



AGENDA

Lincoln City Planning Commission Work Session
Thursday, March 9, 2023, 6:00 PM
NW Conference Room,
801 SW Hwy 101 - 3rd Floor, Lincoln City, OR 97367

I. CALL TO ORDER, ROLL CALL

II. DISCUSSION ITEMS

2.1. 3rd Draft Public Facilities

2.2. 3rd Draft Transportation

2.3. 1st Draft Citizen Involvement

III. ADJOURN

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

3rd Draft Public Facilities

Meeting Date: March 9, 2023 Primary Staff Contact: AnneMarie Skinner
Department: Planning Commission E-Mail: ASkinner@lincolncity.org
Secondary Dept: Secondary Contacts:
Approval: Estimated Time:

Attachments:

3rd Draft Public Facilities (DOCX)

3rd Draft March 9, 2023

CHAPTER XX: PUBLIC FACILITIES AND SERVICES

Urban development is guided and supported by types and levels of urban facilities and services appropriate for, but limited to, the needs and requirements of the urban and urbanizable areas to be served. Cities in Oregon with a population greater than 2,500 persons are required to develop and adopt a public facility plan to address current and long-range public facilities needs. The plan is a support document(s) to the comprehensive plan, and the plan describes the water, sewer, and transportation facilities, which are to support the land uses designated in the comprehensive plan within the city's urban growth boundary. A provision for solid waste disposal sites, including sites for inert waste, shall be included in the plan. The purpose of the plan is to help assure that urban development in the urban growth boundary is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the areas to be services, and that those facilities and services are provided in a timely, orderly, and efficient arrangement.

Lincoln City has created and adopted a water master plan, a wastewater facilities plan, a stormwater master plan, and a transportation master plan. These master plans are reviewed regularly and updated as necessary. Bond levies and local improvement districts supplement funds used to construct the needed facilities identified in the respective plans.

Other public services necessary for the city's urbanization are not provided by the city but are located in the city. These utilities or services have also completed comprehensive planning to ensure that there are no constraints to future extension of service, and services can be provided within all portions of the urban growth boundary. These include:

- Fire and Health Services:
 - North Lincoln Fire & Rescue District #1: a special service district that responds to all emergency and non-emergency calls within its district.
 - Samaritan North Lincoln Hospital: a private, not-for-profit accredited critical access hospital that provides medical services – including emergency, primary, and specialty care – to the community.
 - Pacific West Ambulance of Lincoln City: one of the four ambulance services in Lincoln County that specifically provides services to Lincoln City residents. Pacific West Ambulance partners with First responder agencies to provide 911 emergency services 24/7.
- North Lincoln Sanitary Service: private company providing solid waste collection services to the city through a franchise agreement.
- Lincoln County School District
- Telephone, cable, internet, natural gas, and power services are also located in Lincoln City and provide services on a regional basis to the city and Lincoln County.

GOAL

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for the city's urban development. Timely, orderly, and efficient refers to systems or plans that coordinates the type, locations, and delivery of public facilities and services in a manner that best supports the existing and proposed land uses.

POLICIES

Overall Public Facility Policies

1. Centralize public facilities where possible.
2. Work with utility companies to develop and directly implement programs for placing all utilities underground.
3. Require new development to pay for extensions and installations of city water services, city sanitary sewer services, and city stormwater services.
4. Consider and address tsunami risks and evacuation routes and signage when planning, developing, improving, or replacing public facilities and services.
5. Update public facilities to plan, fund, and locate future facilities outside of the tsunami inundation areas whenever possible.

Individual Public Facility Policies

Sewer and Water:

1. Connection to or extension of city water and/or city sewer to areas outside existing city limits, but within the adopted urban growth boundary, shall be conditional upon annexation to the city. If the site is not annexable due to lack of contiguity, the requirement for annexation shall be satisfied by execution and recording of an irrevocable consent to annexation immediately upon contiguity and waiver of time limit of such annexation consent by the owner(s) of record.
2. Outside city limits and/or the urban growth boundary, city sanitary sewer services are provided only to alleviate an existing health hazard.
3. Provisions for city water services outside of city limits and/or the urban growth boundary are made only if city water services are not used as justification to increase existing levels of allowed rural development in compliance with Oregon administrative rules.

Drainage:

4. Adequate storm drainage facilities, including culverts, catch basins, and natural or surface channel systems, in accordance with the stormwater master plan and public works design standards, shall be a part of all partition and subdivision designs, planned developments, city- or locally-initiated street construction or improvements, and/or other development.
5. Where feasible, maintain and protect natural drainageways from filling or other alteration.

Police and Fire Service Policies

1. Coordinate the location of future police and fire facilities within city limits with the Lincoln City Comprehensive Plan Map.
2. Consider the impacts proposed developments will have on police and fire services.

Health Service Policies

1. Rely on North Lincoln Health District to identify, plan, and provide health programs and facility needs within the service areas.
2. Cooperate with North Lincoln Health District in making available public facilities such as meeting rooms, halls, etc. for programs, clinics, and other services where appropriate.
3. Rely on North Lincoln Health District to seek public and private funding, including federal, state, local, and private grants and donations, for the provision of health care facilities and

services in the area.

School Policies

1. Assist Lincoln County School District in planning by providing information concerning Lincoln City and its urban growth boundary.
2. Request comments from Lincoln County School District concerning land use applications for comprehensive plan map amendments, zone changes, subdivisions, and planned developments.
3. Rely on Lincoln County School District for the provision of public education.
4. Cooperate with the Lincoln County School Board in designating future school sites within the boundaries of the city limits.

Solid Waste:

1. All solid waste disposal activities within city limits and the city's urban growth boundary shall comply with applicable state and federal standards.
2. The city shall continue to cooperate and coordinate activities through the Lincoln County Solid Waste Advisory Council and state and federal agencies involved with solid waste disposal.

Planning Commission Communication

3rd Draft Transportation

Meeting Date: March 9, 2023 Primary Staff Contact: AnneMarie Skinner
Department: Planning Commission E-Mail: ASkinner@lincolncity.org
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Attachments:

3rd Draft Transportation (DOCX)

3rd Draft March 9, 2023

CHAPTER XX: 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, as well as 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, as well as 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 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. In addition, the city exists upon varied natural resource and environmental challenges. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that they adequately develop and maintain the transportation system to serve the city and everyone who travels in it.

Lincoln City lies along and adjacent to Highway 101. Highway 101 is a principal state transportation facility which serves to connect Oregon's coastal communities. The highway also accommodates the city's population travel needs. Highway 101 is a state controlled and managed highway and there are limits to how the city can impact the highway. Additionally, there are a high number of pedestrian users. These users have no defined pedestrian or bicycle paths through the city. Also, being a tourist-oriented city, the city experiences a large influx of visitors who are not acquainted with the city's traffic system. This causes erratic traffic movements and safety problems. Traffic proceeding through Lincoln City on Highway 101 also experiences a number of lane changes (four to two lanes) and speed limit changes, which contribute to safety problems. On-street parking is also a problem. The sum total of these problems creates poor and uneven traffic movement, conflicts

between major and local access movement, conflicts between vehicles and pedestrians, parking conflicts and as a result, safety and hazard problems. With anticipated population growth, these problems will only be compounded exponentially.

Although many problems exist on Highway 101, a number of other safety problems exist on some of the minor arterial and collector streets of the city. These problems relate to unpaved streets, deteriorated pavement and roadway conditions of paved streets, narrow streets, offset intersection designs, and lack of sidewalks, all of which have impacted the overall ability of the transportation system to perform adequately.

Lincoln City adopted the 2015 Lincoln City Transportation System Plan and the Lincoln City Biking and Walking Plan to address transportation issues for all modes of transportation. Both adopted plans are included in their entirety as part of this comprehensive plan. They are in Appendix XX of this document and are incorporated hereinafter.

GOAL

Provide a safe, convenient, efficient, and accessible multi-modal transportation system in and throughout Lincoln City to facilitate the movement of goods and people.

OBJECTIVES

1. Develop and maintain an equitable, balanced, safe, 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 by implementing the adopted Lincoln City Biking and Walking Plan and updating the plan as necessary.
 - Consider designated north-south pedestrian streets with vehicular access restricted to local traffic only.
 - Consider options for rental bicycles, electric scooters, and electric bicycles.
4. Identify and obtain funding for public transit service and amenities to provide a higher level of ridership.
5. Identify means and methods to provide efficient travel to/from and through the city.
6. 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.
7. Develop and maintain a sustainable multi-modal transportation system that supports a prosperous and competitive economy.
8. Coordinate with local and state agencies for multi-modal transportation system planning and funding for multi-modal transportation system improvements, including installation of sidewalks.
 - Coordinate with the Oregon Department of Transportation (ODOT) to assess safety of on-street parking on Highway 101.
 - Consider planning for funding to transition public parking lots to public parking garages to accommodate reductions in on-street parking.

- Coordinate with ODOT to adjust speed limits along Highway 101 where it runs through Lincoln City.
9. Promote the provision of transportation services that allow seniors and those with special needs the capability to easily access services (commercial, governmental, health, etc.).
 10. Develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.
 11. Coordinate evacuation route and evacuation route alternatives as well as signage planning in conjunction with existing or proposed transportation system planning efforts.
 12. Locate new transportation facilities outside the tsunami inundation areas where feasible.
 13. Where feasible, design and construct new transportation facilities to withstand the Cascadia Subduction Zone earthquake and be resistant to the associated tsunami.

Public Transit:

1. Identify the feasibility of instituting public transit service in the city, addressing the needs of a varied market (residents, seniors, disabled, unhoused, visitors, etc.).
2. Develop a basic framework for a transit system in the city (routes, service levels, ridership, and capital, operating, and maintenance costs).

Transportation Financing:

1. Identify financial strategies and resources that will allow long-term financing of transportation improvements in the city.
2. Identify the appropriate roles of system development charges and local improvement districts in transportation improvement financing.

Planning Commission Communication

1st Draft Citizen Involvement

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1st Draft Citizen Involvement (DOCX)

Draft for March 9, 2023 Work Session

CHAPTER 1: CITIZEN INVOLVEMENT

Public involvement is a required part of land use planning in Oregon. 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. City council officially designated the Lincoln City Planning Commission as the CCI for the city to act in accordance with Oregon revised statutes and Oregon administrative rules.

GOAL

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.
3. Uphold traditional methods of involvement while embracing emerging technologies to extend participation and engagement in land use planning applications.
4. Maintain effective traditional methods and channels of engagement so they remain accessible.
5. Improve the city's website interface and platform for better ease of access to information, services, news, records, and maps pertinent to land use planning applications.
6. Harness current and emerging technologies and availability of open source data for interactive participation in all phases of the land use planning process.