



Cannon Beach Planning Commission

Staff Report:

PUBLIC HEARING AND CONSIDERATION OF **CP# 22-01**, JEFF ADAMS APPLICATION, ON BEHALF OF THE CITY OF CANNON BEACH, REQUESTING THE ADOPTION OF THE 2022 CANNON BEACH TRANSPORTATION SYSTEM (TSP), AS SUPPORTING MATERIAL TO THE CANNON BEACH COMPREHENSIVE PLAN. THE TSP IS IN ACCORDANCE WITH OREGON REVISED STATUTES OAR 660 DIVISION 12, TRANSPORTATION PLANNING RULE, WHICH IMPLEMENTS STATEWIDE PLANNING GOAL 12. THE REQUEST WILL BE REVIEWED AGAINST THE CANNON BEACH COMPREHENSIVE PLAN AND CRITERIA OF THE MUNICIPAL CODE, SUB-SECTION 17.86.070.A, AMENDMENT CRITERIA.

Agenda Date: May 26, 2022

Prepared By: Jeffrey S. Adams, PhD

GENERAL INFORMATION

NOTICE

Public notice for this May 26, 2022, Public Hearing is as follows:

- A. Notice was posted at area Post Offices on May 19, 2022;
- B. Notice was provided to the Oregon Department of Land Conservation and Development as required by ORS April 18th, 2022;

DISCLOSURES

Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

EXHIBITS

The following Exhibits are attached hereto as referenced. All application documents were received at the Cannon Beach Community Development office on March 12, 2021 unless otherwise noted.

"A" Exhibits – Application Materials

A-1 Application packet, including **CP#22-01**, Received April 15, 2022;

"B" Exhibits – Agency Comments

None at the time of writing

"C" Exhibits – Cannon Beach Supplements

None at the time of writing

"D" Exhibits – Public Comment

BACKGROUND

TSPs are developed per Oregon’s Transportation Planning Rule (TPR) (OAR 660-012) and must be consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan, the ODOT 2020 Transportation System Plan Guidelines, and the City of Cannon Beach Comprehensive Plan (1979, most recently amended in 2017). The Oregon Transportation Planning Rule TPR implements Statewide Planning Goal 12 (Transportation), which is intended to promote the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles. The TPR also requires that local jurisdictions develop implementing ordinances to advance TSP recommendations in the form of local land use and development code amendments. These rules also require local jurisdiction to coordinate local transportation system planning with applicable county, regional, and state transportation plans.

The project team developed a Public Involvement and Communications Plan (PICP) to summarize the public engagement goals, audiences, process, and strategies to support development of the Cannon Beach Transportation System Plan (TSP). The PICP also ensures that project outreach and reporting is consistent with Title VI of the Civil Rights Act of 1964 and Environmental Justice Executive Order (EJEO) provisions to ensure full and fair participation by all potentially affected community members in the decision-making process. The PICP can be found in Appendix F. The PICP includes goals, target audiences, key messages, and critical success factors for effectively reaching and engaging stakeholders. It also clarifies outreach timing, team member roles and responsibilities to carry out the engagement program. Throughout the planning process, the stakeholders involved in this project were a part of the decision-making process. Figure 2 below summarizes the TSP decision-making process.

APPLICABLE CRITERIA

Chapter 17.86 AMENDMENTS

17.86.040 Investigation and report.

The city manager shall make or cause to be made an investigation to provide necessary information on the consistency of the proposal with the comprehensive plan and the criteria in Section 17.86.070. The report shall provide a recommendation to the planning commission on the proposed amendment. (Ord. 89-3 § 1; Ord. 79-4 § 1 (9.040))

17.86.070 Criteria.

A. *Before an amendment to the text of the ordinance codified in this title is approved, findings will be made that the following criteria are satisfied:*

1. *The amendment is consistent with the comprehensive plan;*
2. *The amendment will not adversely affect the ability of the city to satisfy land and water use needs.*

Staff Comments:

Applicable Comprehensive Plan Policies are provided below for the Commission’s consideration:

TRANSPORTATION POLICIES

1. The city should maintain a local bus service, at an appropriate level of service, to provide for the transportation requirements of persons without vehicles, to reduce vehicular congestion particularly during peak tourist periods, and to conserve energy. The local bus service should be designed to provide convenient connection to available intercity and regional bus service.
2. A safer and more efficient north entrance to the City will be developed. The preferred long-term design solution is a northbound underpass/overpass, which the city will actively pursue for inclusion on the Oregon Department of Transportation's Statewide Transportation Improvement Program (STIP). Until the underpass/overpass is completed, the city will cooperate with the Oregon Department of Transportation in making interim improvements.
3. The City will work with the Oregon Department of Transportation to coordinate plans and projects.
4. The City recognizes that the Highway 101 corridor has significant scenic attributes. These attributes include: two travel lanes; a forested corridor that creates a sense of enclosure and continuity; the lack of adjacent commercial development; and a limited number of access points onto the highway. The City will cooperate with the Oregon Department of Transportation in protecting these elements of the Highway 101 corridor through Cannon Beach.
5. The City supports maintaining the existing Highway 101 cross section within the City's urban growth boundary. The City also recognizes the need to make safety improvements to the highway such as improved vehicular safety at the north entrance to the City and improved merging lanes at the Sunset Boulevard interchange. The City is opposed to highway widening that would result in the creation of a passing lane or a four lane cross section within the urban growth boundary.
6. The appearance of the exits and entrances from U.S. Highway 101 into the city should be improved through appropriately designed landscaping.
7. Access to Hemlock Street and U.S. 101 shall be limited. Wherever possible, traffic from development shall enter these roads from shared access points or streets, rather than individual driveways.
8. The city will address traffic and parking issues in its commercial areas by means of an annual parking and traffic management plan.
9. The city will implement the action elements of its Americans with Disabilities Act transition plan.
10. The city will continue to emphasize the use of land-use techniques and appropriate pedestrian, bicycle and transit improvements as a means of reducing the demand for motor vehicle trips.

RECREATION, OPEN SPACE, NATURAL, VISUAL, AND HISTORIC RESOURCES POLICIES

11. Vegetation and tree cover along the ocean front shall be managed in a manner which retains its erosion control capabilities and maintains its contribution to the scenic character of the beach.

25. To protect, enhance and restore the functions and values of riparian corridors, which include water quality protection, storm and flood water conveyance, fish and wildlife habitat, and open space.

PUBLIC FACILITIES AND SERVICES STREETS POLICIES

1. The city shall prepare and adopt minimum street improvement standards.
2. The City shall accept streets into the City system only after they have been improved to City standards.

STREETS GUIDELINES AND RECOMMENDATIONS

1. Alternative transportation uses of City rights-of-way should be considered where they are not needed for streets. These uses may include bike paths and walking trails. *(Ord 95-04; Res 79-02)*
2. The City Council may consider blocking of streets which constitute public safety hazards because of poor visibility or steepness if other access is available.

CITIZEN INVOLVEMENT POLICIES

1. Citizens, including residents and property owners, shall have the opportunity to be involved in all phases of the planning efforts of the City, including collection of data and the development of policies.

Staff Comment:

The criteria for approval of a zoning ordinance amendment are rather brief. The Planning Commission must only find that the amendments are consistent with comprehensive plan and that they will not adversely affect the city's ability to satisfy land and water use needs.

The TSP meets all of the stated objectives of the original application:

1. Identify, Map and Assess existing transportation, transit, mobility and parking facilities;
2. Prepare the City for emergent events, and their potential impacts;
3. Encourage innovative solutions to the unique challenges of a tourist-dependent community;
4. Create channels for continued community engagement in transportation planning;
5. Build resilient systems that can better cope and respond to the fluctuations of global and regional markets for emergent and impending events;

The City's Goals and Objectives align with the guiding policies of the Comprehensive Plan:

1. Preserve Cannon Beach's coastal village charm;
2. Balance the needs of different transportation system users throughout the community;
3. Enhance safety and emergency preparedness; and
4. Foster a sustainable transportation system.

STAFF RECOMMENDATION

Staff recommends approval, with any amendments to meet the transportation needs of the Cannon Beach community.

PLANNING COMMISSION ACTION

MOTION: Having considered the evidence in the record, I move to *tentatively* (approve/approve with conditions/or deny) the Adams application, on behalf of the City of Cannon Beach, to adopt the 2022 Cannon Beach Transportation System Plan (TSP), as supporting material to the Cannon Beach Comprehensive Plan, application **CP#22-01**, as discussed (subject to the following conditions) and requests that staff draft findings for review and adoption, at a special called meeting, next Thursday at 6PM, July 1st, 2021 at City Hall.

DRAFT