

CITY OF FLORENCE PLANNING COMMISSION
April 10, 2012 ** MEETING MINUTES **

CALL TO ORDER – ROLL CALL – PLEDGE OF ALLEGIANCE

Chairperson Nieberlein opened the meeting at 7:00 p.m. Roll call: Chairperson Nieberlein; Vice Chairperson Tilton, Commissioners, Peters, Hoile, Bare and Wise were present. Also present: Community Development Director (CDD) Belson, City Engineer Dan Graber and minute recorder Barbara Miller.

1. APPROVAL OF AGENDA

Commissioner Bare moved to approve the agenda as presented; second by Commissioner Hoile, by voice all ayes, motion carried unanimously.

2. PUBLIC COMMENTS

Chairperson Nieberlein welcomed everyone to the meeting and stated that this was an opportunity for members of the audience to bring to the Planning Commission's attention any items **NOT** otherwise listed on the agenda. Comments would be limited to **3 minutes per person**, with a maximum time of 15 minutes for all items.

With no one coming forward the public comment portion was closed.

3. PUBLIC HEARING continued from March 27, 2012 on RESOLUTION PC 12 06 CPA 01 & PC 12 07 TA 02

Update of the Florence Transportation System Plan (TSP), including the Municipal Airport Master Plan and Community Transit Plan, and adopt associated Comprehensive Plan and City Code Amendments.

Chairperson Nieberlein then read the following into the record:

These proceedings will be recorded. This hearing will be held in accordance with the land use procedures required with the city and the state of Oregon. The Planning Commission decision must be based on fact. Prior to the hearing, staff will identify the applicable approval criteria which have also been listed in the staff report. These are the criteria the Planning Commission must use in making its decision. All testimony and evidence must be directed toward these criteria or other criteria in the Plan or Land Use Regulations which you believe applies to the decision per ORS 197.763 (5.) Failure to raise to raise an issue accompanied by statements or evidence sufficient to afford the Planning Commission and parties involved an opportunity to respond to the issue, would preclude an appeal based on that issue.

Your comments must be in writing or verbally during the public hearing in order to have standing for an appeal. Any party interested in a Land use issue matter to be heard by the Planning Commission may challenge the qualification of any Commissioner to participate in such hearing and decision. Such challenge must state facts relied upon by the party relating to a Commissioner's bias, prejudgment, personal interest, or other facts from which the party has concluded that the Commissioner will not make a decision in an impartial manner.

Chairperson Nieberlein asked if any commissioner wanted to declare a conflict of interest or bias. Hearing none; she then asked if any member of the public wished to challenge a commissioner's

impartiality. There were not challenges.

Chairperson Nieberlein read the description of that evening's public hearing on Resolution PC 12 06 CPA 01 & PC 12 07 TA 02, continued from March 27th; she then re-opened the public hearing at 7:05 p.m.

Staff Report

CDD Belson said she was the project manager for this project, and she then introduced Dan Graber the city engineer. He was on the project advisory committee (PAC). She then pointed those committee members who were in attendance at the meeting that evening. Robert Bare represented the planning commission; David Helton from ODOT, and Mitch Werro, a citizen and avid bicyclist.

She said as was mentioned, the planning commission held a public hearing on March 27th and it was continued until that evening (April 10th) to allow for more comments. She said she would not go through the same presentation as she did at the first hearing; but that she would hit a few highlights and cover the public testimony received since the last public hearing.

CDD Belson said the Florence Transportation System plan (TSP) is still a draft but it would chart a course for Florence's transportation system over the next 25 years, or until 2035. It includes a road plan for a network of arterial and collector streets; bicycle plan; transit plan (which focuses on our Rhody Express). It also includes elements for air, rail, water and pipeline; it talks about how these projects would be financed and it also includes policies and ordinances that would amend our city code for implementation of the goals within the TSP.

She referred to her PowerPoint and said the objectives of this project was to make our Comprehensive Plan (Comp Plan) consistent with state wide Planning Goal 12; as the city operates under a statewide planning system. This will also update our Municipal Airport Map Master Plan which has been approved by city council, but did not go through a land use process; we are incorporating that into our Comp Plan; and we are also updating our Community Transit Plan.

She referred to the Exhibits on the PowerPoint that show changes to the Plan:

Exhibit B-1 is the amendments to Chapter 12 of the Comp Plan Transportation Chapter.

Exhibit B-2 includes the Municipal Airport Plan the Community Transit Plan, and the Rhododendron Drive Integrated Transportation Plan – these will be in the appendix to the main body of the Plan.

Exhibit C included proposed amendments to city code, Title 10; a few of those amendments include:

- Changes to Traffic Impact Studies – adding clarity, submittal requirements and potential conditions of approval
- Add requirements for larger employers to provide for carpool parking and allowed reductions to the amount of required parking for a project that supports alternative modes such as transit.
- Provide exceptions for required sidewalks improvements and allow for non-remonstrance agreements instead.

CDD Belson stated that she had to read through the approval criteria, for the record, which were listed in her PowerPoint. She went on to say that this is the criteria on which the city must make its decision. She said they had developed some facts and would continue to do that to show

compliance to make sure our Comp Plan is internally consistent in each chapter.

Written Public Comments

CDD Belson then reviewed all the public comments thus far and also outlined those that staff had provided the commissioners that evening, but were received after making the commissioner's packet for that evening.

- Letter from Scott Gamron regarding bicycle safety on Hwy 101 and the response by PWD Miller to Mr. Gamron's concerns
- Comments received from Commissioner Tilton regarding an interim plan for Rhody Drive.
- Letter from Lydia McKinney of Lane County Transportation
- Email from CM Jacque Betz on her conversation with the Police Chief regarding the speed limit and safety of Rhody Drive

Public Testimony

Tim Hewitt, 1537 8th Street - Mr. Hewitt said he was happy to see the city moving in this direction and a hurrah for a Rhody Drive, ped/bike path. He said this would allow for those living in gated communities to ride their bicycle or walk into town. He added that the new crosswalks on Hwy 101 are dangerous for bicyclist as it puts the rider into a traffic lane at those intersections. He stated his concern for the tourist riding their bicycles and were not familiar with the crosswalks – he suggested that ODOT be contacted regarding this problem. He wants the coastal cyclists to have good memories of Florence.

Steve Greene, 829 8th Street - Mr. Green brought his tricycle into the chambers to show the commissioners this mode of transportation, stating that cyclists included both the two- and three-wheel variety. He said he used to live in Mariners Village and encouraged the commissioners to provide pathways for the ped/bicyclist along Rhody Drive. He said that it is good to have a buffer even for impact of noise from cars on cyclists. He also mentioned the high rate of speed by cars traveling that road and suggested lowering the speed limit to 35 on the entire roadway. He thought Hwy 101 was pretty safe but mentioned that the shoulders were generally dirty (accumulate trash).

Sara Smith, 401 Leelo Court– Ms. Smith said she works in the bike shop and agrees with Tim's comments. She has heard the tourists talk about being afraid of our roads; a wider path would be appreciated. She also said she fixes a lot of flat tires from tourists riding on our stretch of roads (due to the trash).

David Helton – ODOT, 644 A Street in Springfield - Mr. Helton said he had submitted comments on behalf of ODOT via email, which were recommendations on ODOT's part. He said most of the comments were edits for consistency in nomenclature throughout the document.

- ODOT would be asking when the Plan talks about deficiencies on state highways that ODOT is acknowledged to be the responsible party. ODOT wants to clarify its authority that there is an approval process that is required by ODOT for local governments to work on the highways.
- He said at the first public hearing; on ODOT's behalf he had asked that the city remove Project 15, but after further discussion ODOT is now asking for that project to be left in the Plan.
- In several places ODOT has asked the city to clarify their position on funding; in the Plan it appears that there are assumptions that ODOT would fund improvements on highways. He said adding a phrase, "...local, state and private funding..." would clarify the funding issue.

- He said it would depend on what ODOT funding was available for them to provide funding.
- Roundabout at Hwy 126 and Spruce; ODOT is asking the city to add that ODOT's current policy is not to place roundabouts on a state highway until freight traffic is considered. Although he expects ODOT's policy to change at some point, but for now that is the current policy.
 - He referred to the section that speaks to the Oregon Highway Plan Designation, Special Transportation area – ODOT is asking that the city add that the section is covered by the Access Management Plan approved by the city of Florence and ODOT. In addition there is a freight route designation that ODOT wants acknowledged in the TSP.
 - He said bike lanes are included in the draft plan; Project B-11 which is the highway south to the bridge – ODOT would like added information to clarify what it would take to put those bike lanes in. One would have to consider the right of way, or move the on street parking to put in the bike lanes. Since the city desires to retain the on street parking, the city would have to consider how to provide for those bike lanes. He said there are a couple of options:
 - Narrow the lanes down, which is a deviation from highway standards
 - Remove a travel lane in each direction
 - Mark the outside lane as a shared lane with bicycles and vehicles.
 - He added that to change the striping of the highway, ODOT would have to do a complete resurfacing project, as the striping can only be covered by resurfacing.

Mr. Helton then referred to other city plans (Downtown Implementation Plan and Access Management Plan) which he felt should be incorporated into the TSP for consistency.

- Extending the Old Town Street Light program
- Striping and on street parking, it visually restricts the flow of traffic
- Traffic signal at 2nd Street
- Parking district

Requirements for Bulb outs

Commissioner Tilton said he appreciated Mr. Helton's testimony and referred to the crosswalks on the highway that have bulb outs and asked if that was an ODOT standard requirement. Mr. Helton replied that they are only required where the pedestrian is not visible to the flow of traffic. For example if an RV was parking in by a crosswalk and the pedestrian steps out, the oncoming traffic cannot see the pedestrian until they are at the front of the RV. He added that striping the parking spaces would be helpful.

Commissioner Tilton asked if there are future crosswalks planned and there is no on-street parking, would the bulb outs be needed and Mr. Helton replied no, not as long as the pedestrian can be seen from the travel lanes.

Speed Limits

Mr. Helton said legislation gives the authority ODOT to set the speed limits on roadways and a speed study has to be done to make any changes. He added that ODOT does not have authority on local street standards, unless federal funds are used to build that street.

Commissioner Muilenburg asked about the portion of the highway south of 126 to the bridge and how would ODOT make up the dimensions if a bike lane was put in. Mr. Helton said ODOT has looked at the possibility of narrowing all the lanes to provide for the bike lanes.

Improvement of Hwy 126 from Casino to city limits

Commissioner Muilenburg then asked if it was the city's responsibility to improve the highway from the casino into town. Mr. Helton replied, no it was ODOT's and there was a project in the works for the current construction season.

Jaton Gugelman, 1260 10th Street, Apt. #4 - customer of Bicycle Hwy 101 – Mr. Gugelman said he was interested in seeing safety improvements to Rhododendron and Heceta Beach road. His father lives in Greentrees.

Adele Dawson, 347 Hemlock – Ms. Dawson said she has lived here since 1980. People move here because of the clean air. It is important to encourage the city to become more livable, easy to walk and bicycle around since Florence is growing and getting busier. She appreciated the ped/bicycle paths in the Plan; especially the addition of more bike lanes, particularly for Rhododendron and Heceta Beach Road.

Steve Greene – Mr. Green said he felt the cyclists in this town were invisible and are afraid to get out on the streets and ride; he suggested that if you build it (path) they will come.

Chris Wherity, 64 Park Village Drive – Mr. Wherity said he rides this bicycle to work at the hospital and runs the Bike-to-Work commute challenge. He supports all the testimony that encourages safety for pedestrians and cyclists. He felt that Rhody drive was a very critical access road for residents and visitors alike. He added that there had been improvements in the last few years and he commended the planning commission for their work, but challenged the public to do things to make even more improvements. He said he supports roundabouts that get rid of traffic signals that impede traffic flows.

Marsha Fegles, 66 Spyglass Lane – cyclist – live in Mariners Village – Ms. Fegles said that people are terrified to ride on Rhody Drive because of the traffic. The revenue aspect of this plan should not be overlooked. If bicycling is a viable option, tourists who are cyclists would come to town to ride; she urged the adoption of bike lanes to make Florence a bike friendly town.

Jeff Meyers – Greentrees – Mr. Meyers would like to see improvements on Rhododendron and thinks lots of people living in Greentrees would like to bike to town. He thought the speed limit should be reduced to 35.

Paula Burnett, 928 Island Drive South – lives in Florentine – Ms. Burnett said she benefits from Spruce Street and expressed her support to open up Rhody for ped/bicyclist to benefit those in other parts of town.

Chairperson Nieberlein said she was very glad to hear from the cyclists in town and thanked them for taking the time to testify.

Chairperson Nieberlein asked for the commissioners for their thoughts on closing the hearing. It was the consensus of the commission to close hearing; therefore Chairperson Nieberlein closed the hearing at 8:20 p.m.

Commissioner Discussion

Speed Limits

Commissioner Bare said even at the first TSP meeting the conditions of Rhody drive were brought up; he added that he lives out there and would not walk his dog on Rhody as he has seen drivers

exceed the speed limit even going as fast as 70 mph. He then questioned why the speed on 35th street was slower than the speed on Rhody.

Multiuse Path

Commissioner Muilenburg said it seems the priority should be the multiuse path and that would solve the issue. He said if we pull all the resources and do the path instead of some of the other projects on the priority list we might have enough funding.

There was considerable discussion on changing the priority on the project list which is listed on page 184 in the Plan.

Commissioner Bare who was on the PAC said the committee members agonized over the priorities.

Commissioner Tilton's Suggestions

Commissioner Tilton said he tried to avoid anything that the city did not have jurisdiction over on in his suggested interim Plan for Rhody Drive.

1. Provide a double yellow center line – to make passing illegal for the length of Rhody Drive
2. Install additional Road Signage to slow down vehicles.
3. Increase education and enforcement of speed laws on Rhody Drive.
4. Other bicycle and pedestrian safety measures as recommended by the Florence Police Department and the Florence Public Works Department.

Commissioner Tilton hoped the commissioners would consider putting his list of suggestions into the TSP, or something similar, and noted that we would only do those items that we could afford at the time.

Discussion on Commissioner Tilton's Suggestions

Chairperson Nieberlein said there would have to be an educational component before implementing any of these changes.

Commissioner Muilenburg said he was not sure that he agreed with all the items suggested.

- He thought the 35 mph might be okay
- He said he wasn't sure he agreed with the double yellow line as the local drivers are usually on their way to work or an appointment and sometimes that straight stretch is the only place they can pass those that are sightseeing and driving at a very slow speed.

Commissioner Peters said he thought the proposal Commissioner Tilton had made was very conservative. He said Rhody drive was a continuous curve and a double yellow line would not limit the accessibility to someone going to work. He added that signs, a double yellow line and enforcement would be a modest way to make it safer.

Commissioner Bare said he lives out in that area and drives the road everyday; he agreed with Commissioner Tilton's proposal, because you have people coming out of driveways and the last thing that person would look for is someone passing. His opinion was that the schools were a priority and suggested moving Rhody drive to the number 2 spot.

Commissioner Wise said changing the order on the priority list would not have impact on the

availability of money. He suggested that it might be useful for the commissioners to have someone tell how these funds are obtained.

Commissioner Hoile said that Rhody Drive has been improved 100% and the people that travel that road, live out in that area. She said she agrees with Commissioner Tilton, and is all for the safety but she can see Commissioner's Muilenburg position as well. She said if they were going to require signage for the bike path, she thought it should apply to all bike lanes not just Rhody Drive. She agreed that educating the public was very important. She also supports moving Rhody Drive up on the priority list.

Addition of Education Component

CDD Belson said there are education components and staff could add a more general component to the Plan that is not a capital project.

Chairperson Nieberlein asked the commissioners to give input to staff as soon as possible on their suggestions for the priority list.

Getting the Draft Back For Review

CDD Belson said the department will be understaffed because one of the planners has been deployed overseas; therefore it may take a more time for her to respond to the comments and get the updated draft back to the commissioners. She added that the draft plan needs to go to the city council before the end of the fiscal year, (June 30th), so the consultants can attend the meeting before the end of their contract.

Prohibited Left Turn at Quince going West

Commissioner Wise said there were a couple of things that bothered him in the TSP. One was the roundabout at Spruce/Hwy 126 and the changes at the intersection of Hwy 126 and Quince; specifically preventing a left or right turn onto Quince from Hwy 126 (shown on page 24 of the Plan). After some discussion with staff and the commissioners it was determined that this part of the project needed further review.

Priorities

Commissioner Muilenburg said it was important to determine priorities so the city was ready when the funding became available.

CDD Belson agreed and said in terms of the grant, generally staff looks at the highest priority projects and tries to get those funded. For instance if your number one priority has gone through a public process (as the TSP is) the city gets more points in the scoring categories; but she agreed that nothing is guaranteed.

Commissioner Muilenburg suggested that the multi-use path for Rhododendron Drive from 9th to 35th be further divided into two segments: one from 9th to Wildwinds and from Wildwinds to 35th. Then he would rank the segment from 9th to Wildwinds first, then the segment from 35th to North Jetty Road second, then the connecting segment between Wildwinds and 35th third. This approach would get the most people to cross streets with bicycle lanes since there are not many people between Wildwinds and 35th. All Commissioners agreed with Commissioner Muilenburg's suggestion for Rhododendron Drive.

He then asked the commissioners how they would rank the following projects:

1. Multiuse path on Rhody from Wildwinds to 9th

2. Multiuse path on Rhody from 35th to North Jetty
3. Kingwood 9th Street intersection.

Commissioner Wise said he would rank the 9th Street intersection as number 1 for the following reasons:

- 1 – The funding and approval are controlled by the city;
- 2 – Given the 25 mph speed limit it may only require the much less expensive “mini” roundabout;
- 3 – The intersection has a high accident rate; six out of seven are rear-end collisions; and
- 4 – School buses that make the turn at the intersection need a wider turning radius to safely make the turn.

Chairperson Nieberlein said she would rank the 9th Street intersection number one.

Commissioner Bare said he thought there was an Oak Street project for sidewalks for the schools; Commissioner Muilenburg reminded him that there were sidewalks on the west side of Oak Street.

CDD Belson commented that a safe route to schools has the potential funding as far as a national priority project.

Commissioner Tilton said he would rank the Rhody project from 9th to North Jetty Road in the top 5 as it connects people to town; those passing through the bike system to camp at Harbor Vista or in Old Town.

Further Discussion at the Next Meeting

Chairperson Nieberlein asked the commissioner to review the list of priorities and bring back their suggestions to the next meeting.

4. PLANNING COMMISSION DISCUSSION ITEMS

There were no discussion items that evening.

5. DIRECTOR'S REPORT

CDD Belson said at their next meeting there would be a public hearing for the PUD temporary building.

- It would be helpful to have the commissioner's priorities for the TSP.
- The planning department was getting a fair number of applications which require a public hearing and are time sensitive.
- Open House for the Siuslaw Estuary Partnership at the end of the Month

What if the commission disapproved the PUD's application?

Commissioner Wise asked if the commissioner's disapproved PUD's application because they had already placed their building before getting approval; what type of options were available to the commission?

CDD Belson said staff has not taken enforcement action, as it's the city's approach of encouraging the applicants to complete their application, and as long as they have been responding and moving forward we do not put them in an enforcement mode. She said with a “regular” business the city could revoke or not grant a business license, but that was not the case with the Central Lincoln PUD. The city could declare the use as a nuisance.

6. CALENDAR

* Tuesday, April 24, 7:00 p.m. – Regular Meeting – Public Hearing, PUD

* Tuesday, May 8, 7:00 p.m. – Regular Meeting


With no further business to come before the Florence Planning Commission, Chairperson Nieberlein adjourned the meeting at 9:35 p.m.

APPROVED BY THE FLORENCE PLANNING COMMISSION ON THE 24 DAY OF
April 2012.

 04-27-2012
JAN NIEBERLEIN, CHAIRPERSON
FLORENCE PLANNING COMMISSION

TRANSPORTATION SYSTEM PLAN

Florence, Oregon




Planning Commission Hearing

April 10, continued from March 27

Florence Transportation System Plan


Charts course of Florence transportation system over next 25 years:

- Road plan for a network of arterial and collector streets
- Bicycle and pedestrian plan
- Transit plan
- Air, rail, water, and pipeline plan
- Financing plan
- Policies and ordinances for implementation



Proposed Comprehensive Plan Amendments


- **Project Objectives**
 - Make the Comprehensive Plan consistent with Statewide Planning Goal 12
 - Update the Municipal Airport Master Plan and the Community Transit Plan
- **Exhibits**
 - B-1: Amendments to Chapter 12, Transportation
 - B-2: Municipal Airport Plan
Community Transit Plan
Rhododendron Drive Integrated Transportation Plan



Proposed Code Amendments


Exhibit C: Proposed Amendments to Title 10

- Traffic Impact Studies: clarify when required, submittal requirements, and potential conditions of approval
- Adds requirements for large employers to provide carpool/vanpool parking
- Reduces amount of required parking if project supports alternative modes such as transit
- Provides for exceptions to required sidewalk improvements and allows for non-remonstrance agreements instead




Approval Criteria

- **Florence Realization 2020 Comprehensive Plan**
 - Plan Adoption, Amendments, Review and Implementation:
 - Chapter 1, Citizen Involvement
 - Chapter 2, Land Use
 - Chapter 5: Open Spaces and Scenic, Historic, and Natural Resources
 - Chapter 6: Parks, Recreation and Open Space
 - Chapter 11: Utilities and Facilities
 - Chapter 12: Transportation
- **Florence City Code (FCC) Title 10: Zoning Regulations**
 - Chapter 1: Zoning Administration, Section 3-C: Amendments and Changes: Legislative Changes
- **Oregon Statewide Planning Goals (OAR 660.015):**
 - Goal 1, Citizen Involvement
 - Goal 2, Land Use Planning
 - Goal 5, Natural Resources
 - Goal 6, Air, Water and Land Resource Quality
 - Goal 7, Areas Subject to Natural Disasters and Hazards
 - Goal 8, Recreational Needs
 - Goal 9, Economic Development
 - Goal 10, Housing
 - Goal 11, Public Facility Planning
 - Goal 12, Transportation
 - Goal 13, Energy Conservation
 - Goal 14, Urbanization



Approval Criteria (Cont.)


- **Oregon Revised Statutes:**
 - ORS 197.175
 - ORS 197.250
 - ORS 197.253
 - ORS 197.610
 - ORS 197.615
- **Oregon Administrative Rules 660**
 - Division 11: Public Facilities
 - Division 12: Transportation Planning Rule;
 - Division 18: Post Acknowledgement Amendments



Comments

Previous Referral Responses


- OR Dept of Aviation – Heather Peck & Mike Miller's Response
- ODOT – David Helton
- Lane County – Lydia McKinney
- Confederated Tribes – Jeffrey Stump



Comments

Previous Written Public Testimony


- Kerstin Johnson – Rhododendron Drive safety
- Jane Ashley – Rhody Express suggestions
- Florence Garden Club – no roundabout @ Spruce
- Larry Reed of JRH – Various
- Jane Meyer – yes to bike paths & ped crossings
- David Johnson – allow electric vehicles
- Adele Dawson – support bike & ped projects
- Tim Hewitt – Rhody Drive & bicycle facilities
- Reed for Cannery Station – Munsel Lake Rd & SDCs



Comments

Oral Testimony


- Kerstin Johnson – safety of Rhody Dr.
- Tim Hewitt – Rhody Drive path & bicycle parking enforcement
- Teresa Bishow for Cannery Station – Munsel Lake Road
- David Helton of ODOT – various
- Dave Johnson – allow electric vehicles



Comments

New Written Testimony

- Scott Gamron – bicycle safety on 101 & Mike Miller's response
- Kurt & Kathy Albrecht – Rhody Dr.
- Dave Braley – support ped projects
- Larry Reed for Cannery Station follow-up to Sandra Belson's response
- David Helton of ODOT – various
- Nancy Walker – no roundabout on Spruce
- Commissioner Tilton's Plan for Rhody Dr.



THANK YOU!

