

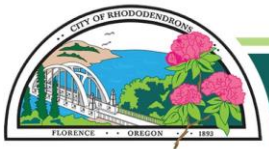
# CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

## Implementing Ordinances Summary

Table 1 summarizes FCC amendment recommendations and corresponding TPR references. Amendments to FCC Title 10 – Zoning Regulations – are intended to implement updated transportation standards and to be consistent with the TPR.

**Table 1. Implementing Ordinances Summary**

Reference Number	FCC Chapter or Section	Proposed Amendments	TPR Citation
1.	10-1-3	Add language to FCC 10-1-3 that ensures zoning map, ordinance amendments, and plan amendments are consistent with the planned transportation system and transportation facilities.	OAR 660-012-0045(2)(g) and -0060
2.	10-2-13	Clarify multimodal terms related to multi-use paths	
3.	10-2-13 and 10-3-3	Add provisions to support the installation of electric vehicle charging stations	
4.	10-3-3 and 10-35-4	Identify connection between minimum parking requirements and transit facilities within ¼ mile of a transit stop	OAR 660-012-0045(4) (b)
5.	10-3-3	Add provisions for carpool and vanpool parking standards for employee parking.	OAR 660-012-0045(4)(d)
6.	10-35-2-7, 10-35-2-12, and 10-36-2-13	Update roadway and access management standards, including driveway and intersection spacing, consistent with updated standards in the TSP.	OAR 660-012-0045(2)(a)
7.	10-35-2-6 and 10-35-3-4	Specify that transportation-related conditions of approval may include bicycle and pedestrian improvements.	OAR 660-012-0045(2)(e)
8.	10-36-2-5	Update the existing cross section requirements to be consistent with updated cross section standards in the TSP.	OAR 660-012-0045(6)



## Implementing Ordinances DRAFT

### 1. ZONING AND PLAN AMENDMENT CONSISTENCY WITH TSP AND TRANSPORTATION FACILITIES

#### 10-1-3: AMENDMENTS AND CHANGES:

[...]

#### C. Type IV (Legislative) Changes:

1. Initiation: A legislative change in zoning district boundaries, in the text of this Title, (Title 10), Title 11, or in the Comprehensive Plan may be initiated by resolution of the Planning Commission or by a request of the Council to the Planning Commission that proposes changes be considered by the Commission and its recommendation returned to the Council, or by an application for an amendment by a citizen.

[...]

3. Transportation System Consistency: A legislative change in zoning district boundaries, in the text of this Title, (Title 10), Title 11, or in the Comprehensive Plan must be consistent with the functions, capacities, and performance standards of facilities identified in the Transportation System Plan.

### 2. CLARIFY MULTI-MODAL TERMS

**10-2-13 DEFINITIONS:** For the purpose of this Title, certain words, terms and phrases are defined below.

[...]

Accessways: A walkway or multi-use pathway providing a through connection for pedestrians and bicyclists between two streets, between two lots, or between a development and adjoining public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway ~~walk way~~ on public or private property (i.e., with a public access easement).

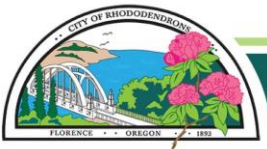
[...]

Multi-Use Path: A paved 10 to 12-foot wide ~~pathway~~ that is physically separated from motorized vehicular traffic; shared with pedestrians, bicyclists, skaters, and other non-motorized users, including e-bikes and e-scooters. (Ord. No. 2, Series 2011)

~~Multi-Use Pathway: A transportation facility serving pedestrians, bicycles and, where allowed, equestrian usage.~~

[...]

Walkways: A sidewalk or ~~pathway~~, including accessways, providing a pedestrian connection that is improved to City standards, or to other roadway authority standards, as applicable.



### 3. ELECTRIC VEHICLE CHARGING

**10-2-13 DEFINITIONS:** For the purpose of this Title, certain words, terms and phrases are defined below.

[...]

Charging Level: The amount of voltage provided to charge an electric vehicle varies depending on the type of equipment as follows:

- A. Level 1 operates on a fifteen (15) to twenty (20) amp breaker on a one hundred twenty (120) volt AC circuit.
- B. Level 2 operates on a forty (40) to one hundred (100) amp breaker on a two hundred eight (208) or two hundred forty (240) volt AC circuit.
- C. Direct-current fast charger (DCFC) operates on a sixty (60) amp or higher breaker on a four hundred eighty (480) volt or higher three phase circuit with special grounding equipment. DCFC stations can also be referred to as rapid charging stations that are typically characterized by industrial grade electrical outlets that allow for faster recharging of electric vehicles.

[...]

Electric Vehicle: Any vehicle that is licensed and registered for operation on public and private highways, roads, and streets; and operates either partially or exclusively using an electric motor powered by an externally charged on-board battery.

[...]

**10-3-3: MINIMUM STANDARDS BY USE:** The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

[...]

D. For Commercial and Retail Trade types and for sites with five or more dwelling units, the following standards must be met.

- 1. Commercial and Retail Trade. For Commercial and Retail Trade type uses provided in Table 10-3-1.C, at least 20 percent of the total number of parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.
- 2. In buildings with five or more dwelling units, if parking spaces are provided, the following standards apply.
  - A. If between one and six spaces are provided for dwelling units, 100 percent of the spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.



- B. If seven or more spaces are provided for dwelling units, 50 percent, or six, whichever is greater of the parking spaces provided must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.

## 4. MINIMUM PARKING REQUIREMENTS AND TRANSIT FACILITIES

**10-3-3: MINIMUM STANDARDS BY USE:** The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

[...]

C. The minimum number of parking spaces may also be determined through a parking demand analysis prepared by the applicant and approved by the Planning Commission. This parking demand analysis may include an acceptable proposal for alternate modes of transportation, including a description of existing and proposed facilities and assurances that the use of the alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis. Examples of alternate modes include but are not limited to:

1. Transit-related parking reduction. The number of minimum parking spaces may be reduced by up to 10% if:
  - a. The proposal is located within a ¼ mile of an existing or planned transit route (FCC 10-35-4 identifies additional requirements for proposals within a ¼ mile of an existing or planned transit stop), and;
  - b. Transit-related amenities such as transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.

**10-35-4: Transit Facilities:** Proposed uses other than single-family residences and duplexes must provide for transit riders by providing developmental improvements to accommodate current or planned transit stops pursuant to the following:

A. If the proposed uses are located on a site within ¼ mile of an existing or planned transit stop, the proposed pedestrian circulation system must demonstrate a safe and direct pedestrian route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop (FCC 10-3-3.C identifies potential reductions in minimum parking requirements for providing transit-related amenities).

## 5. CARPOOL AND VANPOOL PARKING

**10-3-3: MINIMUM STANDARDS BY USE:** The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

[...]



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E. Carpool and vanpool parking. Uses with at least 25 or more required parking spaces shall include designated carpool or vanpool parking.

1. At least 10% of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
2. Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the main employee, student, or commuter entrance.
3. Carpool and vanpool parking may count toward the minimum parking requirements by use in FCC Table 10-3-1.
4. Carpool and vanpool parking shall be marked "Reserved – Carpool/Vanpool Only."

## 6. ROADWAY AND ACCESS MANAGEMENT STANDARDS

**10-35-2-7: Intersection Separation; Backing onto Public Streets:** New and modified accesses shall conform to the following standards:

A. Except as provided under subsection B, below, the distance from a street intersection to a driveway and from a driveway to a driveway shall meet the following minimum spacing requirements for the street's classification, ~~as measured from side of driveway to street or alley pavement~~ (see Figure 10-35(1)). A greater separation may be required for accesses onto an arterial or collector for compliance with ODOT or County requirements.

Separation Distance from Driveway Edge to ~~Pavement~~ Street Right-of-Way

Alley	15 feet
Local Street	25 feet
Collector Street	30 feet
Arterial Street	50 feet

Separation Distance from Driveway Centerline to Driveway Centerline

Alley	N/A
Local Street	25 feet
Collector Street	125 feet
Arterial Street	125 feet

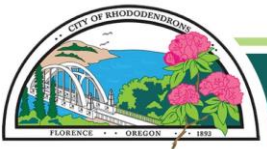
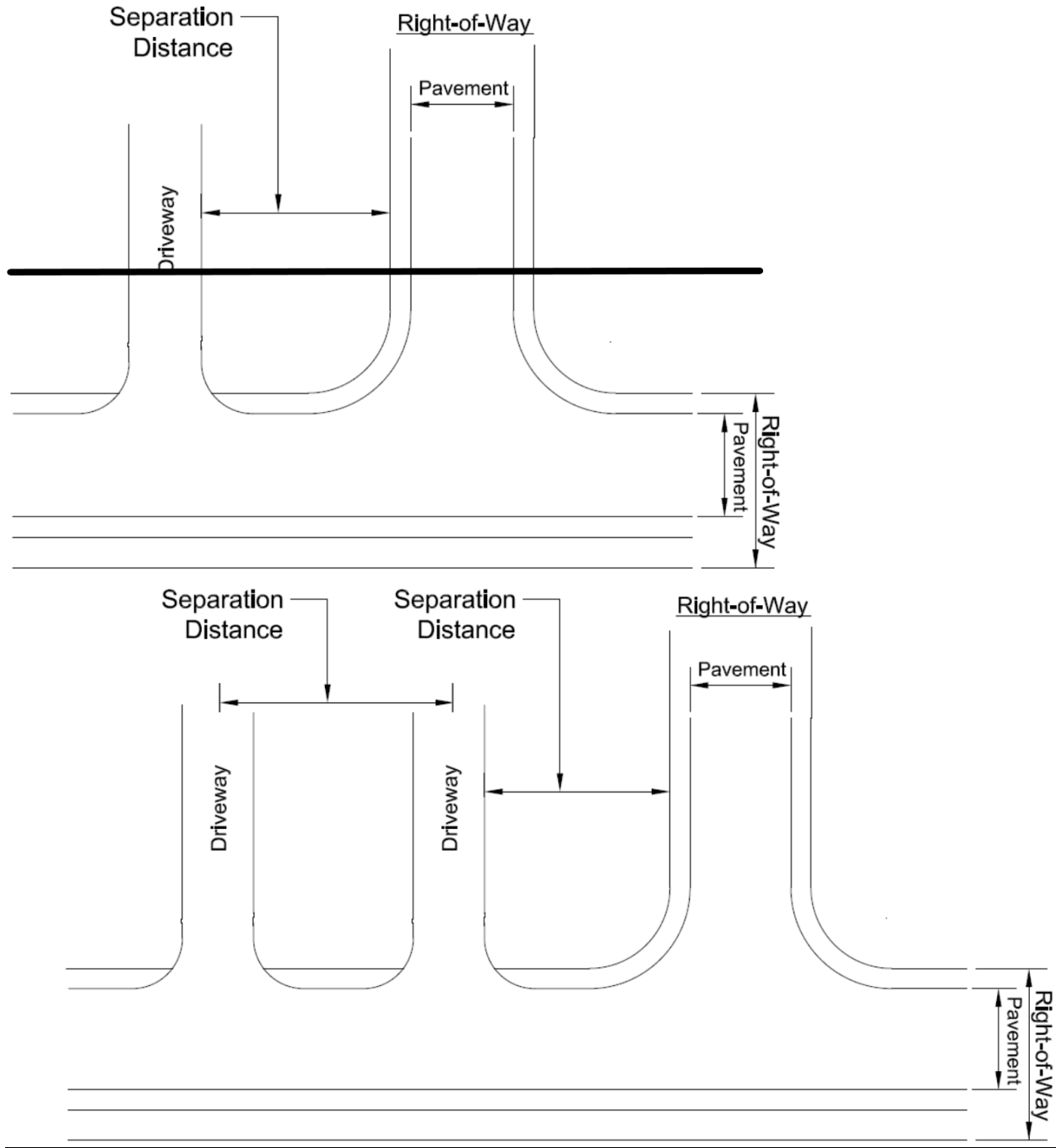


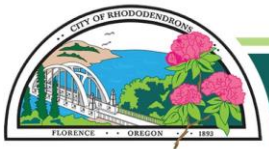
Figure 10-35(1): Separation Distance from Driveway to Street and Driveway to Driveway



**10-35-2-12: Driveway Design:** All openings onto a public right-of-way and driveways shall conform to the following:

[...]

B. Driveways. Driveways shall meet the following standards, subject to review and approval by the Public Works Director:



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1. Driveways for single family residences shall have a width of not less than twelve (12) ~~ten (10)~~ feet and not more than twenty (20) ~~twenty-four (24)~~ feet. Driveways leading to covered parking should be not less than 20 feet in depth from the property line to the structure.

[...]

## 7. CONDITIONS OF APPROVAL

**10-35-2-6: Conditions of Approval:** ~~The roadway authority may require as a condition of granting a land use or development approval or access permit, to ensure the safe and efficient operation of the street and highway system.~~ the following as a condition of granting a land use or development approval or access permit to ensure the safe and efficient operation of the street and highway system.

1. ~~The closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation.~~
2. Mitigation measures for impacts to the transportation system as documented in a Traffic Impact Study. These measures may be off-site and may include multi-modal transportation improvements which would help protect the function and operation of the planned transportation system, provided that the measures are proportionate to the impact of the proposed development.

[...]

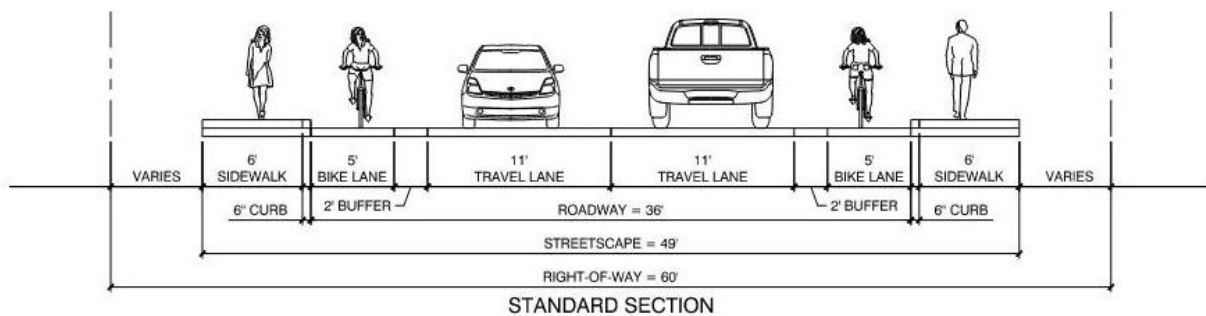
**10-35-3-4: Conditions of Approval:** The roadway authority may require pedestrian or bicycle improvements as a condition of granting land use or development approval to ensure the development properly connects to the City's planned bicycle and pedestrian network.

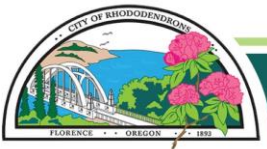
## 8. CROSS SECTION UPDATES

**10-36-2-5: Rights-of-Way and Street Sections:** Street rights-of-way and improvements shall be consistent with the Transportation System Plan and standards specified in Title 8 Chapter 2.

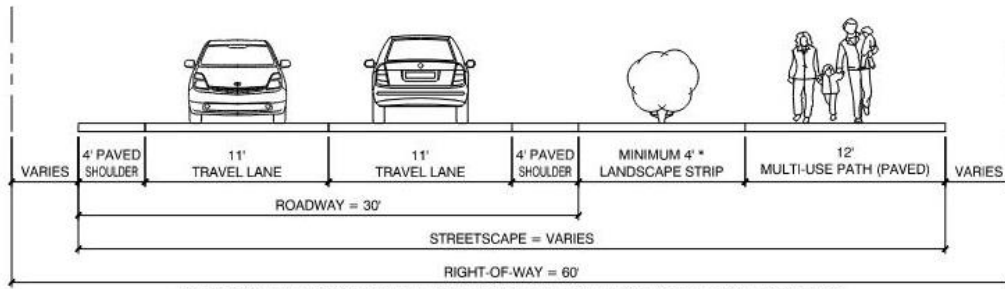
A. Street right-of-way and pavement widths shall be based on the following cross section standards. See individual zoning chapters for additional requirements regarding sidewalk width (for sidewalks wider than the standard 5 feet).

1. Minor Arterial Cross Sections



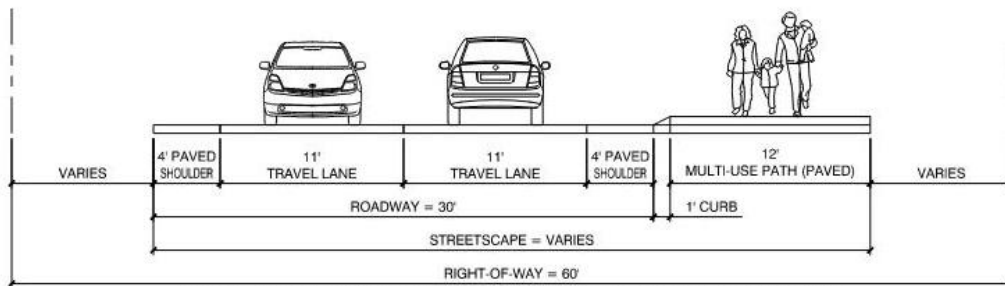


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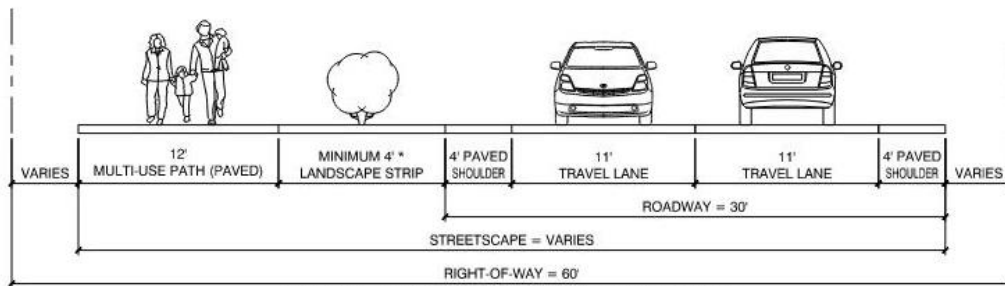
**RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD \*\*  
(STANDARD SECTION WITH SEPARATED PATH)**

\* WHERE PHYSICAL SPACE DOES NOT ALLOW A 4' SEPARATION, A VERTICAL CURB, BARRIER, OR RAIL SHOULD BE USED TO SEPARATE MOTOR VEHICLE TRAFFIC AND THE MULTI-USE PATH AS SHOWN IN ALTERNATE SECTION BELOW.  
\*\* PER RHODODENDRON DRIVE INTEGRATED TRANSPORTATION PLAN (JAN 2008).



**RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD \*  
(ALTERNATE SECTION WITH RAISED PATH)**

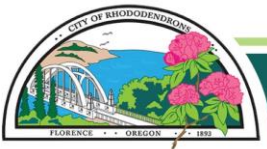
\* PER RHODODENDRON DRIVE INTEGRATED TRANSPORTATION PLAN (JAN 2008).



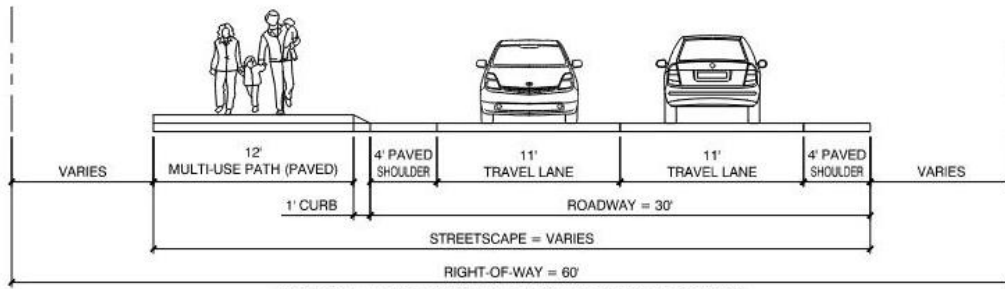
**MUNSEL LAKE ROAD & HECETA BEACH ROAD  
(STANDARD SECTION WITH SEPARATED PATH)**

\* WHERE PHYSICAL SPACE DOES NOT ALLOW A 4' SEPARATION, A VERTICAL CURB, BARRIER, OR RAIL SHOULD BE USED TO SEPARATE MOTOR VEHICLE TRAFFIC AND THE MULTI-USE PATH.



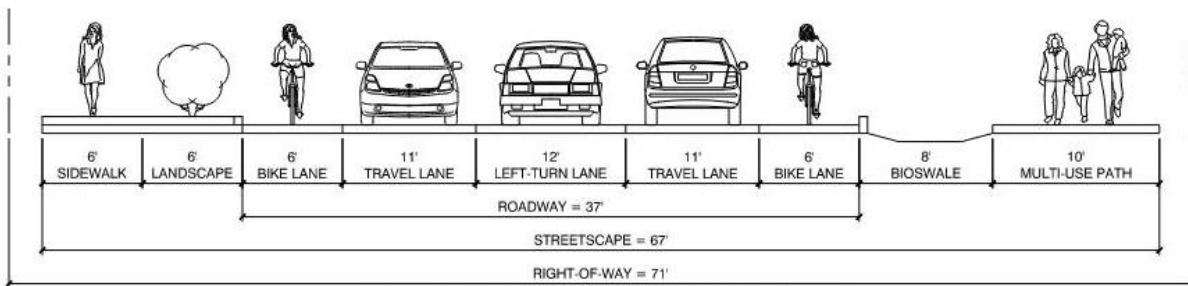


# CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



**MUNSEL LAKE ROAD & HECETA BEACH ROAD \***  
(ALTERNATE SECTION WITH RAISED PATH)

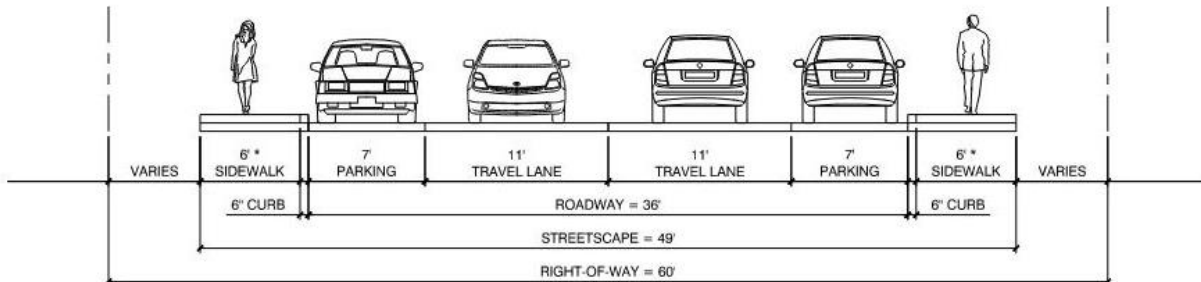
\* SLOPED CURB SAME AS FOR ALTERNATE SECTION ON RHODODENDRON DRIVE AND DOCUMENTED IN RHODODENDRON DRIVE TRANSPORTATION PLAN (JAN 2008).



**MUNSEL LAKE ROAD: US 101 TO SPRUCE STREET**

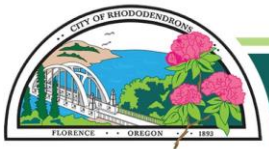
SOURCE: JRH TRANSPORTATION ENGINEERING 4/27/09.

## 2. Collector Cross Sections

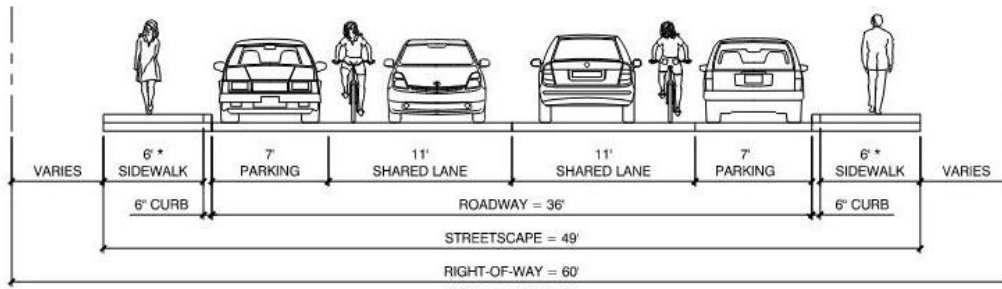


**COLLECTOR**  
(ON-STREET PARKING)

\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE FOLLOWING EXCEPTIONS: COLLECTORS WITH 7' BIKE LANES AND NO ON-STREET PARKING MAY HAVE 6' SIDEWALKS AND COLLECTORS IN HIGH PEDESTRIAN TRAFFIC AREAS SHOULD HAVE 12' SIDEWALKS.

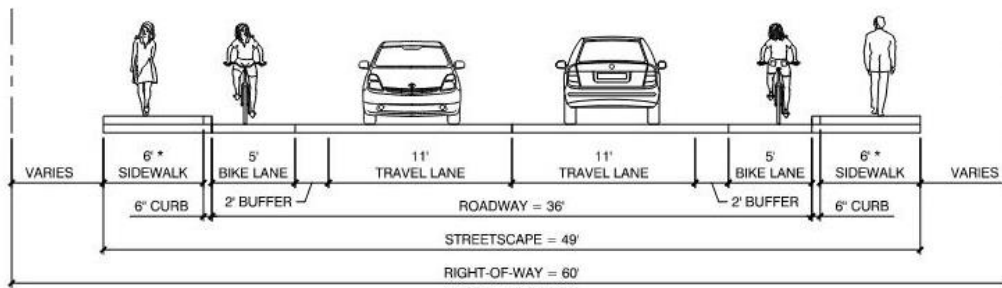


# CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



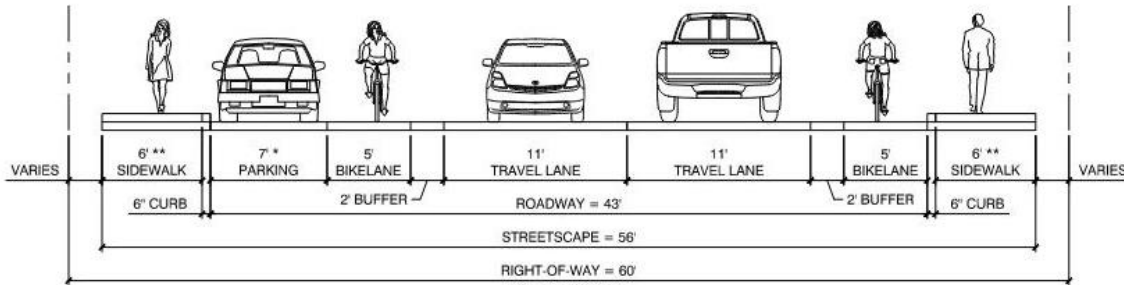
**COLLECTOR  
(BIKE SHARROWS WITH ON-STREET PARKING)**

\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE FOLLOWING EXCEPTIONS: COLLECTORS WITH 7 BIKE LANES AND NO ON-STREET PARKING MAY HAVE 6' SIDEWALKS AND COLLECTORS IN HIGH PEDESTRIAN TRAFFIC AREAS SHOULD HAVE 12' SIDEWALKS.



**COLLECTOR  
(NO PARKING)**

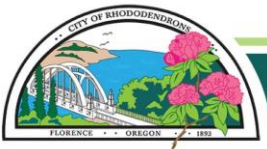
\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



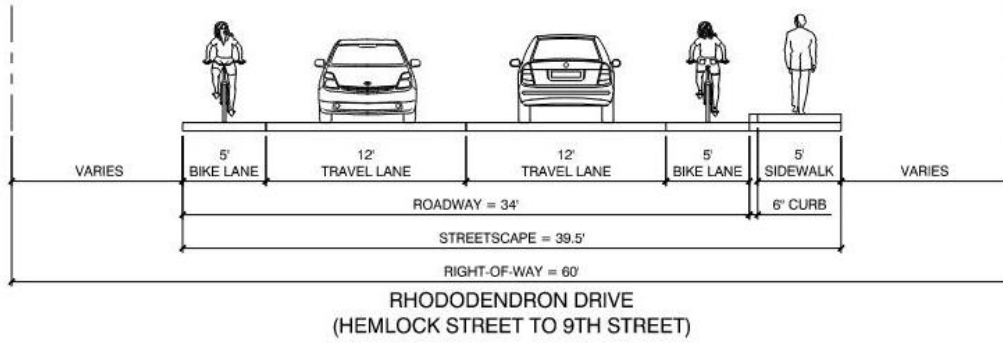
**COLLECTOR  
(BIKE LANES WITH ON-STREET PARKING)**

\* PARKING LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.

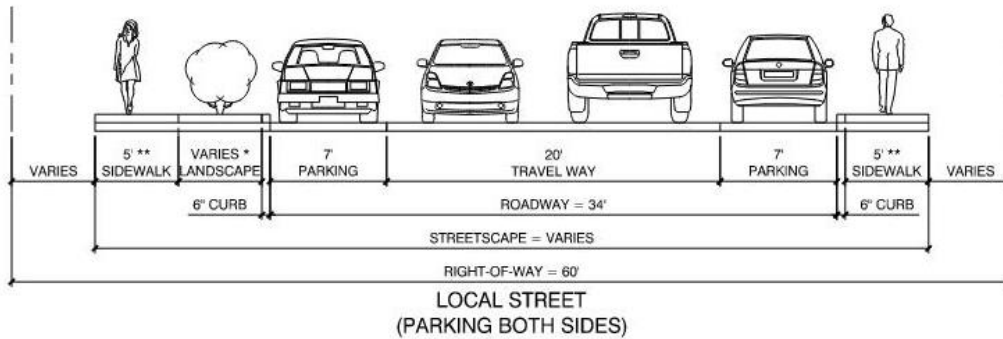
\*\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



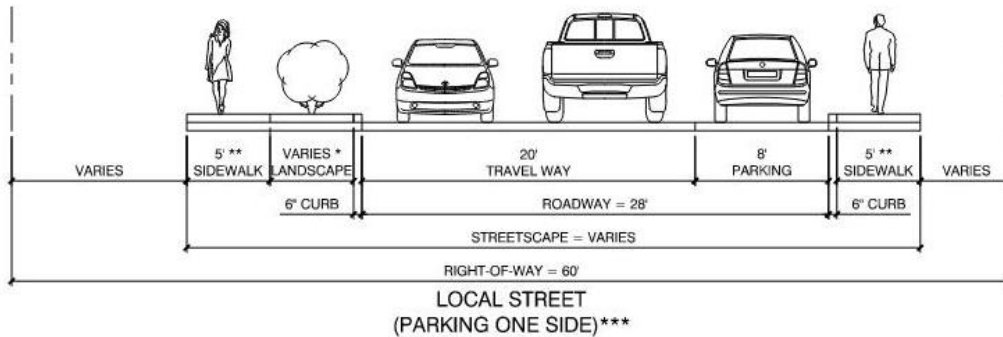
# CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



### 3. Local Street Cross Sections



\* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.  
 \*\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



\* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.  
 \*\* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.  
 \*\*\* REQUIRES APPROVAL BY CITY ENGINEER.

## TITLE 10 CHAPTER 3

### OFF-STREET PARKING AND LOADING

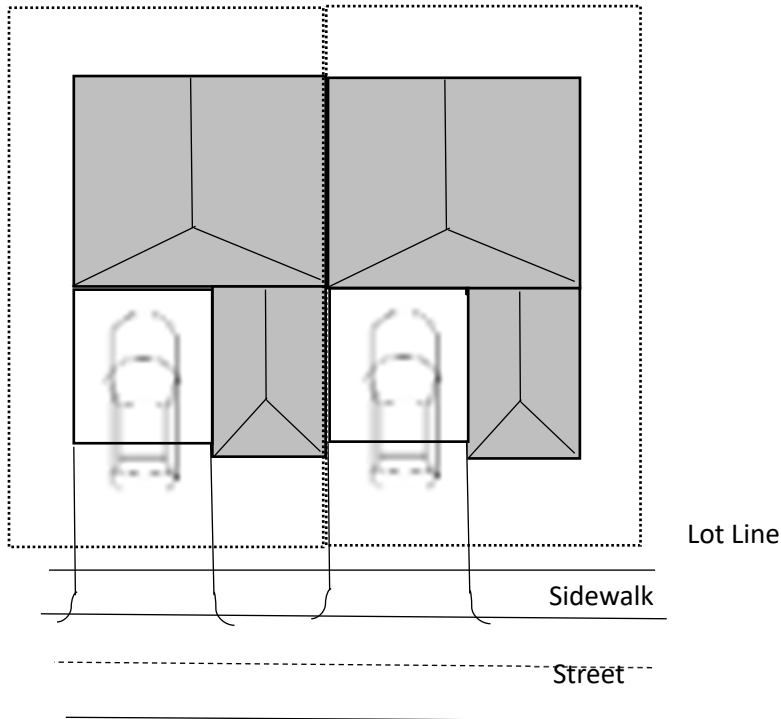
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**10-3-8: PARKING AREA IMPROVEMENT STANDARDS:** All public ~~or~~ and private parking areas, loading areas and outdoor vehicle sales areas shall be improved according to the following: All required parking areas shall have a durable, dust free surfacing of asphaltic concrete, cement concrete, porous concrete, porous asphalt, permeable pavers such as turf, concrete, brick pavers or other materials approved by the City. Driveways aprons shall be paved for the first fifty feet (50') from the street.

A. Parking for new single family-unit attached and detached dwellings, ~~duets~~ and duplexes shall be provided as follows:

1. A carport or garage, unless the majority of existing dwellings within 100 feet of the property boundary of the proposed development do not have such covered parking facilities. The number of required covered parking spaces shall be based on the predominant number of covered spaces on the majority of lots within the ~~100 foot~~ 100-foot radius. ~~Parking spaces Single car garages, carports and similar shall measure nine (9) feet and six (6) inches wide~~ a minimum of 12 feet wide by ~~nineteen (19)~~ twenty (20) feet long with a minimum nine (9) ft. garage door. Double car garages, carports and similar shall measure a minimum of twenty (20) feet wide by twenty (20) feet long. Width is measured from the interior walls or posts. Within the garages, carports and similar ~~No~~ encroachments (such as water heaters, steps, door swings) are allowed into the required parking spaces which shall measure nine (9) feet wide by nineteen (19) feet long.
2. One parking space per unit may be provided on a driveway if the following criteria are met:
  - a. Driveway spaces shall measure at least ~~nine (9) feet and six (6) inches wide~~ 12 feet wide by ~~nineteen (19)~~ twenty (20) feet long. No encroachments are allowed into the required parking spaces.
  - b. Driveway spaces shall not extend into the public or private right-of-way or sidewalk easement area.
  - c. The number of parking spaces provided as ~~a carport or garage~~ covered parking shall not fall below one (1) space per unit.
3. Off-street parking for single ~~family-unit~~ attached dwellings on the front of the building and driveway accesses in front of a dwelling are permitted in compliance with the following standards:
  - a. Outdoor on-site parking and maneuvering areas shall not exceed ~~twelve feet (12')~~ 50 percent of the front lot line, but may not exceed twenty (20) feet wide on any lot regardless of lot width.

- b. The garage width shall not exceed twelve feet (12'). Garage width shall be measured based on the foremost four feet of the interior garage walls. The garage and off-street parking areas shall not be located between a dwelling and a street, except when the garage or off-street parking area is separated from the front lot line by a dwelling or a lot/parcel or the garage opening is setback a minimum of 10 feet from the dwelling's structural element nearest to the front property line (e.g. roofline of a porch, dwelling wall or covered entry)



Amended by Ordinance No. 15, Series 1988  
Amended by Ordinance No. 12, Series 1994  
Amended by Ordinance No. 19, Series 1994  
Amended by Ordinance No. 14, Series 1995  
Amended by Ordinance No. 2, Series 2000  
Section 10-3-8 amended by Ordinance No. 9, Series 2009  
Sections 10-3-4-C, and 10-3-11-F amended by Ordinance No. 4, Series 2011 effective 4-22-11  
Section 10-3-2-I added, and Section 10-3-9 amended by Ordinance No. 18, Series 2011 effective 9-16-11  
Section 10-3-3 and 10-3-10 amended by Ordinance No. 5, Series 2012 effective 1-16-13  
Section 10-3-8 and 10-3-9 amended by Ordinance No. 3, Series 2013 effective 7-31-13  
Section 10-3-8-G and 10-3-10-F amended by Ord. No. 12, Series 2014, effective 12-31-14  
Section 10-3-4 amended by Ord. No. 12, Series 2015, effective 1-1-15  
Section 10-3-6 amended by Ord. No. 11, Series 2016, effective 11-16-16  
Section 10-3-3-B, 10-3-4, 10-3-8-A & M, amended by Ord. 4, Series 2018, effective 6-21-18  
Table 10-3-1 and Sections 10-3-8, 9 & 10 amended by Ord. 7, Series 2019, effective 12-18-1  
Sections 10-3-1-A, 10-3-8-N and 10-3-10 amended by Ord. No. 6, Series 2023 effective 8-17-23  
Sections 10-3-8-A-1 and 2, and 3 amended by Ord. No. 7, Series 2023 effective xx-xx-23