residential land needs for inclusion in the comprehensive plan. The 2022 HNA update is hereinafter included as a part of and incorporated into the comprehensive plan as Appendix **XX**.

In response to the 2017 HNA and the updated 2022 HNA, the city's housing goal for the next 20 years is focused on providing a variety of housing and sheltering options for all citizens.

GOAL

To ensure Lincoln City residents have affordable housing through community partnerships and progressive planning; to create and maintain a community that cares about those in need and works together to provide housing and sheltering options for all income levels and ages—especially for our most vulnerable populations.

POLICIES AND OBJECTIVES

1. Support development of affordable housing and facilitate housing options for all demographics.
2. In conjunction and partnerships with state and regional efforts, develop programs, services, and policies to address the issue of homelessness and to serve the transient population.
3. Provide a 20-year supply of land to accommodate the city's housing and sheltering needs.
4. Participate in partnerships with agencies throughout the region for the provision of affordable and equitable housing options in Lincoln City.
5. Encourage comprehensive plan map amendments or zone map changes that would result in decreased residential densities or less intensive residential uses in tsunami, flood, or bluff erosion hazard areas in accordance with Statewide Planning Goals.
6. Encourage housing options for special needs populations, including shelters, transitional housing, independent living for seniors, assisted living, memory care, drug and alcohol rehabilitation, and mental health facilities.
7. Promote the provision of support services, including sustainable transportation options, to allow seniors and those with special needs to remain in their own residences or non-institutional settings.
8. Encourage proper building and property maintenance for the health and safety of residents through the redevelopment or rehabilitation of existing underdeveloped, derelict, poorly maintained, and/or underutilized housing stock.
9. Encourage development of housing for people of all ages and abilities who want to live and work in Lincoln City.

10. Promote housing and sheltering developments that honor the natural assets of the city and mitigate negative impacts.
11. Establish enough zoning classifications, and allowed housing types within those zoning classifications, to facilitate the development of a wide variety of housing throughout the city.
12. Encourage development of housing for no-income, limited-income, moderate-income, and affordable workforce-income households throughout the city versus being concentrated or designated in specific areas.
13. Enhance and/or maintain the safety, walkability, and livability of residential neighborhoods.
14. Encourage development of sustainable housing that more fully considers the interconnectedness of housing with jobs, transportation, recreation, energy and the environment.

CHAPTER 4: TRANSPORTATION

Transportation refers to the movement of people and goods. Transportation facilities are those physical facilities that move or assist in the movement of people and goods, excluding electricity, sewage, and water. A transportation system refers to one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. People and businesses rely on daily access to the transportation services they need. From public transit to freight delivery, transportation impacts quality of life, cost of living, environmental quality, and the flow of goods and services that support the economy. Planning for transportation requires coordination between cities and counties, and the Oregon Department of Transportation.

Statewide Planning Goal 12 requires cities, counties, and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well-designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas. Oregon has adopted Transportation Planning Rules to implement Goal 12. These rules specify what must be included in local planning efforts for transportation, and what must be addressed and included in a transportation system plan.

Lincoln City has the unique characteristic of a relatively small permanent population of 10,134 (as of the December 2022 official population estimate) with a large influx of visitors throughout the year that can increase the population to as much as 40,000 people. Lincoln City faces the challenge of accommodating the both the permanent and transient population while maintaining acceptable service levels on its transportation network. The transportation system must accommodate highway through traffic, residents, and thousands of tourists and visitors throughout the year. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the city and everyone who travels in it.

The 2015 Lincoln City Transportation System Plan and the Lincoln City Biking and Walking Plan are both included in their entirety as part of this comprehensive plan. They are found in Appendix XX of this document and are incorporated hereinafter.

GOAL

To provide and encourage a safe, convenient, and economic transportation system in and throughout Lincoln City, including provisions for a safe, convenient, and accessible network of routes that encourage bicycling and walking.

POLICIES AND OBJECTIVES

1. Develop and maintain an equitable, balanced, and well-connected multi-modal transportation system.
2. Update and revise the transportation system plan as needed to maintain compliance with Oregon's transportation planning rules.
3. Make walking and bicycling safe, convenient, and accessible.
4. Design a network of walking and bicycling facilities that enhances livability for residents, provides alternate routes for visitors, and encourages recreation.
5. Identify and obtain funding for transit service and amenities to provide a higher level of ridership.
6. Identify means and methods to provide efficient travel to and through the city.
7. Identify means and methods to enhance the safety of existing crossings for walking and bicycling; identify locations in need of safe pedestrian and bicyclist crossings.
8. Incorporate means of providing a sustainable transportation system.
9. Develop and maintain a transportation system that supports a prosperous and competitive economy.
10. Coordinate with local and state agencies for transportation system planning.

CHAPTER 7: RECREATIONAL NEEDS

Lincoln City has outstanding natural assets and community facilities that are the envy of many communities around the state and provide excellent opportunities for recreational activities for residents and visitors. Among its unique assets are:

- The Pacific Ocean and a continuous seven miles of beach along the City's western edge.
- The D River, Devils Lake, and Schooner Creek, and associated parks and waysides, providing locations for picnicking, boating, fishing, and water play.
- 400 acres of open space that include wetlands, forests, and walking trails.
- A variety of neighborhood and community parks, special use areas, ocean waysides, and mini-parks, providing opportunities for residents to access recreation opportunities close to home.

From the hiking and walking trails, to the wetlands, forests, and parks, and to the shores of the Pacific Ocean, Siletz Bay, D River, and Devils Lake, Lincoln City's residents and visitors enjoy many and varied recreational opportunities. The outdoor resources available in Lincoln City could diminish from overuse without advanced planning for when, where, how, and how often the resources are used. The city must thoughtfully and deliberately plan for recreation facilities and activities in order to preserve and protect the natural recreation resources for present and future use.

The city prepared and adopted a parks and recreation master plan in 2016. The adopted 2016 Lincoln City Parks & Recreation System Plan is a part of this comprehensive plan incorporated hereinafter in Appendix XXX.

GOAL

To satisfy the recreation needs of Lincoln City's diverse citizenry and visitors, while simultaneously protecting, preserving, and enhancing the city's natural recreation resources.

POLICIES AND OBJECTIVES

1. Implement recommendations of the adopted Lincoln City Parks & Recreation System Plan.
2. Provide recreation programs and services that are inclusive and culturally sensitive; ensure opportunities for people of all ages and backgrounds.
3. Utilize the unique aspects of Lincoln City's built and natural environment to provide programs and services that celebrate and protect local natural areas and continue to provide access to Lincoln City's beaches and waterways.
4. Provide a diverse range of indoor and outdoor recreational activities, including opportunities for education, active recreation, and enjoyment of nature.
5. Identify and pursue a range of funding options to support recreation services and programs, as well as the creation and upkeep of more public parks.
6. Enhance the city-owned wetlands and open space and seek opportunities to acquire more land for additional city-owned wetlands and open spaces.

Chapter XX Areas subject to natural hazards

The Oregon coast is well known for its spectacular scenery and natural resources. However, because the coast lies at the interface between land and the Pacific Ocean, it also is a zone of great instability and vulnerability. Over time, a greater awareness has been gained of the coast's geologic hazards and its risks to people and property.

Tsunami

Coastal Oregon is not only vulnerable to chronic coastal hazards such as coastal erosion from winter storms and sea level rise, but it is also subject to the potentially catastrophic effects of a Cascadia earthquake event and related tsunami. These types of powerful and devastating earthquakes of magnitude 9+ are generated at the Cascadia Subduction Zone where the eastward-moving Juan de Fuca tectonic plate dives under the westward-moving North American plate just off the Oregon coast.

These large earthquakes will occur under the ocean just offshore of our coast and will produce extremely destructive tsunamis that can strike the coast as soon as 15 minutes after the earthquake, leaving devastation in their path. It is likely that in most Oregon coast communities, including Lincoln City, the only warning of an approaching tsunami will be the earthquake itself.

The geologic record shows that the largest of these large Cascadia Subduction Zone earthquakes and accompanying tsunamis occur about every 500 years, plus or minus 200 years. The last such earthquake and tsunami occurred over 300 years ago, on the evening of January 26th, 1700. This means that we are in the time window where a destructive Cascadia earthquake and tsunami could occur and the probability of that occurrence will continue to increase over time. This time the stakes are much higher as the great earthquake and catastrophic tsunami could occur when tens of thousands of Oregonians and visitors are enjoying coastal beaches and towns. To address this increasing risk and substantially increase resilience within our community, the City of Lincoln City is proactively addressing tsunami preparedness and mitigation within its land use program. Land use planning that addresses tsunami risk is an essential tool to help increase resilience to a potentially catastrophic tsunami event within the City.

The Department of Geology and Mineral Industries (DOGAMI) has developed Tsunami Inundation Maps (TIMs) which provide the essential information for defining tsunami risk along the Oregon coast. The maps are included as Appendix XXX and are adopted as part of this comprehensive plan. These maps are also referenced within this natural hazards element of the comprehensive plan and are the basis for establishing the boundaries of Lincoln City's Tsunami Hazard Overlay Zone. The TIMs are referenced in the tsunami-related plan policies and within the overlay zone for purposes of differentiating between areas of higher versus lower risk.

A comprehensive Tsunami Evacuation Facilities Improvement Plan (TEFIP) is also included in Appendix XXX and adopted as part of this comprehensive plan. The TEFIP identifies designated evacuation routes, assembly areas, and other components of the local evacuation system. The plan is a key component of the City's efforts to reduce risk to life safety by planning for a comprehensive evacuation system and developing the detailed information necessary to establish land use requirements to implement evacuation measures and improvements. This plan and associated map(s) are incorporated into the City's comprehensive plan natural hazard element.

Goal: To protect life, minimize damage, and facilitate rapid recovery from a local source Cascadia Subduction Zone earthquake and tsunami.

Policies

1. Support tsunami preparedness and related resilience efforts.

2. Take reasonable measures to protect life and property to the fullest extent feasible, from the impact of a local source Cascadia tsunami.
3. Use the Oregon Department of Geology and Mineral Industries (DOGAMI) Tsunami Inundation Maps applicable to Lincoln City to develop tsunami hazard resiliency measures.
4. Adopt a Tsunami Hazard Overlay Zone for identified tsunami hazard areas to implement land use measures addressing tsunami risk.

1. Prohibit comprehensive plan map amendments or zone changes that would result in increased residential densities in tsunami hazard areas unless adequate mitigation is implemented. Mitigation measures should focus on life safety and tsunami resistant structure design and construction.
2. Encourage open space, public and private recreation and parks, and other minimally-developed uses within the tsunami inundation zone area.
3. Prohibit the development of those essential facilities and special occupancy structures identified in ORS 455.446 and ORS 455.447 within the XXL tsunami inundation area.
4. Encourage, through incentives, building techniques that address tsunami peak hydraulic forces which will minimize impacts and increase the likelihood that structures will remain in place.
5. Protect and enhance existing dune features and coastal vegetation to promote natural buffers and reduce erosion.
1. Limit or prohibit new hazardous facilities as defined in ORS 455.447 within tsunami inundation zones. Where limiting or prohibiting such facilities is not practical, require adequate mitigation measures consistent with state and federal requirements.

Move to Chapter on Public Facility and Services

1. Consider and address tsunami risks and evacuation routes and signage when planning, developing, improving, or replacing public facilities and services.
2. Update public facility plans to plan, fund, and locate future facilities outside of the tsunami inundation zone, whenever possible.

Move to Chapter on Transportation

1. Develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.
2. Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.
3. Locate new transportation facilities outside the tsunami inundation zones where feasible.
4. Where feasible design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami.

CHAPTER XX: ESTUARINE RESOURCES

An estuary is the tidal mouth of a river, where the freshwater stream is met by the tide. Estuaries are home to unique plant and animal communities that have adapted to brackish water – a mixture of fresh water draining from the land and salty seawater. Estuaries are among the most productive ecosystems in the world. Many animals rely on estuaries for food, places to breed, and migration stopovers. Estuaries are delicate ecosystems that provide essential habitat for wildlife.

Lincoln City has one estuary, the Siletz Bay. An estuary management plan was **insert information here about the current estuary management plan.**

GOAL

To recognize and protect the unique environmental, economic, and social values of Lincoln City's estuary; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity, and benefits of Lincoln City's estuary.

POLICIES AND OBJECTIVES

1. Develop and implement a current estuary management plan to designate appropriate uses for different areas within the estuary based on biological and physical characteristics and features, and to provide for review of proposed estuarine alterations to assure that they are consistent with overall management objectives and that adverse impacts are minimized.
2. Coordinate management of the Lincoln City's estuary with other local, state, and federal agencies that regulate or have an interest in the estuary.

CHAPTER 1: CITIZEN INVOLVEMENT

Public involvement is a required part of land use planning in Oregon. This requirement is one of the things that makes Oregon's land use planning program unique. The requirement for public participation is the first goal of the state's planning goals in the statewide land use planning system and is the first chapter in Lincoln City's comprehensive plan.

The citizen involvement statewide planning goal requires a committee for citizen involvement (CCI) and a citizen involvement program. Lincoln City established its CCI to function in assisting the city council in monitoring and evaluating city responsibility regarding citizen involvement. The Lincoln City Planning Commission serves as the CCI and acts in accordance with council resolutions setting forth the citizen involvement program (CIP).

GOAL

To continue to provide opportunities for the city's citizens to be involved in all phases of the land use planning process.

POLICIES AND OBJECTIVES

1. Continue the established CCI to monitor and encourage public participation in land use planning.
2. Develop a written document describing the CIP and how it ensures the following are in place:
 - a. Opportunities for widespread public involvement in land use planning.
 - b. Effective two-way communication with the public on matters pertinent to land use planning.
 - c. Ability for the public to be involved in all phases of the land use planning process.
 - d. Technical information associated with land use planning easy to understand.
 - e. Feedback mechanisms for City Council to respond to public input.
 - f. Adequate financial support for public involvement efforts.