

PUBLIC COMMENTS

RECEIVED AS OF 10:00AM ON JULY 18, 2024

**Submitted TO:
Oregon Department of Transportation
Tillamook County Public Works
City of Rockaway Beach, Planning Department
John S. Charles & Juliet Charles
Consultant, MACKENZIE**

In writing this letter I ask that the Proposed Project referenced as Rockaway Beach Zoning Permit #23-56, consider an alternate placement of the Food Cart and for the location of the associated service driveway's to be located on the Subject Parcel: Tax Lot 7300, Tax Map 1N1005CC, Zoned C-1.

I acknowledge the Use as proposed is Approved. There are timelines that may have expired, but I am only interested in the jurisdictions taking a second look at the Approved Access on Hollyhock Street. Hollyhock Street is a Local Residential Street not designed for Commercial Use. In the Tillamook County Public Works Approval, Road Approach Permit # 6627, the standard drawing road approach info sheet is labeled a Residential Road Approach Permit. If there is a difference in a Commercial Approach compared to a Residential Approach as far as design standards, etc., that should be changed and or re-evaluated. Hollyhock Street had existed for many years as a gravel road until a private development was required to pave it a few years ago as a condition of approval pertaining to a Residential Development.

I ask that the Owners/Developers, its Consultant's - Mackenzie, along with a second review by the Tillamook County Public Works, consider not using Hollyhock Street as an access approach. This will require a revised site plan, but it would permit the development to operate its business on site and not rely upon the Hollyhock Right of Way for off-site business activities and additional vehicle stacking.

MAIN ISSUES OF CONCERN

- INADEQUATE SIGHT DISTANCES ON HOLLYHOCK

- NON-CONFORMING VISION CLEARANCE AT THE NORTHEAST CORNER OF HOLLYHOCK AND US HIGHWAY 101

I do realize the physical limitations due to its overall size. However, the Developer should consider utilizing the entire area that comprises Tax Lot 7300. Once that Project Boundary is entirely shown you will have a wider area in order to reposition the Food Cart and Access/Exit Service Drives ONSITE. [This may require a revised location of the Drive Thru Window on the Food Cart; however the submitted plans show a service like window at the rear of the unit that might be modified to be the Drive Thru Window. The revised site plan might locate the Food Cart in the Center Island, northerly to provide sufficient room for vehicles in a wait line. I think the site could be re-configured to provide an orderly vehicle flow and locate on site pull thru parking which would address the concern for larger vehicles.]

The sight distance along US Hwy 101 provides a much safer situation compared to the Hollyhock location. A motorist can see a thousand feet in either direction. There is a greater potential for traffic conflicts at the US Hwy 101 and Hollyhock intersection due to the reduced vision clearance that exist. Motorist would need to be very cautious turning into Hollyhock from the North and avoid pedestrian, and bicycle traffic going to the beach, and vehicular traffic traveling west as they approach the Intersection.

Situation Sample: As a south bound motorist turns left or east onto Hollyhock, they have waited for the north bound traffic lane to clear. Then as they turn, vision clearance does improve as they make the left turn curve. However, if there are already vehicles stacked occupying the approach into the Food Cart facility the motorist must make a quick decision on what to do, with the added element of pedestrians, bicyclist, and motorist traveling westerly in the roadway it becomes a possible difficult situation.

Additionally, this Intersection serves as a School Bus pickup and drop off site, utilized during the School Year.

I do not find any actual data or justifications in support of the Access Drive on Hollyhock other than statements stating it will be no problem. The approval of a variance reducing the dimension between the US Hwy 101 Centerline and the (new) proposed access drive on Hollyhock have imposed a situation resulting in a greater potential for a traffic conflict. It certainly has not decreased the potential for a traffic conflict. The Variance has been granted on an issue directly affecting the Single Most Important Issue that Both ODOT and Tillamook County Public Works name as the Issue/Standard in evaluating an Access Drive. I feel that, due to the added pressure on the Intersection it would definitely compromise public safety and convenience. It will place an adverse affect on ALL of the residents that use Hollyhock on a daily basis. Motorist that travel along US Hwy 101 constantly expect to deal with vehicles turning, (left) and crossing an opposing travel lane or a right turn requiring a clear zone to allow Hwy 101 traffic to resume and continue.

ODOT issued an up-grade of an Existing State Highway Approach. There was no older permit. There was an inventory point that was recognized as Presumed to be Permitted. So with this we are basically asking that the traffic to the site be transferred from Hollyhock to the location on Hwy 101 at the same location as the Exit location proposed. The Owner/Developer could construct a wider, more pronounced Approach, and with proper signage motorist will see exactly the route of a commercial driveway in order to make possible a safe turn into the Site and an Exit from the site. Traffic conflicts still exist but consolidating the entrance and exit together will be simpler.

In Summary:

Looking at the situation, any person standing at the Northwest Corner of the Proposed Development would see and realize **it's just too tight**. There are 50 homes that utilize this Intersection for access to go to work and daily activities. Local Residents and People on Holiday are walking, biking, and driving, using the paved street going to the beach and carrying on their daily activities. There are hundreds of Drive-Thru Service's located along US Hwy 101 and I have not seen any that rely upon a Local Residential Street for their operations.

We are submitting this after approvals were issued as I was unaware of the proposed development prior to seeing the construction begin. We want to see the Commercial Activity utilize an Arterial rather than a Local Residential Street for Entrance/Exit Access, as Traffic Safety is the Key Issue.

Emx:

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Please forward this email to the Rockaway Beach Planning Commission Members

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Attn: Jasper Lind

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July 16, 2024

From: [Jill Wagner](#)
To: [City Planner](#)
Cc: pubwks@co.tillamook.or.us
Subject: Hollyhock Street/Hwy 101 Food Cart Plan - Tillamook County Tax Lot #7300
Date: Thursday, July 18, 2024 8:00:57 AM

July 17, 2024

Attn: Mary Johnson, City Planner
Rockaway Planning commission

We are deeply concerned by the recent commercial project that has begun on the corner of 101 and Hollyhock. Our understanding is that this is a drive-through food truck business. Whether or not “technically” a public notification was mandated, the neighborhood should have been apprised of this plan and given time for feedback.

The review from an “independent traffic engineer” hired by the property owner does little beyond showing traffic access from north, south and east of entrance. The study lacks detail as to how the impact of this particular business will affect current traffic (like delays in service) or anticipated accident risks, or the effects on nearby neighboring properties that are suddenly used for turnarounds and non-existent street parking, easily blocking driveway access.

Our property on Hollyhock has been in our family for 50 years and used as a beloved place to enjoy the peaceful surroundings of this small neighborhood community in Twin Rocks. Despite the zoning rules allowing business directly along the 101 corridor, the impact of this on neighbors, some within mere feet, brings concerns of substantial increase to the local street traffic, and dangerous backup on Highway 101 as people wait to turn. There are 50+ residences that use Hollyhock for their primary access to Hwy 101. Additionally, there is substantial Hollyhock neighborhood foot traffic that crosses 101 for the Twin Rocks beach access at both the Hollyhock and Minnihaha intersection. There is also a bus stop at this intersection.

There are numerous ramifications that are specific to this type of a business plan in this tight location off a major highway. Consequential to separate one from the other. Nearly all of these food trucks are usually set up for temporary events or confined to dedicated real estate where people can park, get out of their car, order, wait for their food and either eat on site or take home. Cost of multiple people and finding labor are both barriers to making these carts run efficiently, thus making them prone to slow service. Success comes where there is parking, and tables to wait for order preparations within the city/urban boundaries whose foot traffic can support them. A good example is in Garibaldi.

In this exceedingly tight site plan, with its allowance of only four queue cars, four parked cars and two employee cars, a non-faltering extremely efficient preparation of food will be the only thing averting a complete traffic boondoggle. We can't think of any other similar site locally or in the Portland area with a food cart (not coffee) drive through.

The undoubtable waits will now be thrust onto the adjacent neighborhood streets and highway as people exacerbate the confines of the business lot. This is not only unacceptable but dangerous. With a highway speed of 45, beach access foot and road traffic from the 50+ Hollyhock residences, a school bus stop, train crossing and now a food truck on that corner, there are numerous safety issues to this plan.

With the safety concerns brought forward, we encourage you to work together (Tillamook county, Rockaway Planning) to thoroughly reconsider and revise this plan.

Thank you
The Wagner family

Sent from my iPhone