



Oregon

Kate Brown, Governor

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: March 25, 2016
Jurisdiction: City of Reedsport
Local file no.: 15-017B
DLCD file no.: 003-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 03/23/2016. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 38 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
File No.: 003-15B {24120}
Received: 3/23/2016

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: Reedsport, City of

Local file no.: **15-017B**

Date of adoption: 03-07-16

Date sent: 3/23/2016

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 11-06-15

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No
If yes, describe how the adoption differs from the proposal:

The original file included text amendments to the RLUO, incorporating recreational marijuana rules, as well as, adoption of the 2015 Pedestrian Safety Study and related changes to the TSP. The two were separated. The RLUO amendments were approved on 1-4-16. This file covers only the TSP changes.

Local contact (name and title): Jessica Terra

Phone: 541-271-3603

E-mail: jterra@cityoffreedsport.org

Street address: 451 Winchester Avenue

City: Reedsport

Zip: 97467

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Text amendment to the Transportation System Plan, in order to modify Chapters 1, 4, 5, 6, and 7. These changes also incorporate the 2015 Pedestrian Safety Study as part of the Plan. The Plan recommends pedestrian safety improvements along Highways 101 & 38.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from _____ to _____ Acres:

Change from _____ to _____ Acres:

Change from _____ to _____ Acres:

Change from _____ to _____ Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: _____ Acres added: _____ Acres removed: _____

Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: DLCD, ODOT, DEQ, ODFW, DSL, USACE, CLPUD, Douglas County, Reedsport Police & Fire Depts, Chamber of Commerce, the Bldg. Dept. LLC, State Fire Marshal, Port of Umpqua, LUH, School Dist. 105, LUEDF.

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Enclosed items: DLCD Form 2, signed Ordinance 2016-1155 including code language, original staff report of the Planning Commission, comments regarding File No. 15-017B, and the Planning Commission Findings of Fact.

ORDINANCE 2016-1155

AN ORDINANCE AMENDING SECTIONS OF THE REEDSPORT TRANSPORTATION SYSTEM PLAN.

WHEREAS, The Department of Land Conservation and Development adopted the Transportation Planning Rule to implement Statewide Planning Goal 12 and;

WHEREAS, the Transportation Planning Rule is implemented by Oregon Administrative Rule (OAR) 660-012 and;

WHEREAS, the OAR requires all Cities to have an approved Transportation System Plan and;

WHEREAS, the City of Reedsport is responsible for periodically reviewing and updating its transportation system plan to ensure that the plan remains contemporary and;

WHEREAS, the City partnered with the Oregon Department of Transportation (ODOT) to help find solutions to reoccurring pedestrian safety issues and;

WHEREAS, ODOT conducted a traffic study in order to identify ways to increase pedestrian safety in town and;

WHEREAS, in order to implement the identified pedestrian enhancements certain sections of the Reedsport Transportation System Plan must be amended.

NOW, THEREFORE, THE CITY OF REEDSPORT ORDAINS AS FOLLOWS:

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The recommended revisions are generally organized by reference to the applicable chapter(s) of the TSP that prompt a change in the city's implementing ordinances, followed by the recommended revisions. Revisions have been underlined and deletions have been struck.

Chapter 1

The following changes are recommended to the Projects and Programs and Motor Vehicle sections in Chapter 1 of the City of Reedsport's TSP.

Projects and Programs

Pedestrian

Detailed analysis was conducted on existing collector and arterial streets to identify locations where new or in-fill facilities would be required. Separate recommendations were made for enhancements to existing crossings at key arterial locations and to enhance pedestrian safety along US 101 and OR 38. Key findings and recommendations included:

- Identifying arterial crossing enhancements to increase pedestrian safety on US 101 and 38 to include, but not limited to pedestrian lighting and speed feedback signs.

~~18th and 22nd Street.~~ A traffic signal that will enhance pedestrian safety at the US 101/20th Street intersection is proposed. The existing traffic signal at 19th Street will be removed.

- Construction of sidewalks and bike lanes on OR 38 between US 101 and Sixth Street. ~~This improvement would include upgrading the existing railroad crossing.~~

- Identifying a toolbox of improvements that can be applied for pedestrian crossing enhancements including raised center refuge islands, traffic signals, and curb extensions along parts of US 101 and OR 38 where there is a pedestrian crossing deficiency. ~~One location was identified on US 101 at Juniper Avenue as a master plan project to add a center raised pedestrian refuge area.~~

- Identifying a series of sidewalk in-fill projects (Pedestrian Action Plan) to connect existing sidewalks to key major pedestrian generators, such as schools, government facilities, etc.

The total cost of the Pedestrian Action plan: \$147,000

Motor Vehicle

A comprehensive analysis of the 2025 motor vehicle needs for city streets and affected state highway facilities was performed within the City of Reedsport. A few key findings and recommendations from the Motor Vehicle chapter are summarized below:

- Most of the intersections in Reedsport will continue to function at acceptable levels of service under future operating conditions without any capacity enhancing projects. The exception is at US 101/22nd Street, which will have a v/c ratio in the future above the 0.80 standard.
- US 101 in Reedsport is designated as a State Highway Freight Route, which has higher mobility standards than other Statewide Highways. The proportion of large trucks on US 101 are key design elements for any type of improvements to the highway.
- Recent amendments to the *Oregon Highway Plan* have allowed for state facilities in cities with posted speeds below 35 miles per hour to be treated as a Urban Business Areas (UBA), without the need for a formal designation process. In Reedsport, this applies in the Uptown area on US 101. This would provide greater flexibility in recommended

designs in this section of highway, and provide opportunities for "Main Street" features that are not generally recommended on state highways. The mobility standards in a UBA increases from 0.75 (typical) to

0.80.

- The construction of 20th Street extension is necessary to meet Master Heights development needs, however it is not needed for general city circulation, and it should be constructed as a condition of approval for that project. The street design within the Master Heights development should not preclude a potential future extension to Ranch Road. The 20th Street design should not be terminated inside the development or blocked by an adjoining land owner. A street stub should be constructed with appropriate signs indicating that it could be extended in the future as development occurs. The street extension should also be constructed to the new street standards, which are narrower than the existing portions of 20th Street.
- A number of local, neighborhood and collector street connections should be made, either as development occurs or funding is available. While some of these are essential to circulation and operations (e.g. 20th Street extension), others would be desirable to improve circulation and connectivity (additional connection across the Schofield Bridge).
- Safety recommendations for the US 101 corridor between 16th Street and 22nd Street include a revised cross-section of US 101 that modifies the cross section to add a center turn lane. This would maintain the location of the existing signals and include enhanced pedestrian crossings. Removal of the existing traffic signal at 19th Street, and constructs a new traffic signal at 20th Street shall be authorized so long as the Any new traffic signal installation must meets ODOT warrants. Also, it is recommended that street lighting be enhanced at intersections and along the corridor. ~~the US 101/21st.~~
- Future study be conducted for the potential construction of interchange ramps to and from the south at Ranch Road and US 101, to relieve forecasted congestion in the Uptown portion of US 101.
- US 101 in the Uptown Area (16th Street to 22nd Street) is recommended by the Reedsport Pedestrian Safety Study to re-stripe to a three-lane cross section with bike lanes and in the Midtown Area (Winchester Ave to 38) is recommended by the Reedsport Pedestrian Safety Study to re-stripe to a five-lane cross section with bike lanes.

- ~~The recommended re-striping project on US 101 in the Uptown Area to add a center turn lane is subject to further review, analysis and approval by ODOT. This would include a Design Exception for substandard lane widths, and also potentially could include a Refinement Plan.~~

The total cost of Motor Vehicle Action Plan projects: \$0

The total funded portion of the motor vehicle master plan is approximately \$3.2 million and it includes the 20th Street extensions which may be offset with developer contributions. The 20th Street extension to the south is expected to be paid in whole by developers.

Chapter 4

The following changes are recommended to the Travel Demand section in Chapter 4 of the City of Reedsport's TSP.

Travel Demand

The implications of local and regional growth over the next 20 years was evaluated by estimating how travel demands would change within the city through a two layer process. The first layer, forecasted through traffic growth, was added on top of existing counts using historical growth trends. Historical trends use past year's traffic volumes to project future volumes, and assumes that the future growth trend will be similar to past observations. ODOT calculates these trends based on traffic counts on the state facilities. Future volumes show relatively little growth along the state routes in Reedsport. ~~ODOT forecasts from the Pedestrian Safety Study showed an increase of 2%9% in traffic on OR 38 and US 101 over the next 20 years. These updated forecasts were reviewed and approved by ODOT. Traffic on US 101 is forecasted to increase 18% over the same time period. Consequently, through movements on OR 38 and US 101 were increased 9% and 18% respectively to reflect this growth by 2025.~~

The second layer, local growth, was then added on top of existing counts and the forecasted through traffic growth calculated above. Expected new trip activity from the growth in local housing and jobs by first, dividing the city into eight Transportation Analysis Zones (TAZ) that represent sources of vehicle trip generation. Figure 4-1 shows the TAZ allocation in the city. Once the land uses were divided up, vehicle trips were assigned to and from each TAZ using the basic transportation model described above and shown graphically in Figure 4-2.

Chapter 5

The following changes are recommended to the Pedestrian Facility Plan section in Chapter 5 of the City of

Reedsport's TSP. Table 5-2 should be renamed "Modified Pedestrian Plan Projects" and the "Complete

Sidewalk" section of Table 5-2 should be updated based on the findings of the Reedsport Pedestrian Safety Study findings as shown below.

Pedestrian Facility Plan

Table 5-2: Modified Pedestrian Plan Projects

Enhanced Pedestrian Crossings

Action Plan	Cross Street	Description	Estimated Cost (\$1,000)
OR 38	(1) West Railroad Avenue	Crosswalk	\$10
OR 38	(1) Winchester Avenue	Crosswalk	10
US 101	(1) 20 th Avenue	Traffic signal, curb extensions and street lighting	190

Master Plan

US 101	(1) Schofield Creek Bridge	Future study for possible crossing options	n/a
US 101	(1) Juniper Avenue	Center Median Refuge	150
Winchester Avenue	4 th Street	Crosswalk	10

Pedestrian Safety Study

<u>US 101</u>	<u>20th Street</u>	<u>Curb extensions, signing, striping, street lighting, rapid flashing beacons</u>	<u>230</u>
<u>US 101</u>	<u>21st Street</u>	<u>Street lighting</u>	<u>14</u>
<u>US 101</u>	<u>14th Street</u>	<u>Street lighting</u>	<u>28</u>
<u>OR 38</u>	<u>3rd Street</u>	<u>Curb extensions, signing, striping, and street lighting</u>	<u>65</u>
<u>US 101 & 38</u>	<u>2nd Street</u> <u>Port Dock Rd 16th street</u> <u>Longwood Dr</u>	<u>Speed Feedback Signs</u>	<u>22</u>

Figure 5-1: Pedestrian Master Plan

It is recommended to revise this figure to revise the improvements at 20th Street to reflect the Pedestrian Safety Study improvements at this location.

Arterial Crossing Enhancements

Pedestrian safety is a major issue. Pedestrian conflicts with motor vehicles are a major issue in pedestrian safety. These conflicts can be reduced by providing direct links to buildings from public rights-of-way, considering neighborhood traffic management, providing safe roadway crossing points and analyzing/reducing the level of pedestrian/vehicle conflicts in every land use application. In setting priorities for the pedestrian action plan, school access was given a high priority to improve safety. However, beyond simply building more sidewalks, school safety involves education and planning. Many cities have followed guidelines provided by Federal Highway Administration and Institute of Transportation Engineers. Implementing plans of this nature has demonstrated accident reduction benefits. However, this type of work requires staffing and coordination by the Reedsport School District as well as the City to be effective.

Several "pedestrian crossing enhancement" locations were identified. A screening evaluation was done for arterial streets within Reedsport to identify roadway segments that should be considered for enhanced pedestrian crossing treatments. The criterion used was based on roadway daily volumes, posted speeds, and proximity to pedestrian generators based on published guidelines¹ in the *Traffic Control Devices Handbook*. The crossing type in the rightmost column of Table 0-1 indicates whether enhancements are optional (type B) or mandatory (type C) for the specified location.

Table 5-3: Pedestrian Crossing Enhancement Locations

Intersection	2004 Daily Volume	Posted Speed	Number Travel Lanes	Crossing Type (1)
US 101 and Juniper Avenue	43,000	30	4	C
US 101 and Schofield Creek Bridge	17,000	30	4	C
US 101 and 20 th Avenue	16,000	30	4	C
OR 38 and West Railroad Avenue	7,000	25	2	A
OR 38 and Winchester Avenue	5,500	25	2	A

¹ *Traffic Control Devices Handbook*, Institute of Transportation Engineers, 2001; Chapter 13, Table 13-2.

Winchester Avenue and 3 rd Street	2,000	25	2	C
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Notes:

(1) Crossing Type Categories:

A = Candidate for marked crosswalk alone.;

B = Marked crosswalk plus potential additional enhancements (e.g., raised median refuge, pedestrian traffic signal, etc.);

C = Marked crosswalk and mandatory additional enhancements.

Locations classified as a type C risk potential increase in pedestrian crashes if marked crosswalks are added without other pedestrian facility enhancements. Locations with a type A indication note that standard crosswalk controls are sufficient. The US 101/20th Street intersection is being proposed as a full signalized intersection. However, until this intersection can meet ODOT traffic warrants a raised median refuge area enhanced pedestrian crossing is mandatory recommended at the two remaining pedestrian crossing enhancements locations 20th Street on US 101 due to the wide cross-section and collision history, high traffic volumes and mid-block location. The raised center median must be at least 6 feet wide with at least 1 foot of separation (shy distance) from the travel lanes. Similar pedestrian refuge improvements are planned for the City of Florence for crossings to US 101.

Chapter 6

The following changes are recommended to the Bicycle Plan section in Chapter 6 of the City of Reedsport's TSP.

Bicycle Plan

Bicycle Facility Plan

The Bicycle Master Plan is an overall plan and summarizes the list of bicycle-related projects in Reedsport, providing a long-term map for planning bicycle facilities. From this Master Plan, a more specific, shorter term, Action Plan was developed. The Action Plan consists of projects that the City should actively try to fund through local, county, state and federal sources. These projects form a basic bicycle grid system for Reedsport. As development occurs, streets are rebuilt and other opportunities (such as grant programs) arise, projects on the Master Plan should be pursued as well.

The Bicycle Facilities Master Plan identifies improvements to provide a connected bicycle network within the City of Reedsport along all arterial and collector roadways. Typically, local streets do not require delineated bicycle lanes as traffic

volumes and speeds are low enough that bicycles and motor vehicles can share the same right of way safely.

In creating the Bicycle Action Plan, priority was given to completing the network (taking advantage of existing bike lanes) and providing bicycle access around land uses that are attractive to bicycle riders, such as schools and retail areas. Since US 101 and OR 38 have sporadic existing bicycle lanes, they were recommended for completion. The US 101 corridor between 18th Street and 22nd Street has right-of-way constraints and a high vehicle volume. However, the proposed restriping of US 101 from a four-lane to a three-lane facility would provide bike lanes from 22nd Street to the Schofield Bridge. Furthermore, the proposed restriping of US 101 to a consistent five-lane cross section from the Schofield Bridge to the US 101/OR 38 Junction would complete the bike system along US 101 through Reedsport. The Reedsport Levee Loop Trail system will provide off highway alternative routes that will utilize connections to the newly completed bike system. Additionally, Longwood Drive offers on-street bicycle infrastructure to the middle and senior high schools of Reedsport. Table 6-2 outlines the bicycle projects, which are shown in Figure 6-1.

Chapter 7

The following changes are recommended to the Functional Classification and Circulation and Capacity

Needs section in Chapter 7 of the City of Reedsport's TSP. Additionally, it is recommended to delete all of the content in the Traffic Safety Alternatives on US 101 and reference the findings of the Reedsport Pedestrian Safety Study.²

Functional Classification

Functional Classification Street Characteristics

ODOT Design Exception Process

The arterial cross-sections illustrated in Figure 7-2 are based on standards for ODOT highway facilities, which were published in the 2003 *Highway Design Manual*. These standard street cross-sections can be modified, in special cases, to reduce significant impacts to the community. The design exception process is done in close coordination with ODOT staff, and the final decision for acceptance of a design exception lies with the ODOT Regional Roadway Engineering Manager. In general, a detailed engineering evaluation is made to determine the additional cost required to comply fully with the design standards. The scale of the project, the cost differential are evaluated before a final

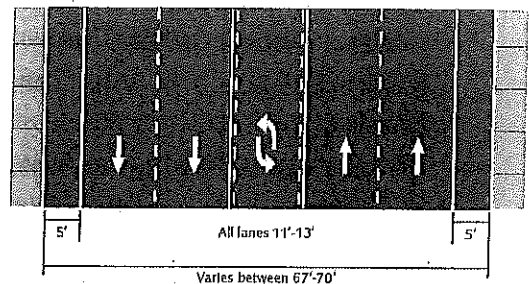
² *Reedsport Pedestrian Safety Study*, DKS Associates, April 2015.

decision is made. Among the potential causes for justifying a design exception are:

- Excessive construction cost
- Compatibility with adjacent sections
- No plans for improvement of adjacent section in the foreseeable future
- Additional right-of-way requirements

Several sections of US 101 could be candidates for a Design Exception review and approval to implement improvements without substantial impacts on adjoining property. The most likely candidate is the section in the Uptown area between 22nd Street and the Schofield Creek Bridge, as discussed in a later section in detail (see Traffic Safety Alternatives section). Four blocks of this section have far less right-of-way than required by the ODOT standard.

US 101 north of 16th Street is another candidate for a Design Exception review and approval due to the Reedsport Pedestrian Safety Study recommendation of a low cost project that would restripe the facility to a



five-lane cross section to the right. Currently, the ODOT standard width for the left turn lane along this roadway is 14' and this study recommends a 13'

Five-Lane Cross Section Example left turn lane due to curb-to-curb pavement restraints. Additionally, since US 101 is a nationally recognized If the more costly task of reconstructing the curb line is performed, a 14' left turn lane could be constructed and a Design Exception and review would not be necessary.

Circulation and Capacity Needs

Future Intersection Capacity Analysis

2025 No Build Scenario

The Reedsport Pedestrian Safety Study completed updated analysis with a different growth rate taken from ODOT's 2032 Future Highway Volume Table (FHVT).³ This analysis showed that all signals along US 101 are not anticipated to become over capacity. The updated growth assumptions supported the four-lane to three-lane modification recommendation on US 101 from 16th Street to 22nd Street.

³ The 2032 Future Highway Volume Table is created using data from the Transportation Volume Tables. The future volumes are estimates only and local growth patterns and comprehensive plans may affect the actual outcome.

Circulation and Capacity Needs **Traffic Safety Alternatives on US 101**

The most significant crash locations in the city are on US 101 between 18th Street and 22nd Street. High pedestrian traffic related to the City of Reedsport High School, the city skate park and retail opportunities interact with high auto and truck vehicle volumes. The most recent three years of crash data available show that one pedestrian has been injured at the US 101/22nd Street intersection and four have been injured at the US 101/20th Street intersection. Three of these injured pedestrians were under the age of 13.

US 101 between 18th Street and 21st Street is a four lane cross section with on-street parking on both sides. The paved width is 66 feet between curbs. There are no left-turn lanes on the highway, and no center turn-lane to facilitate mid-block access, notably at the bank between 19th Street and 20th Street. The absence of left-turn refuge area was noted during Open House comments as an ongoing safety concern, and as a possible improvement area. The existing cross-section on US 101 widens to five-lanes between 21st Street and 22nd Street. South of 22nd Street, the highway narrows back down to two-lanes.

The posted speeds on US 101 between 18th Street and 22nd Street is 30 mph, and this transitions to 40 mph just south of 22nd Street. Additionally, US 101 and 22nd Street is the first signalized intersection for northbound traffic entering the City of Reedsport, and travel speeds are likely higher than the posted limit. It should be noted that four locations have been identified for speed feedback signs in order to help address potential speed transition issues.

This section of US 101 is a designated bicycle route, however, many segments of US 101 through the city do not have separate bike lanes adjacent to the highway. Michael Ronkin, ODOT Bicycle and Pedestrian Program manager, indicated⁴ that this designation is consistent along the Oregon Coast for all communities. He stated there is not a mandate for adding new bike facilities as part of this designation. The general treatment along US 101 in downtown areas has been to give deference to on-street parking in front of businesses rather than displace parking in favor of adding bike lanes.

⁴ Telephone conversation with Michael Ronkin, Bicycle and Pedestrian Program Manager, October 27, 2005.

He suggested that further refinement planning along the Uptown section of US 101 may assist the city and ODOT in striking the best balance of long-term facility needs.

It is also recommended that the existing traffic signal at 19th Street be removed and a new traffic signal be installed at US 101/20th Street intersection, consistent with state design standards and in compliance with state traffic signal warrants. The 20th Street location provides a more central crossing point for pedestrians between Lyons Park and retail uses on the opposite side of the highway, and it would better serve growing traffic volumes associated with local planned development, specifically the Master Heights project. In conjunction with the new traffic signal, an interconnect cable should be installed (or a wireless connection) between the new signal at 20th Street and the existing signal at 22nd Street. This will help to improve the through traffic progression on the highway.

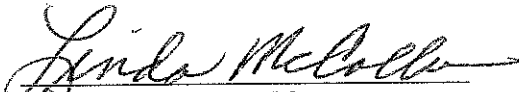
~~In an effort to make this section of US 101 more safe and pedestrian friendly, four alternatives were explored. The first concept would retain the existing number of through lanes, and convert the space provided for on-street parking to other uses. The second alternative would keep the existing four-lane cross section, and change the pavement markings at unsignalized intersections to advise vehicles on US 101 to stop well in advance of crosswalks, in order to improve line of sight visibility of pedestrians in the crosswalk. A third alternative would be to construct the standard five-lane highway cross-section typically required by ODOT. It is recommended that these alternatives be further analyzed focusing on pedestrian safety for the area. The results should provide sufficient detail to use in applying for grants and other funding sources to construct pedestrian safety improvements. One other alternative was considered but rejected from further consideration, and this is noted in a later section. The alternatives are listed in priority order as established by the Reedsport City Council.~~

EFFECTIVE DATE OF ORDINANCE: This Ordinance shall become effective on the 6th day of April, 2016.


PASSED BY THE CITY COUNCIL this 7th day of March, 2016.

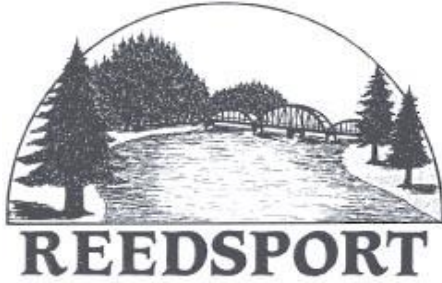
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APPROVED BY THE MAYOR this 7th day of March, 2016.


Linda McCollum, Mayor

ATTEST:


Deanna Schafer, City Recorder



**CITY OF REEDSPORT
PLANNING DEPARTMENT**

451 Winchester Avenue
Reedsport, OR 97467-1597
Phone (541) 271-3603 | Fax (541) 271-2809

December 7, 2015

STAFF REPORT

TO: CITY OF REESPORT PLANNING COMMISSION

FROM: CITY OF REEDSPORT PLANNING DEPARTMENT

RE: The City of Reedsport Planning Commission amendments to the Reedsport Land Use Ordinance (RLUO) Chapters; 10.64, 10.72, & 10.76, in order to modify marijuana regulations, as well as, amendments to the Transportation System Plan (TSP) in order to adopt the 2014 Pedestrian Safety Study. **Planning Department File No. 15-017.**

STAFF EXHIBITS

1. 35 day notice to the Department of Land Conservation and Development
2. Measure 56 Notice and affidavit of mailing with returned mail
3. Other noticing of the amendments hearing
4. Staff report with responses
5. Proposed amendments

INTRODUCTION

In 2014 the Reedsport Planning Commission adopted regulations and restrictions on the operation of medical marijuana dispensaries and marijuana grow sites. On July 1, 2015, the State of Oregon legalized recreational use of marijuana, with State laws being developed and anticipated to roll out in 2016. In order to keep up with changing rules, the Commission has modified the existing Medical Marijuana time and place standards, in order to incorporate regulations for Recreational Marijuana related uses and facilities into the Reedsport Land Usage Ordinance (RLUO).

In addition to the amendments of the RLUO, the City of Reedsport has been working with the Oregon Department of Transportation and DKS Associates to prepare a Pedestrian Safety Study. The US 101 and OR 38 corridors in Reedsport, Oregon are a safety concern for ODOT and City staff, as well as, residents in the area. Fatal and serious injury pedestrian crashes along the study corridors have led to ODOT and the City of Reedsport partnering to prepare a safety plan that will improve safety for all modes of travel. The result of this analysis recommends pedestrian related safety improvements and cross-section changes to Highway 101 and OR 38 that are not currently consistent with the City's 2006 Transportation System Plan (TSP). So, by incorporating the Study into the City's Comprehensive Plan and amending the TSP future improvements can be made, such as a road diet from 16th Street to 22nd Street and much needed pedestrian safety enhancements at the 20th Street intersection by Lions Park. These amendments have been vetted by a volunteer advisory group consisting of area stakeholders and the City's Traffic Safety Committee.

The legislative amendments proposed in Exhibit 5 shall be reviewed first by the Reedsport Planning Commission in a public hearing process. The Commission shall recommend to the City Council approval, disapproval or modified approval of the proposed amendments. After receiving the recommendation from the Planning Commission, the City Council shall hold a public hearing on the proposed amendments.

APPLICABLE CRITERIA

RLUO Chapter 10.100, "Amendments" Sections 10.100.010-10.100.040

PROCEDURAL FINDINGS OF FACT

RLUO Section 10.100.040 requires that any amendments that limits, modifies or prohibits land uses previously allowed in the affected area may be subject to Measure 56 notice. Measure 56 notice was provided as part of this amendment process. As of the writing of this Staff Report, two responses were received:

1. John McDonald of the Oregon Department of Transportation responded, stating that any language in the TSP precluding a three-lane section of road should be concurrently removed from the TSP to ensure the TSP remains internally consistent.
2. Dan Karpa, property owner of 1733, 1745, and 1757 Greenwood Avenue, had the following concerns and comments:
 - a. The result of the lane conversion proposed between 16th Street and 22nd Street could reduce his property values.
 - b. There is already difficulty at N. 18th Street, in the off season, when trying to enter Highway 101. Turning a busy 4-lane road into 2-lanes doesn't seem logical, just to improve pedestrian safety at Lions Park.
 - c. Reducing the speed limit and installing refuge islands and pedestrian lights south of 18th Street might be all that is necessary to improve safety.
3. Cynthia Kruse, property owner of 2036 Elm Avenue, responded in writing stating, in relevant part:
 - a. She opposes the land reduction because there are already times when traffic flow is heavy, making it difficult to from S. 20th Street onto US 101 South.
 - b. The proposed lane reduction will force twice the amount of traffic through a single lane causing backup and frustration to locals.
 - c. The sidewalk extensions and raised pedestrian refuge can create a safety hazard for drivers.
4. Gary Wenzel of Central Lincoln PUD responded requesting that the City explore the possibility of having a note added to any Marijuana Grow Facility's application which advises the applicant to contact Central Lincoln PUD for assurance of service. This would help the agency to address any overloading of equipment before damage occurs. CLPUD is currently experiencing growers overloading existing services which are not rated for the grow lights. This causes disruption for PUD and sometimes other customers.

FINDINGS OF THE STAFF REPORT

RLUO Section 10.100.020 provides the standards and criteria by which an amendment is to be processed as follows:

- A. *Is there significant burden of proof to show the action will be in the public interest?*
- B. *Is said action detrimental to properties surrounding or adjacent to the area requested for the*

amendment?

- C. Is the proposed amendment in conflict with the adopted comprehensive plan, including the transportation system plan for the area?*
- D. Will the proposed amendment adversely affect the public health, safety and general welfare?*
- E. What effect will the newly proposed amendment have on the existing developed land use pattern in the immediate area, specifically with respect to the question of land use compatibility?*
- F. Will the proposed amendment be consistent with the function, capacity and performance standards for the streets used for access, consistent with the Reedsport TSP, the Oregon highway plan, and the Transpiration Planning Rule?*

Is there significant burden of proof to show the action will be in the public interest?

The regulation of recreational marijuana uses and facilities under the Reedsport Land Usage Ordinance (RLUO) ensures compliance with applicable state regulations, protects the general welfare of the public and ensures that these facilities can be developed alongside commercial or industrial uses with limited impact. Spacing limitations recommended will distance these uses and facilities from schools and parks.

The changes to the Transportation System Plan are a direct result of high incident occurrence rates and concern from business owners, the school district, Traffic Safety Committee, and local parents who support the need for pedestrian safety enhancements along the US 101 and OR 38 corridors in areas where fatal and serious injury pedestrian-related crashes have occurred in the past. These areas are frequented by residents, park users, high school students, nearby businesses, bicyclists, and tourists.

FINDING NO. 1

The proposed RLUO and TSP amendments are in the public interest.

Is said action detrimental to properties surrounding or adjacent to the area requested for the amendment?

A recreational marijuana dispensary is a use similar to a medical marijuana dispensary, which is an authorized use in the City's Commercial and Mixed-Use zones. Recreational marijuana dispensaries offer retail or wholesale services, which are permitted uses in the

Commercial and Mixed-Use Zones.

Recreational Marijuana Grow Sites will be restricted to Industrial or Mixed-Use zones to avoid conflict with residential neighborhoods. These properties are primarily located in the City's downtown area and behind the commercial core. A request to authorize a grow site will require a conditional use permit and public notice will be provided to ensure any additional compatibility issues are mitigated. Public notices are mailed to surrounding properties within 200 feet of the property and all public agencies, such as Central Lincoln PUD.

The changes recommended by the Pedestrian Safety Study support safe, pedestrian crossings to the commercial uses adjacent to the Highway 101 and 38 corridors in Reedsport. Safer access to those uses could improve foot traffic for the businesses. The crossing enhancements proposed at 20th Street and Highway 101 supports use by the high school students and park users. The amendments propose a host of improvements including, additional lighting, speed feedback signs and a "road diet" between 16th Street and Highway 101, in order to provide for all modes of travel. The road diet will allow for bicycle lanes and street side parking and other traffic enhancements in the uptown area making this area seem more like another downtown area and increasing the desirability of properties in this area. Currently, there is a lack of additional parking for the businesses and business owners have concern that on street parking options are treacherous to patrons in the uptown area. Additional parking with a bike lane to buffer from traffic would support the surrounding uses.

FINDING NO. 2

With the proposed state and local regulations on recreational marijuana, the use will be compatible with surrounding or adjacent properties or made compatible through a conditional use permit process, in which notice is provided to all public agencies for comment.

FINDING NO. 3

Implementation of bike lanes, pedestrian crossing enhancements, and a road diet should support the adjacent uses in those areas.

Is the proposed amendment in conflict with the adopted comprehensive plan, including the transportation system plan for the area?

The applicable portions of the City's Comprehensive Plan and subsequent State Wide Planning Goals are as follows:

1. Goal 1 Citizen Involvement
2. Goal 2 Land Use Planning
3. Goal 6 Water and Land Resources Quality
4. Goal 9 Economic Development
5. Goal 11 Public Facilities and Services
6. Goal 12 Transportation
7. Goal 13 Energy Conservation

Goal 1 Citizen Involvement and Goal 2 Land Use Planning as provided by the City's Comprehensive plan are implemented through the processes required by Section 10.100 of the City's Land Usage Ordinance. These provisions have been followed throughout this legislative amendment process.

FINDING NO. 4

The proposed amendments have been processed in accordance with the standards provided under Section 10.100 of the Reedsport Land Usage Ordinance and which are consistent with the standards of Goal 1 and Goal 2 of the Statewide Planning Goals.

Goal 6 requires that all waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans.

The proposed amendments contemplate the cultivation and sale of marijuana. The sale of marijuana and marijuana infused products should produce no more burden on waste services than any other retail business as already provided for in the Commercial or Mixed Use Zones. The City's waste services have ample capacity to provide for such uses.

On the other hand the cultivation of marijuana may create discharges similar to those of an agricultural enterprise. These discharges are regulated by the Department of Environmental Quality DEQ and will be up to the operator of the grow facility to ensure compliance with applicable

regulations. The City will help the Department to enforce these regulations so as to not cause adverse impact to the City's wastewater, storm water or solid waste collection system.

Amendments to the Transportation System Plan and subsequent development would have no further impact on the water resource than it currently does.

FINDING NO. 5

The enterprises that result from the proposed amendments will be conducted in accordance with applicable State and local regulations ensuring consistency with applicable provisions of the City's comprehensive plan and State Wide Planning Goal 6.

Goal 9 requires the City to provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens. The marijuana trade is a use similar to a liquor store, which is a retail use currently permitted in the Commercial and Mixed-Use zones. These uses provide entrepreneurs with a new opportunity to develop a new variation of business, not just in retail sales, but in producing, processing, testing, and research of marijuana. Further, the City's comprehensive plan charges City Staff and Planning Commission with the encouragement and promotion of small businesses in the community. While there may be some controversy over the development of marijuana dispensaries and grow facilities it is a state recognized use. With the existing state and local regulations the facilities will be compatible with existing uses.

The TSP amendments will further support local businesses by enhancing the highway facilities. Additional street-side parking is proposed in the uptown area where customer parking for existing businesses is limited. The addition of easy to access, safe to use parking may be beneficial in getting tourists to stop and shop the nearby businesses. The addition of bicycle lanes throughout town provides a secondary transportation mode to get residents in and out of business that provide everyday goods and services. The addition of a center turn lane beginning at 22nd Street and continuing to the intersection of Highway 38 will create a safer way for motorists to turn into businesses along those corridors.

FINDING NO. 6

The proposed amendments consistent with the applicable provisions of the City's comprehensive plan and State Wide Planning Goal 9.

Goal 11 requires the City to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The Reedsport TSP document is the regulatory document that governs the development of public roads and highways in Reedsport. By completing the Pedestrian Study and updating the TSP the City is demonstrating its commitment to keeping this plan contemporary and relevant to issues here in Reedsport.

FINDING NO. 7

The proposed amendments are consistent with the applicable provisions of the City's comprehensive plan and State Wide Planning Goal 11.

Goal 12 requires the City to provide and encourage a safe, convenient and economic transportation system. As part of the development of the Pedestrian Study, a number of different scenarios were taken into account and the safest, most convenient and affordable plan was proposed. This plan took into account the size of the existing right-of-way, cost of improvements including long-term maintenance costs as well public benefit and safety. This plan, just like any, will need to be updated from time to time to remain contemporary.

FINDING NO. 8

The proposed amendments consistent with the applicable provisions of the City's comprehensive plan and State Wide Planning Goal 12.

Goal 13 requires the City to monitor land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. While the development of dispensaries within the community will have no greater impact on energy resources than any other retail commercial uses. Indoor grow facilities could potentially require additional energy for lighting and other related implements of such operations. However, when looked at in the broader sense, these facilities will not consume more electricity than was required by the forest related enterprises that were once prevalent in this area. In fact, these new enterprises will be required to meet the current (more restrictive) energy codes of today as provided by current building code. These codes assure that conservation is accounted for in all phases of development.

FINDING NO.9

The proposed amendments are consistent with applicable provisions of the City's comprehensive plan and State Wide Planning Goal 13.

FINDING NO. 10

The proposed amendments are consistent with all applicable Comprehensive Plan Policies and Statewide Planning Goals.

Will the proposed amendment adversely affect the public health, safety and general welfare?

The amendments to the RLUO regulating marijuana dispensaries provides a process for which marijuana dispensaries must apply and conform to the minimum standards set, in order to reduce health, safety and general welfare risks associated with the use on the public. Such minimum standards include proper disposal of waste products, ventilation systems, proper lighting and street facing businesses in order to provide safe access and allow for better monitoring by law enforcement, prohibiting the use of product on site, etc.

Marijuana grow sites will be reviewed in a conditional use permit process, in which public notice is mailed to surrounding property owners and public agencies. This process allows for testimony to be given in order to develop conditions, on a case by case basis, any safety, health or general welfare issues.

The proposed amendments to the RLUO are consistent with existing safety provisions of the Comprehensive Plan and Land Usage Ordinance. Applications for new uses, as a result of the amendments, will be viewed on a case by case basis ensuring compliance with state transportation rules, state building codes, current state regulations and existing utility providers. Any public health, safety and general welfare issues should be minimized via this process.

The Pedestrian Safety Study was accomplished in order to identify safe pedestrian and bicycle crossings along the US 101 and OR 38 corridors in Reedsport. Study data indicates that fatal and serious injury crashes have occurred in these areas. Thorough analysis and monitoring of the highway facilities was done as a part of this process. The proposed amendments are anticipated to improve safer pedestrian and bicycle crossings, especially in areas such as the 20th Street intersection where students frequently cross to the 7/11 during lunchtime. The

amendments also propose additional street side parking in the uptown area where parking is limited. New bike lanes will provide a buffer for tourists who utilize that parking, as they exit their vehicles and safely get to the sidewalk without having to open a vehicle door into the busy highway.

Furthermore, data shows that the average collision rate for the Highway 101 corridor is 3.01 collisions per million vehicle-miles traveled. This is nearly twice as much as ODOT's crash rate for similar road systems. The amendments to the TSP will create a plan which aims to alleviate this high rating and improve public safety. According to the Highway Safety Manual reducing from a four lane arterial to a three-lane facility could lower the collisions by 29%.

FINDING NO. 11

Any public health, safety or welfare concerns will be mitigated via the City's marijuana application process which will require the applicant to ensure compliance will all applicable local and state requirements as well as local utility providers.

FINDING NO. 12

Adoption of the TSP amendments will allow ODOT to complete improvements to Highway 101 between the 16th and 22nd Streets, which is expected to improve safety in the area.

What effect will the newly proposed amendment have on the existing developed land use pattern in the immediate area, specifically with respect to the question of land use compatibility?

The Planning Commission held a work session to consider the compatibility of the marijuana uses in the community. They considered physical and social elements in the community such as highways and the location of residential areas. The State currently restricts dispensaries to over 1000' from a school. The Planning commission proposed to add a 200' buffer from parks where children may be present and line of site restriction from the library. Such uses shall only be allowed in Commercial or Mixed-Use zoned properties. Grow facilities shall be limited to Industrial and Mixed-Use zoned areas only.

Besides locational restrictions, the RLUO regulates aesthetic and safety regulations, as well. These regulations addressed signage, store displays, lighting and disposal of marijuana

related refuse. Grow facilities will be regulated on a case by case basis via a conditional use permit process (public hearing).

The uses adjacent to the changes proposed between 16th Street and 22nd Street are a school, park, and various small businesses. The TSP amendments are compatible with these uses because safer pedestrian crossing methods can be implemented for students, park users, and business people to cross the highway. The amendments will allow for additional parking to the adjacent uses and a designated turn lane for safer vehicle flow in and out of business parking lots.

In areas along midtown and Old town, safe pedestrian crossings again support the many businesses throughout those areas. Enhanced bike lanes across town, provides a new method of transportation for residents to reach grocery stores, offices, and other services.

FINDING NO. 13

The proposed amendments are designed to specifically address compatibility issues with respective zones. The development of marijuana related facilities should have negligible impact on the community.

FINDING NO. 14

The TSP amendments provide safer routes to adjacent uses.

Will the proposed amendment be consistent with the function, capacity and performance standards for the streets used for access, consistent with the Reedsport TSP, the Oregon Highway Plan, and the Transportation Planning Rule?

While trip generation data is currently not available for marijuana dispensaries and grow facilities, the development of these types of uses should have little impact on the transportation system in the area. Dispensaries and grow facilities shall not be distinct to Reedsport as this is a statewide provision. Therefore, most clients of these facilities will be people in the area that already are accounted for in current traffic counts. Grow facilities are limited to employees onsite and to the occasional shipper. Therefore, the impact on the current traffic system should be negligible.

The amendments to the TSP propose changes that will affect US 101 and OR 38, which are identified as arterial streets in the City's TSP. The proposed amendments are supported by

the Oregon Department of Transportation. These amendments meet the Transportation Planning Rule and Oregon Highway Plan with one potential Design Exception to the Oregon Highway Plan. If US 101 beginning at 16th Street and heading northbound, is developed with a 14' left turn lane, rather than the less expensive redesign option that would allow for a 13' turn lane, a design acceptance would not be necessary.

With regard to capacity, an analysis utilizing ODOT's Future Highway Volume Table anticipates that the signals along US 101 will not be overloaded if the lanes are modified from four lanes down to two lanes with a center turn lane.

FINDING NO. 15

The proposed marijuana amendments are consistent with the Reedsport TSP, the Oregon highway plan and Transportation Planning Rule.

FINDING NO. 16

ODOT supports the proposal, which is also consistent with the Transportation Planning Rule and Oregon Highway Plan.

RECOMMENDATION

Based on the evidence contained in the entire Record Staff recommends approval of the proposed legislative amendments, as submitted.

Cynthia Kruse
2036 Elm Ave
Reedsport, OR 97467
541-662-1232

Testimony by Cynthia Kruse, in opposition of Transportation System Plan (TSP), Chapters 1 & 4-7, in
Planning Department File No. 15-017.
December 4, 2015.

I live one block off of Highway 101 between 20th and 21st street. While I don't have an issue with adding Pedestrian Rapid Flashing Beacons or additional lighting, I do oppose reducing the lanes from 4 to 2. Currently with 4 lanes of traffic on Hwy 101, there are already times when traffic is heavy enough that it makes it hard to turn left from S. 20th street to head South on Hwy 101. Holidays, Weekends, Dune Fest and other special activities which bring a lot of tourists/visitors to our little town can make the 4 lane highway busy. With the current proposal to reduce the road down to 2 lanes, you will be forcing twice the traffic through a single lane causing traffic to back up and undo frustration to both visitors and locals. In addition to this, the sidewalk extensions and raised pedestrian refuge can create a safety hazard for drivers. A few years ago, the little town of Elkton added a refuge at the East end of town on Hwy 38. It was such a hazard, that it was promptly removed.

My suggestion would be to add the crossing beacons, but leave the highway as is. This would allow for better visibility to see pedestrians, but also allows for traffic to flow smoother during those heavily traveled times. It would also save a lot of money by just adding the crossing beacons. If pedestrians don't feel safe to cross at that section, they can also walk one block to the stop light and cross there.

For the reasons listed above, I urge the City council to not adopt the current Transportation System Plan proposal. Instead, look for a better solution that will not cause our town to become a traffic jam.

I do not wish to speak publicly at the hearing.

Dan Karpa
1733 Greenwood Avenue
Reedsport, OR. 97467

A few days ago, I received the letter from you about these new proposed changes to highway 101, and how it might affect my property values. That really has me concerned, since I had to shell out \$300,000 in cash to purchase 1733 Greenwood, \$72,000 for 1757 Greenwood, and \$102,000 for 1745 Greenwood, also carrying a note on my old Juniper house. I hope you understand that I have much to lose with a reduction of property values. and since I own everything outright, I can't simply walk away.

Even now in our off season, it is very difficult to pull out on 101 from my side of 18th street. Honestly, I don't understand the logic of turning a busy section of Highway 101, from four lanes into a two lane, especially on the bridge over the Schofield, just so to improve pedestrian traffic near Lyons Park. I think reducing the speed limit and installing pedestrian lights and refuge islands south of 18th, might be all that is necessary. Forgive me for thinking this, but is there some hidden agenda that is not being disclosed at this time? Who and what agency was the primary originator of this proposed change?
Sincerely yours. Dan Karpa [541-662-8022](tel:541-662-8022)

Jessica Terra

From: MCDONALD John <John.MCDONALD@odot.state.or.us>
Sent: Tuesday, November 24, 2015 9:19 AM
To: 'Jessica Terra'
Subject: RE: NOTICE OF PUBLIC HEARING: File No. 15-017

Jessica,

Thank you for the opportunity to comment on the proposals.

Regarding the proposed language change to LUDO, we have no comments.

Regarding the proposed TSP update, we note that any language in the TSP precluding a three-lane section of road should be concurrently removed from the TSP, to ensure the TSP remains internally consistent.

Please let me know whether this email is insufficient for comment and you'd like a letter.

Sincerely,

John McDonald
Development Review Planner
ODOT Southwestern Region
541-957-3688

From: Jessica Terra [mailto:jterra@cityoffreedsport.org]
Sent: Friday, November 20, 2015 2:58 PM
To: 'Jonathan'; 'Jessica Terra'; 'John Stokes'; 'Reedsport VFD'; dwisheart@cityoffreedsport.org; 'Jarmain, Stuart'; 'Charmaine Vitek'; jlvander@co.douglas.or.us; 'Caroline Gross-Regan'; sicowie@co.douglas.or.us; ODOT Reg 3 Planning Manager; PERRY Dave; Building Department LLC; jeffrey.henderson@state.or.us; Steven.Manning@charter.com; COOS BAY WORLD; Editor Shelby Case
Cc: abcsurvey@gmail.com; 'Chris Surina'; 'Deborah Yates'; getmessage@frontier.com; 'Jesse Jackson'; 'Sheri Aasen'; 'Tara Szalewski 2'
Subject: NOTICE OF PUBLIC HEARING: File No. 15-017

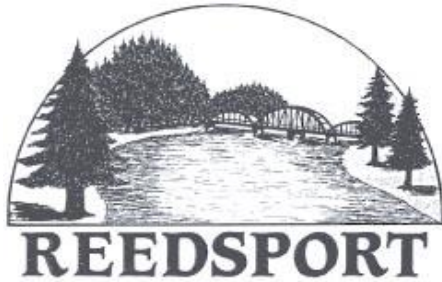
Good afternoon,

Please be advised that on Monday, December 14, 2015 at 7:00 pm, the Reedsport Planning Commission will hold a public hearing for the following agenda item:

- **Planning File No. 15-017:** Reedsport Planning Commission amendments to the Reedsport Land Usage Ordinance (RLUO) Chapters 10.64, 10.72, & 10.76 and the Transportation System Plan (TSP), Chapters 1 & 4-7. A summary of the amendments is included with this notice.

If you have any questions or comments regarding this file, please feel free to contact me by phone at 541-271-3603 ext. 214; in writing by mailing comments to 451 Winchester Avenue, Reedsport, OR. 97467; or by emailing jterra@cityoffreedsport.org, no later than 5 pm on Friday, December 4th. You may also provide testimony in person at the hearing on December 14th. Please review the attached notice for full information on the hearing procedures, applicable criteria, and supplemental documentation related to the file.

A copy of the full amendment package is available online at www.cityoffreedsport.org or at Reedsport City Hall. A staff report will be made available at least 7 days prior to the public hearing.



CITY OF REEDSPORT

PLANNING DEPARTMENT

451 Winchester Avenue

Reedsport, OR 97467-1597

Phone (541) 271-3603 | Fax (541) 271-2809

Friday, January 15, 2016

MEMORANDUM

TO: Applicant and All Parties

FROM: Planning Department

RE: The City of Reedsport Planning Commission amendments to the Reedsport Transportation System Plan (TSP), in order to adopt the findings of the Reedsport Pedestrian Safety Study conducted by ODOT. **Planning Department File No. 15-017B.**

Official notice is hereby given of the decision of the City of Reedsport, Planning Commission in the matter of the above-referenced action for which a public hearing was held on December 14, 2015.

The above-referenced legislative amendments were APPROVED.

A copy of the City of Reedsport, Planning Commission Findings of Fact and Decision are enclosed with this notice. This document was signed by the City of Reedsport Planning Commission Chairman on January 25, 2016. This decision will become effective twenty one (21) days from the date the decision was signed unless review is sought pursuant to Section 10.104 of the Reedsport Land Usage Ordinance.

An information sheet for appeal is enclosed with this notice.

Enclosures

December 25, 2016

BEFORE THE CITY OF REEDSPORT PLANNING COMMISSION

Amendments to the Reedsport Land Usage Ordinance, Findings of Fact and Decision, Planning Department File No. 15-017B.

This matter came before the City of Reedsport Planning Commission on December 14, 2015, in the City Council meeting room at City Hall.

The Planning Commissioners present at the hearing are on record with the City Clerk.

The Planning Commission takes official notice of the following:

1. The City of Reedsport Comprehensive Plan and City of Reedsport Land Usage Ordinance, adopted by the City of Reedsport City Council and acknowledged by the Land Conservation and Development Commission on April 26, 1984.
2. The records of the Planning Department of the City of Reedsport concerning publication and mailing of notice.

PROCEDURAL FINDINGS OF FACT

1. At least 35 days prior to December 14, 2015, a notice of public hearing was sent to the Department of Land Conservation and Development as an electronic submission.
2. Measure 56 notice was sent to affected property owners, service providers and governmental agencies 20 days prior to the public hearing as required by ordinance and state law.
3. Notice of the hearing was given to a newspaper of general circulation in the affected area at least 20 days prior to December 14, 2015.
4. Staff entered Staff Exhibits 1 through 7, including one additional response received after the writing of the Staff Report (Exhibit 6) and additional returned mail received after the writing of the Staff Report (Exhibit 7) and preparation of the Planning Commission packets.

SUBSTANTIVE FINDINGS OF FACT

On the basis of the testimony and evidence contained in the whole Record, the Planning Commission adopts the following findings of fact.

1. The Planning Commission notes for the Record that the proposed TSP amendments were draft as a result of continued public concern and a substantial history of traffic accidents in the community, some of them involving fatalities. The TSP amendments

December 25, 2016

as set forth before the Planning Commission are the result of multiple public meetings that took place over more than a year's time as well as multiple meetings of the Reedsport Traffic Safety Committee that had also been held to review the amendments. The Reedsport Traffic Safety Committee providing comment throughout the process and ultimately recommended approval of the amendments as hereby submitted to the Planning Commission for review and decision.

2. At the hearing, the Planning Commission heard testimony from Vince Swagerty, Reedsport Community Charter School Principal, and Darreld Woods, uptown property owner, who both stated they were in favor of the proposed TSP amendments especially the safety enhancements proposed in the uptown corridor between 16th Street and 22nd Street. Both felt that child safety was paramount to the potential inconvenience of slower traffic and both expressed concern over how problematic the uptown areas current four lane configuration is.
3. The Planning Commission heard testimony from Chris Vaughn, business owner at the corner of 20th and Hwy 101 who stated that he was not in favor nor against the TSP amendments but that he was sure that something needs to change in the uptown area to increase the safety of that corridor. He went on to state that he had witnessed many traffic accidents in his time at the current location and near misses involving pedestrians and vehicles are a daily occurrence. He identified issues with the current four lane configuration.
4. The Planning Commission then heard from Bill Otis, former ODOT maintenance worker, who stated that he was in favor of pedestrian improvements on Hwy 38 at 3rd Street and that he understood that if the TSP amendments were not successful that the community would miss out on the funding available to complete the items identified in the plan. He then went on to say that he was not in favor of the proposed amendments to the uptown area, that it would be hard on freight movements and access management, and would slow traffic and prevent any future parades from taking place. He felt that the only real solution would be to move the traffic light from 19th to 20th Street, keeping the current four lane section.
5. The Planning Commission then heard from Sandra Donnelly who stated that traffic was too heavy in the uptown area for a three lane road section.
6. The Planning Commission then heard from Stan Washington who cited that speed was the real issue and if the Police were writing tickets in that area that the matter would be resolved. He also stated that the traffic light should be moved from 19th to 20th Street for the pedestrians.
7. The Planning Commission then heard from Bruce Harris who stated that the traffic reconfiguration might contain elements that are not legal or in conflict with one another and that more law enforcement is what is needed to fix the issue.
8. The Planning Commission then heard from Harold Rose who stated that he was representing himself and the Reedsport Volunteer Fire Department, where he held the

December 25, 2016

position of Chief 2. He stated that there is a serious pedestrian safety issue uptown, but that the reconfiguration to three lanes is not the solution. Fire response will be slowed due to the traffic congestion. The reconfiguration would likely cause first responders to use parallel surface streets to avoid these delays which would result in an entirely new set of safety concerns with emergency vehicles moving rapidly thorough residential neighborhoods. He acknowledged that there are a lot of accidents in the uptown area but the solution may be to simply move the traffic light from 19th to 20th street.

9. The Planning Commission then heard testimony from Chris Hunter of ODOT who stated that the ODOT traffic “warrants” would not support the relocation of the traffic light from 19th to 20th street and may never. He stated that if traffic delays were to occur based on the reconfiguration that the Pedestrian Traffic Safety Study states that they should only be around 30 seconds at the most. He identified the extremely high crash rating in the area as the catalyst for the study and that the proposed amendments should lower the number accidents by 29% and allow pedestrian safety enhancements to occur. He stated that they are not physically narrowing the roadway so if there were issues with the realignment or if the traffic volumes were to change in the future the roadway could be reconfigured once again to address the issue. He concluded that while it did seem like going from four lanes to three would have obvious traffic impacts, what has been discovered in communities that have switched to the three lane configuration is that traffic actually operates more efficiently and there are a number of studies to support this conclusion, not just the findings of the Pedestrian Study completed in Reedsport.
10. The Planning Commission Chair closed the public portion of the hearing to allow Commissioners to deliberate. The Planning Commission understood the light at 19th street was never likely to be relocated, but asked if all reference to the relocation could be left in the TSP without issue. Chris Hunter was asked to respond and stated that he saw no issue with leaving those references in the City’s TSP. He was also asked to address whether parades would be allowed to continue after the roadway had been reconfigured and he responded stating that parades could still be possible but that a new parade plan would have to be approved by ODOT. With this the Planning Commission found that the TSP amendments to be consistent with the City of Reedsport Comprehensive Plan and Consistent with the State Wide Planning Goals based on a demonstrable need for the proposed changes.
11. A motion was made to approve the proposed amendments to the City of Reedsport TSP, with one revision that any references to the relocation of the traffic light from 19th to 20th street remain in the TSP and advising the City Council to carefully consider the issue of potential impacts to fire response and emergency medical services in their final decision. The motion passed 3 to 2.

December 25, 2016

DECISION

Based on evidence received, the findings above and the findings in the Staff Report, we hereby APPROVE the amendments to the Reedsport Transportation System Plan (TSP) with the reinstatement of the references to the relocation of the traffic light from 19th to 20th street and with a recommendation that the Council consider concerns of Fire personnel and Emergency Medical Services (EMS) should they exist. **Planning Dept. File No. 15-017B.**

Dated this 25th day of January 2016.

REEDSPORT PLANNING COMMISSION

By: _____
Chairman Allen Teitzel