

**EXHIBIT A
FINDINGS OF FACT
City of Florence Ordinance No. 7, Series 2023**

Public Hearing Dates: Planning Commission – September 12, 2023
City Council – September 25, 2023

Date of Report: September 15, 2023

I. PROPOSAL DESCRIPTION

The requested action is to adopt amendments to the *Florence Realization 2020 Comprehensive Plan* (“Comprehensive Plan”) text and Florence City Code, in order to incorporate policy and projects from the City of Florence 2023 Transportation System Plan (“TSP”), as follows:

1. Amend the Comprehensive Plan text (**Exhibit B**) and Appendix 12 concerning the TSP and supporting documents. (**Exhibit C**)
2. Amend Florence City Code Title 10 (**Exhibit D**)

Exhibit B: Comprehensive Plan Amendments

Proposed Amendments to the Comprehensive Plan are shown in legislative format in the attached Exhibit B and are described below:

- **Amendments to Florence Realization 2020 Comprehensive Plan text**

Incorporate amendments proposed in the *City of Florence 2023 Transportation System Plan* into the Comprehensive Plan text as shown below:

- Chapter 12: Transportation – Replacement of the goals

Exhibit C: Comprehensive Plan Amendments

- **Amendments to the Comprehensive Plan Appendix 12: Transportation System Plan**

Replace the current Appendix 12: 2012 TSP with the City of Florence 2023 TSP.

Exhibit D: Florence City Code Amendments

Proposed Amendments to the Florence City Code are shown in legislative format in the attached Exhibit D and include Chapters 1, 2, 3, 35 and 36.

II. NARRATIVE

On August 8, 2023, the Planning Commission initiated amendments to the Comprehensive Plan, TSP, and Florence City Code by passing Resolution PC 23 15 TA 03 & PC 23 16 CPA 01. The Planning Commission then held a public hearing on September 12, 2023 and recommended the City Council approve the amendments via Resolution PC 23 18 CPA 02 & PC 23 17 TA 04. The PC recommendation has been converted to legislative format. There are three amendments to the PC recommendation that are included in the exhibits:

- Chapter 12 of the Comp Plan was updated with just the new goals and did not include the objectives as stated in the memo.
- TSP Acknowledgments pages have been updated to include additional participants and appointments.
- FCC Title 10 Chapter 3 proposed 12' wide minimum covered parking space criterion was replaced with minimum garage and carport width. The objective was to ensure enough space where a covered space would be located so car doors and trunks could open not regulate the covered space parking width.

BACKGROUND

Upon receiving a grant to partially fund work in 2022 the City of Florence entered into an agreement with the Oregon Department of Transportation (ODOT) to update the Florence Transportation System Plan (TSP) with Kittleson & Associates selected as consultants.

For the course of this project a TSP Stakeholder Transportation Advisory Committee (STAC) was formed and held 4 meetings where they reviewed the 6 technical memos prepared by Kittleson & Associates, heard overviews of the tech memos, and held discussions. The first 3 TSP STAC meetings were followed by a public open house where community members were invited to ask questions, learn more about this project, and provide comments. Following the final TSP STAC meeting on June 29, 2023 the City Council and Planning Commission met in a joint work session on July 11, 2023 to review the draft TSP document and TSP STAC recommendations. Newsletter and Open House flyers were available in both English and Spanish with Spanish Interpreters available at each of the three open houses in an effort to ensure inclusivity throughout this project.

III. NOTICE AND REFERRALS

1. Notice:

Notice of the proposed Comprehensive Plan and Code Amendments was sent to DLCD on August 8, 2023, not less than 35 days prior to the first (Planning Commission) evidentiary hearing on September 12, 2023, as required by state law. The hearing was noticed in the Siuslaw News on September 8, 2023, as required by state law and the Florence City Code.

IV. APPLICABLE CRITERIA

- 1. Florence Realization 2020 Comprehensive Plan**
- 2. Florence City Code (FCC) Title 10: Zoning Regulations**

3. **Oregon Statewide Planning Goals (OAR 660.015)**
4. **Oregon Revised Statutes**
5. **Oregon Administrative Rules, 660 Division 12 Transportation Planning Rule (TPR)**
6. **Oregon Transportation Plan**
7. **Oregon Highway Plan**

V. FINDINGS

The following findings demonstrate that the updated TSP is consistent with relevant state policies and planning documents. This section includes findings in italics demonstrating that the updated TSP are in compliance with the following criteria that are in bold.

- Florence Realization 2020 Comprehensive Plan
- Florence City Code (FCC) Title 10: Zoning Regulations
- OAR 660 Division 12 Transportation Planning Rule (TPR)
- Statewide Planning Goals
- Oregon Transportation Plan
- Oregon Highway Plan

Florence Realization 2020 Comprehensive Plan

PLAN ADOPTION, AMENDMENTS, REVIEW AND IMPLEMENTATION

Amendments to the Plan may be initiated by citizens, citizen groups, the Citizen Advisory Committee, the Planning Commission or the City Council. In any amendment proceedings, the City Council shall obtain the recommendation of the Planning Commission and the Citizen Advisory Committee before taking action on a proposed major amendment. Minor changes which do not have significant effects beyond the immediate area of the change require the recommendation of the Planning Commission. Minor changes may be initiated at any time. Notice of a public hearing for a proposed plan amendment shall be required at least 35 days prior to the first Planning Commission hearing.

The proposal is consistent with this Comprehensive Plan text because:

- *The proposal was initiated by Planning Commission Resolution;*
- *This is a major amendment because it does have significant effects beyond the immediate area of the change, the Planning Commission serves as the Citizen Advisory Committee, and the Planning Commission will make a recommendation to the City Council; and*

- *Notice of the public hearing was sent to DLCD at least 35 prior to the date for the first Planning Commission hearing.*

Policies

- 3. The City Council shall ensure that a cross-section of Florence citizens is involved in the planning process, primarily through their appointments to the Planning Commission, Design Re-view Board, Citizen Advisory Committee and other special committees.**
- 4. Official City meetings shall be well publicized and held at regular times. Agendas will provide the opportunity for citizen comment.**
- 5. Records of all meetings where official action is taken shall be kept at City Hall and made available on request to the public.**
- 6. Planning documents and background data shall be available to interested citizens.**
- 8. Citizen involvement shall be assured in the review and update of the Comprehensive Plan.**

The proposal is consistent with these Comprehensive Plan policies because:

- *All public meetings are held at regular meeting times, notices posted on the city and project website and at city hall with notification to the media; and the meetings provide the opportunity for citizen comment;*
- *Records of all meetings where official action is taken are kept at City Hall and made available on request to the public;*
- *Planning documents and background data are available to interested citizens;*
- *A cross section of Florence citizens has been involved in the planning process.*

Public involvement opportunities and activities included the following:

- *Three public open houses.*
- *A project website available through the City's website, which included project information/background, project documents, details on project/public meetings, and a comment log to write to the project team.*
- *A Stakeholder Transportation Advisory Committee (STAC) was assembled to help guide the planning process and inform updates to the TSP. The STAC held four meetings that focused on TSP development. The STAC was comprised of representatives from City of Florence Planning and Public Works Departments, Lane County Transportation, Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Siuslaw Valley Fire and Rescue, Lane Transit District, Siuslaw School District, Florence City Council and Planning Commission, the Florence Transportation Advisory Committee, and Florence residents.*

- *The draft TSP was discussed with the Florence Planning Commission and City Council at multiple work sessions and public hearings.*

CHAPTER 2: LAND USE

Policies

- 1. Designation and location of land uses shall be made based on an analysis of documented need for land uses of various types, physical suitability of the lands for the uses proposed, adequacy of existing or planned public facilities and the existing or planned transportation network to serve the proposed land use, and potential impacts on environmental, economic, social and energy factors.**

The proposal is consistent with this Comprehensive Plan policy because the Comprehensive Plan, TSP, and Code supplement and clarify the current documented adequacy of existing and planned public facilities to serve the proposed land uses and potential impacts on environmental factors.

RESIDENTIAL

Policies

- 4. Residential developers shall, in order to obtain subdivision approval, provide streets of a suitable width and cross-section, sidewalks, other transportation facilities consistent with the Transportation System Plan, conveyance of natural drainage flows through the site, stormwater management systems, appropriate traffic safety signs and street lights, and normal and incidental public and quasi-public utilities including water, sanitary sewer, stormwater, and underground electric, cable, telephone and potentially fiber optic cable.**

The proposal is consistent with this Comprehensive Plan policy because the amendments to the Comprehensive Plan, TSP, and Code implement this requirement for residential developers, in order to obtain subdivision approval, to provide streets of a suitable width and cross-section, sidewalks, other transportation facilities consistent with the TSP. The TSP and Code include new or amended cross section standards for the following:

- *Minor Arterials (new cross section)*
- *Munsel Lake Road & Heceta Beach Road (amended standard section includes a multi-use path)*
- *Collector – On Street Parking (reduced parking width and increased sidewalk width)*
- *Collector – Bike Sharrows (increase shared lane and sidewalk width)*
- *Collector – No parking (increase sidewalk and bike lane width, reduce travel lane width)*
- *Collector – Bike Lanes and On-Street Parking (increase sidewalk width)*

- 11. New residential subdivisions shall dedicate rights-of-way and construct pedestrian and bicycle trails in accordance with the City's Transportation System Plan or where the extension of an existing pedestrian and bicycle facility is warranted as a logical extension of that city wide transportation system.**

The proposal is consistent with this Comprehensive Plan policy because the amendments to the Comprehensive Plan, TSP, and Code implement this requirement for new residential subdivisions to dedicate rights-of-way and construct pedestrian and bicycle trails in accordance with the City's TSP or where the extension of an existing pedestrian and bicycle facility is warranted as a logical extension of that city wide transportation system. See findings to Comp Plan Residential Policy 4 above for more details on amendments to right-of-way improvement standards. In addition, amendments to Florence City Code (FCC) 10-35-2-6 authorize the City to require conditions of approval for any development/land use approval to include bicycle and pedestrian improvements.

COMMERCIAL

Policies

- 6. All commercial developments shall be expected to meet a minimum level of improvement and development standards, either initially or at the time of reuse or redevelopment.**
- 7. Commercial areas shall be planned in relation to the capacity of existing and future transportation systems and public infrastructure (sewer, water, stormwater).**
- 9. Commercial facilities along highways and arterials shall be designed to avoid congestion through alternative local street access or consistent with the City's access management guidelines found within its Transportation System Plan.**

The proposal is consistent with these Comprehensive Plan policies because the amendments to the Comprehensive Plan and Code implement and supplement these requirements for all commercial developments to meet a minimum level of improvement and development standards, either initially or at the time of reuse or redevelopment; to be planned in relation to the capacity of existing and future transportation systems; and for commercial facilities along highways and arterials to be designed to avoid congestion through alternative local street access or consistent with the City's access management guidelines found within its TSP. Amendments to right-of-way improvement/cross-section standards will improve transportation options and capacity to support commercial development in the City. See findings to Comp Plan Residential Policy 4 above for more details on amendments to right-of-way/cross-section improvement standards. In addition, amendments to Code section 10-35-2-6 authorize the City to require conditions of approval for any development/land use approval to include bicycle and pedestrian improvements. Draft TSP Table 14 includes updated Access Spacing Standards, which will help manage congestion associated with commercial development. These access spacing standards are included in FCC 10-35-2-7 – Intersection Separation.

CHAPTER 8: PARKS, RECREATION AND OPEN SPACE OPEN SPACE

13. The City shall encourage and support public/private efforts to insure permanent public access and views of the Siuslaw River and its scenic estuary.
14. The City shall develop an interconnecting trail system, providing a full circular route around the Florence area and incorporating Rhododendron Drive, Munsel Lake, beaches, dunes, Old Town, Port and Siuslaw Estuary. The system shall also connect the various parks, residential areas, business, public places through the following actions:
 - a. Consider the potential to establish or maintain bikeways and/or walkways prior to vacating any public easement or right-of-way;
 - b. Develop and adopt a Comprehensive Trail Plan that includes bicycle and pedestrian facilities and provides for park connections;
 - c. Develop the bike lanes and multi-use paths identified in the Florence Transportation System Plan to connect bicyclists and pedestrians to parks, commercial centers and nature areas;
 - d. Develop and adopt bike and pedestrian facility design standards; and
 - e. Develop a system of trails and pathways to provide a safe network that links neighborhoods, parks, natural open space, schools, employment centers, shopping locations, recreation facilities and other key community destinations.

The proposal is consistent with these Comprehensive Plan policies through the following recommended TSP Objectives:

- *Objective 2A: Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers.*
- *Objective 2B: Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation.*
- *Objective 3B: Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network.*
- *Objective 3C: Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking.*

Multiple proposed TSP projects support the above Comprehensive Plan policies as well, including:

- *Project P4 – Construct sidewalks with landscape strips on one side of Munsel Lake Road and a multi-use path on the other side of Munsel Lake Road between US 101 and Spruce Street.*
- *Project P5 – Construct multi-use path on one side of Munsel Lake Road between Spruce Street and Ocean Dunes Drive.*

- *Project P6 – Construct multi-use path on one side of Munsel Lake Road between Ocean Dunes Drive and N Fork Road.*
- *Project P11 – Construct a multi-use path on one side of Rhododendron Drive between 9th Street and Wild Winds Street.*
- *Project P12 – Construct a multi-use path on one side of Rhododendron Drive between Wild Winds Street and 35th Street.*
- *Project P13 – Construct a multi-use path on one side of Rhododendron Drive between 35th Street and Heceta Beach Road.*
- *Projects MU1 – MU9 include installation of new multi-use paths or improvements to existing multi-use paths throughout the City.*
- *Project B1 – B49 include construction of buffered bike lanes, shoulder bikeways, and shared lane pavement markings on or along several City streets.*

CHAPTER 11: UTILITIES AND FACILITIES PUBLIC FACILITY PLAN

Policies

1. **The following plans, in addition to the Transportation System Plan in Chapter 12, comprise the Florence Public Facility Plan, adopted as a supporting document to this Comprehensive Plan:**
 - a. **City of Florence Wastewater Facilities Plan, Brown and Caldwell, October, 1997, as amended**
 - b. **City of Florence Water System Master Plan Update, January, 2011, as amended**
 - c. **City of Florence Wellfield and Water Treatment Expansion Project, February, 2001**
 - d. **City of Florence Stormwater Management Plan, October 2000, as amended**
3. **Amend the Public Facility Plan, and the Comprehensive Plan, in order to modify, add to, or delete projects from the project lists in the Public Facility Plan for water, wastewater, and stormwater or to make significant changes to project location from that described in the Public Facility Plan.**

The proposal is consistent with these Comprehensive Plan policies because the Comprehensive Plan provides that the TSP is adopted as a supporting document to the Comprehensive Plan and is part of the Public Facilities Plan.

CHAPTER 12: TRANSPORTATION

The proposal amends Chapter 12 for consistency with the Comprehensive Plan, Transportation Planning Rule, and the other criteria in these findings.

DOWNTOWN IMPLEMENTATION PLAN

Objectives:

- 6. To achieve a balanced transportation/land use solution for Highway 101 that maintains its historic function as both the Coast’s primary transportation route, and as the center of Florence’s downtown.**
- 8. To ensure that the transportation objectives of the downtown plan are consistent with the Transportation System Plan, the Oregon Highway Plan, and ODOT’s adopted plans for Highway 101 and Highway 126.**
- 9. To identify suggested transportation improvements needed to facilitate redevelopment of the downtown area consistent with land use and retail market strategies.**

The TSP is consistent with the Downtown Implementation Plan through the following proposed TSP Objectives:

- Objective 2D: Preserve the function of both US 101 and OR 126 for regional traffic while building transportation connections between the City and these highways.*
- Objective 6B: Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans.*

Several proposed TSP projects are also intended to balance transportation access and needs for the Old Town area. These include:

- Project MU2 – Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail.*
- Project C12 – Install marked crosswalks with curb extensions on 2nd St at No-pal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk.*
- Project P14 – Fill in sidewalk gaps on both sides of 2nd Street within Old Town.*
- Parking management projects PM1-PM10 apply to Old Town.*

Florence City Code (FCC) Title 10: Zoning Regulations

Chapter 1: Zoning Administration

Section 3: Amendments and Changes

FCC 10-1-3-C: LEGISLATIVE CHANGES

- 1. Initiation: A legislative change in zoning district boundaries, in the text of this Title, 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.**
- 2. Notice and Public Hearing: Such notice and hearing as prescribed by state law and the Comprehensive Plan then in effect. (Amd. by Ord. 30, Series 1990).**

The proposal is consistent with the criteria in FCC 10-1-3-C because:

- The proposal is a legislative change in the text of Florence City Code and in the Comprehensive Plan, affecting a large number of properties with broad policy application;*
- The amendments were initiated by Planning Commission Resolution;*
- Notice of the public hearing was sent to DLCD at least 35 days prior to the proposed date for the first Planning Commission hearing, consistent with the Comprehensive Plan, above; and*
- Notice of the proposed change was provided in accordance with the state law, as described in the Finding of compliance with State law, below.*

OREGON STATEWIDE PLANNING GOALS (OAR 660.015)

The proposal is consistent with the following applicable Statewide Planning Goals; Statewide Planning Goals not cited below are not applicable to this proposal.

GOAL 1: CITIZEN INVOLVEMENT [OAR 660-015-0000(1)]

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

The citizen involvement program shall incorporate the following components:

- 1. Citizen Involvement -- To provide for widespread citizen involvement. The citizen involvement program shall involve a cross-section of affected citizens in all**

phases of the planning process. As a component, the program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests related to land use and land use decisions. Committee members shall be selected by an open, well publicized public process.

2. **Communication -- To assure effective two-way communication with citizens. Mechanisms shall be established which provide for effective communication between citizens and elected and appointed officials.**
3. **Citizen Influence -- To provide the opportunity for citizens to be involved in all phases of the planning process. Citizens shall have the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan, and Implementation Measures.**
4. **Technical Information -- To assure that technical information is available in an understandable form. Information necessary to reach policy decisions shall be available in a simplified, understandable form. Assistance shall be provided to interpret and effectively use technical information. A copy of all technical information shall be available at a local public library or other location open to the public.**
5. **Feedback Mechanisms – To assure that citizens will receive a response from policy-makers. Recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy-makers. The rationale used to reach land-use policy decisions shall be available in the form of a written record.**

The proposal is consistent with Statewide Planning Goal 1 because the process used to develop and adopt these Comprehensive Plan and Code amendments ensures the opportunity for citizens to be involved in all phases of the planning process as follows:

- *Three public open houses.*
- *A project website available through the City's website, which included project information/background, project documents, details on project/public meetings, and a comment log to write to the project team.*
- *A Stakeholder Transportation Advisory Committee (STAC) was assembled to help guide the planning process and inform updates to the TSP. The STAC held four meetings that focused on TSP development. The STAC was comprised of representatives from City of Florence Planning and Public Works Departments, Lane County Transportation, Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Siuslaw Valley Fire and Rescue, Lane Transit District, Siuslaw School District, Florence City*

Council and Planning Commission, the Florence Transportation Advisory Committee, and Florence residents.

- *The draft TSP was discussed with the Florence Planning Commission and City Council at multiple work sessions and public hearings.*

GOAL 2: LAND USE PLANNING [OAR 660-015-0000(2)] PART I -- PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

All land-use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.

The proposal is consistent with Goal 2 because:

- *Existing, state, regional, and local plans, policies, standards, and laws relevant to the TSP were reviewed and evaluated to guide the development of the TSP. Current land use patterns and potential impacts were also addressed through an existing and future condition analysis.*
- *Coordination between state, regional, and local agencies was accomplished through both the Project Management Team, which consisted of key City staff members, and the STAC, which included stakeholders from partner agencies and other transportation interests.*
- *The Comprehensive Plan amendments provide a policy framework as a basis for land use decisions and the implementing Code amendments provide for supporting documents that provide the factual base for these decisions;*
- *The ordinance adopting the amendments to the Comprehensive Plan, TSP, and Code will be adopted by the City Council after public hearing;*
- *Further amendments to the TSP will be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances;*
and
- *Opportunities have been and will be provided for review and comment by citizens and affected governmental units during this review and revision of the Comprehensive Plan, TSP and City Code, as reflected in the Public Involvement Plan.*

GOAL 5, OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Requires the conservation of open space and the protection of natural and scenic resources.

The TSP is consistent with this goal because the City Code requires a review of environmental impacts of transportation projects where they impact Goal 5 resource sites. In addition, draft TSP Goal 4 – Minimize Environmental Impacts – includes the following objectives:

- *Objective 4A: Minimize the impacts on natural and cultural resources when constructing transportation facilities.*
- *Objective 4B: Set policies that encourage the use of low-emission transportation modes.*
- *Objective 4C: Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution.*
- *Objective 4D: Construct transportation facilities that minimize impacts on natural resources, including streams, wetlands, and wildlife corridors.*

GOAL 6, AIR, WATER AND LAND RESOURCE QUALITY

Requires the maintenance and improvement of the quality of air, water and land resources.

The TSP is consistent with this goal because it contains many projects that support a more compact land use pattern and encourage the use of alternatives to the automobile, including the following:

- *45 pedestrian projects (draft TSP Table 5)*
- *9 multi-use path projects (draft TSP Table 7)*
- *49 bicycle projects (draft TSP Table 8)*
- *7 transit projects (draft TSP Table 9)*

In addition to these projects, several TSP objectives support air and water quality, including the following:

- *Objective 2A: Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers.*
- *Objective 2B: Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation.*
- *Objective 3A: Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress).*
- *Objective 3B: Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network.*
- *Objective 3C: Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking.*
- *Objective 3D: Promote demand management programs (i.e. incentives to use nonautomotive modes, parking management) to reduce single occupancy vehicle trips.*

- *Objective 3E: Support comfortable and reliable transit service for transit stops and corridors, including (but not limited to) stop amenities, identifying a regional service hub, etc..*

GOAL 7, AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Requires the protection of life and property from natural disasters and hazards.

Draft TSP Goal 5 – Adding Resilience to the Network and Planning for Emergencies – includes the following objectives:

- *Objective 5A: Design and construct new transportation facilities that add resilience to the network.*
- *Objective 5B: Locate new transportation facilities outside the tsunami inundation zones where feasible.*
- *Objective 5C: Develop transportation facilities that both enhance community livability and serve as tsunami evacuation routes.*
- *Objective 5D: Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.*
- *Objective 5E: Design streets to efficiently and safely accommodate emergency service vehicles.*

GOAL 8, RECREATIONAL NEEDS

Requires satisfaction of the recreational needs of both citizens and visitors to the state.

Several proposed TSP projects improve facilities or access to recreation destinations in the community or the proposed project may serve as a recreation facility itself. This includes the 9 multi-use path projects that are detailed in draft TSP Table 7. In addition, draft TSP Objective 2F is for the City to balance the community's tourism economy with the transportation related impacts from visitors.

GOAL 9, ECONOMIC DEVELOPMENT

Requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity.

The TSP is consistent with this goal because it reinforces the City's freight network with transportation projects that will provide access to freight facilities and employment sites. The TSP includes a Freight System plan which identifies new or modified policy statements to support freight movement.

In addition, draft TSP Goal 2 – Building Facilities that Support Economic Development and are Cost-Effective – includes the following objectives:

- *Objective 2A: Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers.*

- *Objective 2B: Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation.*
- *Objective 2C: Provide the efficient movement of goods, services, and people and maintain City minimum vehicular operating standards.*
- *Objective 2D: Preserve the function of both US 101 and OR 126 for regional traffic while building transportation connections between the City and these highways.*
- *Objective 2E: Minimize negative impacts of vehicular traffic to existing and future neighborhoods, and to developable and developed commercial and industrial sites.*
- *Objective 2F: Balance the City's strong tourism economy with the transportation related impacts from visitors.*

GOAL 10, HOUSING

This goal requires that the City plans provide for the appropriate type, location, and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

The TSP is consistent with this goal because it reinforces the livability of Florence's neighborhoods by including bicycle and sidewalk projects. TSP goals, objectives, and projects support the City's housing needs by providing necessary facilities/infrastructure and access to existing and future residential areas. Florence Comprehensive Plan policies also support this goal. In addition, TSP Objective 6D encourages the TSP and transportation system to be consistent with the goals and policies in the Housing Implementation Plan.

The existing transportation system inventory evaluated current land uses and population employment estimates to understand how the transportation system is being used. Analysis on community characteristics and conditions provided a fundamental basis to understand transportation needs with respect to housing developments in the City.

The existing transportation system inventory evaluates current land uses and population and employment estimates to understand how the transportation system is being used. Analysis on community profile and existing conditions (Technical Memorandum #3A: Inventory) provides a fundamental basis to understand the transportation needs with respect to housing developments in the City.

Specifically, a greater need for pedestrian facilities was identified throughout the City, as many existing streets are not built to standard and either lack sidewalks and/or safe crossing options. As such, the pedestrian-oriented projects in the draft TSP focus on areas that need improvements to best serve different walking trips for people of all ages and abilities. Similarly, the bicycle-oriented projects in the draft TSP focus on providing a more complete bicycle route network throughout the City. These sidewalk improvement projects, bicycle improvements, and crosswalk improvements will help facilitate multimodal options and safety for many of Florence's residential areas.

GOAL 11: PUBLIC FACILITY PLANNING [OAR 660-015-0000(11)]

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.

Urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served. A provision for key facilities shall be included in each plan. Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. To meet current and long-range needs, a provision for solid waste disposal sites, including sites for inert waste, shall be included in each plan.

Urban Facilities and Services – Refers to key facilities and to appropriate types and levels of at least the following: police protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services.

Public Facilities Plan – A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan or plans within an urban growth boundary containing a population greater than 2,500.

The proposal is consistent with Statewide Planning Goal 11 because:

- *The proposed amendments continue to provide a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development;*
- *Through the TSP, urban development in Florence will be guided and supported by types and levels of urban public facilities and services appropriate for, but limited to, the needs and requirements of the urban and urbanizable areas to be served;*
- *A provision for key facilities is included in the Comprehensive Plan;*

Transportation facilities, including streets, bikeways, and sidewalks are considered primary types of public facilities that are managed by Lane County, the City of Florence, and ODOT.

The draft TSP reflects existing and future transportation conditions and identified transportation needs for Florence's transportation system. The proposed transportation system improvement list in the draft TSP includes intersection and street

solutions to meet identified transportation needs while remaining consistent with City policy, goals, and objectives.

The draft TSP was guided by and developed to be consistent with current transportation goals and policies found in the Comprehensive Plan and other relevant regional and state goals and policies.

GOAL 12, TRANSPORTATION

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished through development of Transportation System Plans based on inventories of local, regional, and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule (“TPR”). The TPR contains numerous requirements governing transportation planning and project development. (See the “OAR 660, Division 12” section of this document for findings of compliance with the TPR.)

The TSP is consistent with this goal because it completely updates the City’s transportation policies and meets all the requirements of the TPR, including balancing the needs of all users of the transportation system and strengthening each modal network through the identification of projects. Findings for the TPR follow the Statewide Planning Goal findings. Florence Comprehensive Plan policies in Chapter 12, Transportation also support this goal.

The draft TSP was guided by project goals and objectives that address accessibility and connectivity; community and economic vitality; equity; health; safety and security; land use and transportation integration; mobility; coordination; and funding. Proposed multimodal and safety-related transportation improvements were evaluated against these objectives. The inventory and analysis of existing and future conditions identified opportunities to improve the transportation system; transportation needs were identified in the inventory, by advisory committee and PMT members and the public, and through capacity analysis based on projected future traffic volumes. Transportation solutions are documented in draft the TSP and include projects for the intersection/street, pedestrian, bicycle, and transit system elements. Evaluation criteria, relative to the TSP goals and objectives, were used to evaluate transportation system alternatives that could address identified needs.

One of the primary functions of the TPR is to promote coordination of land use and transportation planning at all levels of government. The updated TSP will be adopted as the transportation element of the City’s Comprehensive Plan; TSP adoption will be accomplished through a legislative Comprehensive Plan amendment. In addition, the City is proposing to adopt land use and land division ordinance amendments to ensure consistency between adopted development requirements and the goals, objectives, and recommendations of the TSP.

Goal 13, Energy Conservation

Requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles.

The TSP is consistent with this goal because it supports a balanced transportation system that encourages additional walking, bicycling, and transit trips and reduces reliance on the single- occupant vehicle. See findings to Goal 5 and Goal 6 for details on TSP goals, objectives, and projects that support energy conservation.

Goal 14, Urbanization

Requires provision of an orderly and efficient transition of rural lands to urban use.

The TSP is consistent with this goal because it supports the intensification of development in Florence by providing a multimodal transportation system. The TSP supports the urban growth boundary by improving mobility and accessibility inside the urbanized areas, and consequently reducing the potential need for conversion of rural lands to urban uses. TSP objectives and projects that encourage bicycle and pedestrian mobility and transit use support compact development patterns, thereby reducing pressure for the City to expand the Urban Growth Boundary.

Oregon Revised Statutes

ORS 197.175 Cities' and counties' planning responsibilities; rules on incorporations; compliance with goals.

(2) Pursuant to ORS chapters 195, 196 and 197, each city and county in this state shall:

- (a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission;**
- (b) Enact land use regulations to implement their comprehensive plans;**

The proposal is consistent with ORS 197.175 because the amendments to the Comprehensive Plan are in compliance with Statewide Planning Goals, as stated in the above findings; and the amendments to the Code implement the amendments to the Comprehensive Plan.

ORS 197.250 Compliance with goals required.

Except as otherwise provided in ORS 197.245, all comprehensive plans and land use regulations adopted by a local government to carry out those comprehensive plans and all plans, programs, rules or regulations affecting land use adopted by a state agency or special district shall be in compliance with the goals within one year after the date those goals are approved by the Land Conservation and Development Commission.

The proposal is consistent with ORS 197.245 because the amendments are consistent with the goals, as stated in the above findings.

ORS 197.253 Participation in local proceedings required for submitting comments and objections.

Notwithstanding the provisions of ORS 197.251 (2)(a), a person may not submit written comments and objections to the acknowledgment request of any city or county that submits its plan or regulations to the Land Conservation and Development Commission for acknowledgment for the first time after August 9, 1983, unless the person participated either orally or in writing in the local government proceedings leading to the adoption of the plan and regulations. [1983 c.827 §5a]

The proposal is consistent with ORS 197.253 because written comments and objections to the amendments will be allowed only if the person participated in the City process to adopt the amendments. Notices will be sent to persons who participated informing them of the decision by the City Council and the appeal process.

POST-ACKNOWLEDGMENT PROCEDURES

ORS 197.610 Local government notice of proposed amendment or new regulation; exceptions; report to commission. (1) A proposal to amend a local government acknowledged comprehensive plan or land use regulation or to adopt a new land use regulation shall be forwarded to the Director of the Department of Land Conservation and Development at least 35 days before the first evidentiary hearing on adoption. The proposal forwarded shall contain the text and any supplemental information that the local government believes is necessary to inform the director as to the effect of the proposal. The notice shall include the date set for the first evidentiary hearing.

The proposal is consistent with ORS 197.610 because the proposal was forwarded to the Department of Land Conservation and Development on August 8, 2023 at least 35 days before the September 12, 2023 public hearing, the first evidentiary hearing on adoption; the proposal forwarded contained the comprehensive plan, zoning code, and transportation system plan text; and the notice included the date set for the first evidentiary hearing.

ORS 197.615 Submission of adopted comprehensive plan or land use regulations changes to Department of Land Conservation and Development

(1) When a local government adopts a proposed change to an acknowledged comprehensive plan or a land use regulation, the local government shall submit the decision to the Director of the Department of Land Conservation and Development within 20 days after making the decision.

The proposal is consistent with ORS 197.615 because, after adoption, the City will submit to DLCD a copy of the adopted text of the comprehensive plan provision or land use regulation together with the findings adopted by the City; the text and findings will

be mailed or otherwise submitted not later than five working days after the final decision by the City Council; if the proposed amendments have been substantially amended, the City will specify the changes that have been made in the notice provided to the director; and, the mailed text and findings will include a signed statement by the person mailing them indicating the date of deposit in the mail.

OAR 660 Division 12 Transportation Planning Rule (TPR)

DIVISION 12: TRANSPORTATION (OAR 660-012-0000)

Transportation Planning Rule Findings

The Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996, 2006, and 2022 to implement Statewide Planning Goal 12 (Transportation). Local jurisdictions are required to comply with the TPR and adopt TSPs as part of their comprehensive plans. The TSP complies with the TPR because it is adopted as a supporting document to Florence's Comprehensive Plan and meets the specific requirements noted below.

Section 660-012-0000, the Purpose, of the TPR to provide and encourage a safe, convenient, and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development.

The TSP is supportive of the purpose (660-012-0000) because it contains goals, objectives, policies, and projects, to meet projected needs and needs of the transportation disadvantaged; to promote a safe, convenient, economic, and balanced transportation system; and to coordinate transportation and land use planning.

Section 660-012-0020(1), Coordinated Network of Transportation Facilities, of the TPR requires TSPs to establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

The TSP complies with this requirement because it incorporates transportation improvements on the state, regional and local networks for all modes. There is no Regional Transportation Plan (RTP) for the Florence UGB. The Florence TSP was coordinated with Lane County and the Oregon Transportation Plan, as discussed in findings for Florence Comprehensive Plan Chapter 1: Citizen Involvement. In addition, the following TSP Objectives promote coordination with regional and state partners:

- Objective 2D: Preserve the function of both US 101 and OR 126 for regional traffic while building transportation connections between the City and these highways.*
- Objective 6A: Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions.*

- *Objective 6B: Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans.*
- *Objective 6C: Partner with local, county, and state agencies to invest in a transportation network that meets everyone’s needs.*
- *Objective 6D: Meet the goals and policies laid out in the City’s other planning efforts, including the Housing Implementation Plan Project*

Section 660-012-0020(2)(a), Determination of Transportation Needs, of the TPR requires TSPs to include a determination of transportation needs as provided in 660-012-0030.

The TSP fulfills this requirement as demonstrated in the findings below for 660-012-0030 of the TPR.

Section 660-012-0030(1)(a), Determination of Transportation Needs, of the TPR requires TSPs to identify state, regional and local transportation needs relevant to the planning area and the scale of the transportation network being planned.

The TSP meets this requirement because it identifies state, regional and local transportation needs relevant to the Florence UGB and bases needs on projections of future travel demand. The Technical Appendices in Volume II of the TSP document existing conditions and forecast needs, which helped to inform identification of TSP goals, objectives, policies, and projects that are intended to meet the City’s transportation needs. There is no Regional Transportation Plan (RTP) for the Florence UGB. The Florence TSP was coordinated with Lane County and the Oregon Transportation Plan.

Section 660-012-0030, Determination of Transportation Needs (1)(b), of the TPR requires TSPs to identify the needs of the transportation disadvantaged.

The TSP process identified Title VI and Environmental Justice populations in the City, which informed transportation needs for the transportation disadvantaged. Identified needs for the transportation disadvantaged were addressed in evaluation criteria used to develop preferred and cost-constrained plans. The needs of the transportation disadvantaged are also reflected in TSP goals, objectives, and policies.

Section 660-012-0030, Determination of Transportation Needs (1)(c), of the TPR requires TSPs to identify the needs for movement of goods and services to support industrial and commercial development.

The TSP process evaluated existing and future conditions, which informed identification of transportation needs to support movement of goods and services. Existing and Future Conditions are documented in TSP Technical Appendices in Volume II.

Section 660-012-0030, Determination of Transportation Needs (3)(a), of the TPR requires TSPs to use 20-year population and employment forecasts in determining state, regional, and local needs.

The TSP process included a 20-year employment and population forecast, which helped inform transportation needs. Population and employment forecasts are documented in Technical Appendices in TSP Volume II.

Section 660-012-0030, Determination of Transportation Needs (3)(b), of the TPR requires TSPs to include, as part of their determination of needs, measures to reduce reliance on the automobile.

As mentioned, the TSP includes a number of objectives and projects that promote non-motorized travel, including several pedestrian projects (TSP Tables 5-6), multi-use path project (TSP Table 7), bicycle projects (TSP Table 8), and transit projects (TSP Table 9). See findings for Statewide Goal 6 for more details on how the TSP includes measures to reduce reliance on the automobile. In addition, the TSP discusses pedestrian system needs (TSP Chapter 4), bicycle system needs (TSP Chapter 5), and public transportation system needs (TSP Chapter 6).

Section 660-012-0020(3)(a) of the TPR requires an inventory, assessment of capacity, and conditions for transportation facilities.

The TSP process included an inventory of existing transportation facilities and services to help establish near and long-term transportation needs. The transportation system inventory is documented in Technical Appendices in TSP Volume II.

Section 660-012-0020(3)(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards.

The Major Street Connectivity and Capacity Plan includes new major street connections and identifies street connectivity and intersection capacity projects (TSP Table 3).

Section 660-012-0020(2)(b), Road Plan, of the TPR requires a plan that includes a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.

The TSP includes a Functional Classification Plan which inventories the City's arterials and collectors in TSP Figure 2 and TSP Table 2. TSP Exhibits 1-3 include cross-section standards for each functional classification.

Section 660-012-0020(2)(c), Public Transportation Plan, of the TPR requires an inventory and assessment of public transportation services including services for the transportation disadvantaged.

TSP Chapter 6 summarizes existing public transportation services and facilities in the City. Chapter 6 also discusses public transportation needs, including service improvements and stop improvements.

Section 660-012-0020(2)(c), Public Transportation Plan, of the TPR requires a plan for public transportation that includes existing and planned transit streets, terminals, major transit stops, and park-and-ride stations.

TSP Chapter 6 includes a Public Transportation Plan which identifies seven public transportation projects (TSP Table 9).

Section 660-012-0020(2)(e); Air, Rail, Water, and Pipeline Transportation Plan, of the TPR requires TSPs to identify where major facilities are located or planned within the planning area.

TSP Chapter 7 summarizes the City's air, rail, water, and pipeline facilities. Chapter 7 includes the Air System Plan, which identifies airport projects in the Florence Municipal Airport Master Plan Update (TSP Table 10).

Section 660-012-0020(2)(f), Transportation System Management, of the TPR requires TSPs to address travel demand with measures which may include traffic signal improvements, traffic control devices, channelization, access management, ramp metering, and restriping for HOV lanes.

TSP Chapter 9 identifies potential transportation demand management strategies (TDM – TSP Table 11) and it includes eight TDM policies. Chapter 9 also identifies potential Neighborhood Traffic Management strategies (TSP Table 12) and Parking Management Strategies (TSP Table 13).

Section 660-012-0025(2), Complying with Statewide Goals, of the TPR requires findings of compliance with applicable statewide planning goals.

The TSP is consistent with this requirement because statewide planning goal findings are included in earlier sections in these findings that demonstrate compliance.

Section 660-012-0025(2), Complying with Comprehensive Plan, of the TPR requires findings of compliance with applicable acknowledged comprehensive plan policies.

The TSP is consistent with this requirement because the findings of compliance with Florence's Comprehensive Plan are contained in earlier sections of these findings that demonstrate compliance.

Section 660-012-0040(1) and (2)(a-c), Transportation Financing Program, of the TPR requires TSPs to include a financing program that lists planned transportation facilities and major improvements, an estimate of timing, and rough cost estimates.

TSP Chapter 10 includes a summary of transportation system costs, organized by project type and priority (TSP Table 16). In addition, every individual project listed in each plan chapter includes a cost estimate and priority level.

Section 660-012-0040(3), Transportation Financing Program, of the TPR requires TSPs to include in the transportation financing program a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of the identified transportation improvements.

TSP Table 17 in TSP Chapter 10 lists potential funding sources.

Section 660-012-0045(1)(c), Implementation of the TSP, of the TPR requires regulations that provide for consolidated review of land use decisions required to permit a transportation project.

FCC 10-1-1-5.B allows for consolidated proceedings when an applicant applies for more than one type of land use or development permit for the same or multiple parcels of land.

Section 660-012-0045(2)(a), Implementation of the TSP, of the TPR requires TSPs to include measures that control access, such as driveway and road spacing, median control, and signal spacing standards consistent with the functional classification of streets.

The TSP update includes amendments to FCC 10-35-2-7 to update access spacing standards for driveways and streets/intersections for alleys, local streets, collectors, and arterials.

Section 660-012-0045(2)(b), Implementation of the TSP, of the TPR requires TSPs to include standards to protect operation of roads, transit-ways and major transit corridors.

FCC 10-1-1-4.E outlines the criteria for when a Traffic Impact Study may be required. Per this FCC section, Traffic Impact Studies are intended to determine capacity and safety impacts from a particular development proposal, whether the development will meet City transportation standards for capacity and safety, to mitigate anticipated impacts, and to implement applicable

TPR regulations. FCC 10-35-2-5 establishes Traffic Study standards, which include the required components of a Traffic Impact Study and authorizes the City to include conditions of approval.

Section 660-012-0045(2)(c), Implementation of the TSP, of the TPR requires TSPs to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation.

FCC 10-21-1 establishes the Airport Development District, which is intended to encourage and support the operation of the City's airport by allowing aviation-compatible uses. FCC 10-21-2, the Public Use Airport Safety and Compatibility Overlay Zone, is intended to establish safety standards to promote air navigation safety and reduce potential hazards to land uses near the airport. This Section includes provisions for the

Airport Imaginary Surfaces, Airport Noise Impact Boundary, and the Airport Secondary Impact Area. These provisions require land uses within these zones to be compliant with applicable Federal Aviation Administration (FAA) requirements.

Section 660-012-0045(2)(d), Implementation of the TSP, of the TPR requires TSPs to include a process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites.

FCC 10-1-1-5.B allows for consolidated proceedings when an applicant applies for more than one type of land use or development permit for the same or multiple parcels of land.

Section 660-012-0045(2)(e), Implementation of the TSP, of the TPR requires TSPs to include a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites.

FCC 10-36-1.E authorizes the City to require improvements to public facilities as a condition of development approval, provided the improvements are roughly proportional to the impact of the development on the facilities. FCC 10-35-2-5 – Traffic Study Requirements – authorizes the City to require conditions of approval in order for a development proposal to meet operations and safety standards consistent with the planned transportation system. FCC 10-35-2-6 authorizes the city to require consolidation of vehicle access points, recording of reciprocal access easements, installation of traffic control devices, and other mitigation measures as a condition of approval to land use approval to ensure safe and efficient operation of the City’s transportation system. The TSP update includes amendments to FCC 10-35-3 to authorize the roadway authority to include conditions of approval to require bicycle and pedestrian facilities. The TSP update also includes amendments to FCC 10-35-2-6 to allow multi-modal transportation improvements as mitigation measures as a type of condition of approval.

Section 660-012-0045(2)(f), Implementation of the TSP, of the TPR requires TSPs to provide notice to public agencies providing transportation facilities and services to ODOT.

FCC 10-1-1-6-2.D requires notice of any Type II decision to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways. Per FCC Table 10-1-1, Subdivisions and Partitions are Type II procedures, and therefore they require notice to ODOT if they are adjacent to or expected to have an impact on state roadways.

FCC 10-1-1-6-3.B requires notices for quasi-judicial land use hearings (Type III decision) to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways.

FCC 10-21-2-4 requires notice for any land use decision to the airport sponsor and the Department of Aviation for any land use decision within the Public Use Airport Zone. FCC 10-1-1- 6-4.D requires notice to any affected government agency of a hearing for a Type IV decision, which may include transportation agencies.

Section 660-012-0045(2)(g), Implementation of the TSP, of the TPR requires TSPs to include measures to ensure that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and levels-of-service of facilities identified in the TSP.

FCC 10-1-2 establishes rules and procedures for zoning map amendments, and FCC 10-1-3 provides rules and procedures for zoning and comprehensive plan amendments. Neither section requires that amendments must be consistent with transportation facility functions, capacities, or performance standards as identified in the TSP. TSP updates include FCC amendments to add language to FCC 10-1-2 and 10-1-3 that ensures zoning map and ordinance amendments are consistent with the planned transportation system.

Section 660-012-0045(3)(a), Implementation of the TSP, of the TPR requires TSPs to require bicycle parking facilities as part of new multifamily residential development of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.

FCC 10-3-10 establishes bicycle parking requirements. Bicycle parking is required for all non- residential uses at a rate of one space per every ten off-street vehicle spaces. Bicycle parking is required for triplexes, quadplexes, cluster housing, and multi-family housing at a rate of 1 space per 3 units, and bicycle parking is required at a rate of 1 space per 20 bedrooms for group living and 1 space per 8 bedrooms for dormitories.

Section 660-012-0045(3)(b), Implementation of the TSP, of the TPR requires TSPs to require on-site pedestrian and bicycle facilities within new subdivisions, multifamily development, planned developments, shopping centers, commercial districts adjacent to residential areas and transit stops, and neighborhood activity centers within one-half mile of the development.

FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on- site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces. FCC 10-35-4 requires proposed developments within a quarter mile of an existing or proposed transit stop to demonstrate a pedestrian route from building entrances to the transit facility or to the nearest public right-of-way that provides access to

the transit facility. FCC 10-36-2-5 includes cross section requirements for each street functional classification in the City. Bike lanes, shoulder bikeways, or shared lane pavement markings are required for collectors and other specific street segments, such as portions of Munsel Lake Road, Rhododendron Drive, and Heceta Beach Road. Multi-use paths and/or sidewalks are required along all streets and roads in the City. Per FCC 10-36-2-6, cul-de-sacs are allowed only when environmental or topographical constraints, existing development, or conflicting City requirements preclude street extensions or through circulation.

FCC 10-35-2-7 establishes spacing standards between driveways and intersections. FCC 10-36-2-9.C allows mid-block connections and multi-use paths in lieu of street connections and authorizes the City to require multi-use paths off cul-de-sacs to provide bicycle and pedestrian connections to adjacent development or paths.

Section 660-012-0045(3)(e), Implementation of the TSP, of the TPR requires TSPs to require internal pedestrian circulation within new office parks and commercial developments be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on-site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces.

Section 660-012-0045(5), Bicycle and Pedestrian Improvements in Developed Areas, of the TPR requires TSPs to identify improvements for bicycles and pedestrians to meet local travel needs in developed areas.

This TPR requirements is currently addressed in the following areas:

- Bicycle/pedestrian connection between cul-de-sacs and adjacent streets. See response to section -0045(3)(b)*
- Site design criteria that create pedestrian paths – see response to section -004(3)(b)*

Section 660-012-0045(6). Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient

pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

TSP Exhibits 1-3 include cross-section standards. Amendments are recommended to update the cross-sections in FCC 10-36-2-5 to be consistent with the cross-section updates in TSP Exhibit 1. New and amended cross sections include the following:

- *Minor Arterials (new standard cross section)*
- *Munsel Lake Road & Heceta Beach Road (amended standard section includes a multi-use path)*
- *Collector – On Street Parking (increased sidewalk width)*
- *Collector – Bike Sharrows (increased sidewalk width)*
- *Collector – No parking (increased sidewalk and bike lane width, reduce travel lane width)*
- *Collector – Bike Lanes and On-Street Parking (increased sidewalk and bike lane width, reduced travel lane width)*

Section 660-012-050(3), Project Development, of the TPR requires project development to include findings of compliance with applicable requirements where those findings have not been made as part of the transportation system plan or refinement plan.

The TSP is consistent with this section of the TPR because it states that findings necessary for project development will be completed before projects are approved. The City Code includes adequate findings to exempt transportation projects within existing rights-of-way except those impacting significant Goal 5, 7, 16, 17, or 18 resource sites.

Section 660-012-0060, Plan Amendments, of the TPR requires local governments to ensure that plan amendments, which significantly affect the transportation system, be consistent with adopted land use and transportation plans.

FCC 10-1-3 authorizes amendments to zoning district boundaries and zoning regulations. The approval criteria do not contain specific requirements that ensure proposed amendments are consistent with planned facilities within the adopted TSP.

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state’s long-range, multimodal transportation plan. The OTP is the overarching policy document for a series of modal and topic plans that together form the State’s transportation system plan. A local TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The following findings demonstrate how the draft TSP complies with State transportation policy.

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

The draft TSP is a multi-modal plan and includes many proposed improvements that enhance mobility and safety for all system users – including those that choose not to drive or that are unable to drive. Provisions for street designs can be found in Chapter 3 of the TSP. These street design standards include facilities to accommodate all users and are intended to accommodate forecasted traffic conditions.

The Pedestrian and Bicycle plan elements presents policies, programs, and projects planned to accommodate and support bicycle and pedestrian travel over the next 20 years. Plan elements were identified based on a review of the 2012 TSP elements, existing bicycle and pedestrian facilities, and input from advisory committee and PMT members and the public.

The Pedestrian and Bicycle plan elements identify improvements to the network of facilities that will improve safety and comfort for pedestrians and bicyclists. The TSP includes several projects for installing sidewalk facilities, to enhance roadway crossings, and to construct multi-use paths.

The Public Transportation plan element focuses on collaboration with transit providers to provide service enhancements, capital improvements, and policies that will support bus movement, add amenities, and possibly refine transit routes and schedules.

POLICY 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long-term benefit of people and goods movement.

POLICY 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

The type, condition, and performance of facilities that provide transportation for people, goods, and services are documented in Technical Memorandum #3A: Inventory. Findings in this work are based on existing conditions and identify existing needs and opportunities to improve the system based on project goals and objectives. Similarly, Technical Memorandum #4: Future Conditions, builds on existing conditions findings by anticipating future transportation system needs within the City through the year 2042.

Regulations and standards that are proposed to implement the TSP are designed to preserve and maintain the transportation network and include access management

requirements, TPR consistency, and standards to allow the City to condition approval to include transportation improvements.

In addition, the proposed regulations and standards include new traffic impact study (TIS) requirements. TIS requirements can be considered a tool that will ensure roadways continue to operate in a manner that is consistent with their identified planned function.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Improving the pedestrian and bicycle networks is generally considered to provide the greatest benefit for encouraging non-auto trips, thereby minimizing energy consumption and air quality impacts. The draft TSP includes Pedestrian and Bicycle plan elements that enhance safety and efficiency of non-motorized traveling. The Pedestrian and Bicycle plan elements identify improvements to the network of facilities that will improve safety and comfort for pedestrians and bicyclists. The TSP includes several projects for installing sidewalk facilities, enhance roadway crossings, and to construct multi-use paths.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Transportation alternatives for the City were developed and evaluated to address transportation needs based on current and future forecast conditions, which included a review and analysis of the most recent available 5-year crash history (2016-2020) at the time of study both citywide and for study intersections within the City.

The TSP includes a traffic safety plan in Chapter 3. The traffic safety plan identifies projects that will increase visibility and driver awareness at several intersections with a history of frequent and/or severe injury crashes, including bike and pedestrian related crashes.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

The City needs to coordinate with multiple agencies, including ODOT, Lane County and regional transit providers to effectively plan for a multi-modal transportation system within the City. As the publicly funded grant project manager, ODOT staff have been involved in project management meetings as well as the public meetings addressed under Statewide Goal 1.

Further, the development of the TSP included coordination and collaboration from these agencies primarily through participation in the four advisory committee meetings.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

The TSP process incorporated several public engagement activities that helped guide its development. Public involvement and engagement components of the TSP process included a public-facing project website, four advisory committee meetings, three public open houses, and work sessions and planned public hearings before the Planning Commission and City Council (see response to Statewide Planning Goal 1, Citizen Involvement, for a more thorough description of the TSP public involvement process).

POLICY 7.4 - Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

The TSP process included several opportunities for public involvement and input as described in detail in TSP Chapter 1, and findings for Statewide Planning Goal 1. Information regarding the planning process was made available through the project's website. Three public open houses were conducted at major milestones during the development of the TSP.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The Draft TSP meets the State policies as follows:

Policy 1A (Highway Classification) defines the function of state highways to serve different types of traffic that should be incorporated into and specified through IAMPs.

The state facilities within Florence provide statewide connectivity. The facilities are currently designated according to a functional classification that establishes the primary

function and the associated access management requirements. Access management for State facilities is outlined in OAR 734-051, and spacing standards are dependent on several variables, including average annual daily traffic (AADT) volumes, posted speed, and functional classification.

TSP Chapter 3 shows the proposed cross section standards by local functional classification for the City, which include right-of-way, pavement, and shoulder width. The City has three functional classifications: arterial, collector, and local streets. In addition, recommended amendments to the development ordinance include revisions to incorporate the proposed functional classifications and their right-of-way width and minimum access spacing (Appendix I: Amendments and Implementation memo).

Policy 1F (Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow an intersection to function in a manner consistent with OHP mobility standards.

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

The TSP analyzed traffic operations at key study intersections and roadway segments to determine existing conditions and forecasted travel demand. The analyses for study intersections were compared to ODOT performance standards to identify needs for improvements.

Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.

Policy 3D (Deviations) establishes general policies and procedures for deviations from adopted access management standards and policies.

The TSP identifies new access spacing standards applicable to streets under the City's jurisdiction. Land development ordinances would implement the access spacing standards in the City's development code. The TSP recognizes the importance of collaborating with ODOT to encourage access point consolidation as redevelopment occurs in order to move close to meeting OHP spacing standards. The TSP includes policy language for coordination and access management to achieve this objective.

Policy 4B (Alternative Passenger Modes) It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

The TSP includes Pedestrian and Bicycle plan elements that identify projects to enhance the City's network of facilities for pedestrian and bicyclists.