AGENDA ITEM SUMMARY	**ITEM NO:**	**5**
FLORENCE PLANNING COMMISSION	Meeting Date:	August 8, 2023
	Department:	Comm. Dev.

ITEM TITLE: Initiation proceedings on legislative amendments to the Florence Realization 2020 Comprehensive Plan and Florence City Code Title 10 to adopt and implement the 2023 Florence Transportation System Plan.

DISCUSSION:

Proposal: The proposal includes initiating the hearings and adoption process for the draft Transportation System Plan document, related Comprehensive Plan policies and references amendments and Florence City Code Title 10 Chapters 1, 2, 3, 35, and 36 amendments to incorporate state legislation related to transportation systems, parking, and perform general housekeeping items.

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. The agreement was initially expected to end before June 30, 2023, but an extension was granted April 2023 through September 30, 2023 after it was determined additional time was required to complete this project than initially anticipated. The City anticipates ODOT will be requesting one more extension to see this project through adoption which, is anticipated late September or October.

For the course of this project a TSP Stakeholder Transportation Advisory Committee (STAC) was formed from a broad cross section of participants from government agencies, local and regional community and non-profit organizations, and specific demographics (youth, elder, alter-abled etc.). Beginning November 2022 and concluding June 2023 the STAC held 4 meetings where they held discussion and offered feedback on their review of the 6 technical memos prepared by Kittleson & Associates. 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. The City Council and Planning Commission held their first joint work session on the TSP on April 27, 2023. Following the final TSP STAC meeting on June 29, 2023 the City Council and Planning Commission met in their last 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.

Process: Legislative code and plan updates consist of a three-step review and approval process—Initiation, 1st Evidentiary Hearing, and 2nd Hearing. The meeting on August 8, 2023 serves as the initiation meeting after which staff will complete the 35-day Department of Land Conservation and Development (DLCD) noticing. The PC is anticipated to hold an initial evidentiary hearing on September 12th during a regularly scheduled meeting time and day. Then the City Council will tentatively hold an adoption hearing during a regularly scheduled meeting time and day on September 25, 2023. The timeline may change if either PC or City Council determines more information is required or if it is determined that any hearing should be continued.

Packet Overview: There are five attachments to this AIS.

1. Resolution
2. Staff Memo Overview of the Draft TSP and Implementing ordinances, August 4, 2023
3. Draft TSP Document, June 2023, Kittleson & Associates.
4. Implementing Ordinances Memo, June 15, 2023, MIG and APG.
5. Florence City Code Title 10 changes
6. Florence Realization 2020 Comprehensive Plan changes

The 6 tech memos that support the draft TSP document and implementing ordinances are part of the record but are not attachments. Each tech memo is listed on the staff memo with a brief overview of the topic. Hyperlinks have been provided on that staff memo for those viewing it as a PDF file. All tech memos are also available from review at the project webpage at: https://www.projectcomment.com/florencetsp

ALTERNATIVES:

1. Initiate legislative changes to the Flarence Realization 2020 Comp Plan and Florence City Code Title 10 to adopt and implement the 2023 Transportation System Plan; or

2. Modify the proposed amendment language, and initiate as modified; or

3. Do not initiate amendments through resolution with reasons for the denial; or

4. Continue the action item to a later date requesting additional information from staff or the consultant be provided and/or incorporated into the initiating documents.

RECOMMENDATION:

Staff proposes the Planning Commission initiate legislative changes to the Florence Realization 2020 Comp Plan and Florence City Code Title 10 to adopt and implement the 2023 Transportation System Plan

AIS PREPARED BY: Clare Kurth, Assistant Planner

ITEM'S ATTACHED:

Attachment 1:
Resolution PC 23 15 TA 03 & PC 23 16 CPA 01
Attachment 2:
Staff Memo & Overview, August 4, 2023
Attachment 3:
Draft TSP Document, June 2023, Kittleson & Associates.
Attachment 4:
Implementing Ordinaces Memo, June 15, 2023, MIG and APG.
Attachment 5:
Proposed Title 10 Code Changes
Attachment 6:
Proposed Florence Realization 2020 Comp Plan changes

Attachment 1

CITY OF FLORENCE
PLANNING COMMISSION

RESOLUTION PC 23 16 CPA 01 & PC 23 15 TA 03

A RESOLUTION TO INITIATE LEGISLATIVE AMENDMENTS TO THE FLORENCE REALIZATION 2020 COMPREHENSIVE PLAN AND FLORENCE CITY CODE TITLE 10 TO ADOPT AND IMPLEMENT THE DRAFT 2023 FLORENCE TRANSPORTATION SYSTEM PLAN.

WHEREAS, Florece City Code (FCC) Title 10, Chapter 1, Section 3-C provides that a legislative amendment of the Comprehensive Plan and Title 10 may be initiated by resolution of the Planning Commission; and

WHEREAS, April 19, 2022, the City entered into an agreement with the Oregon Department of Transportation to update the Florence Transportation System Plan (TSP) with funding assistance provided by a grant of the Transportation and Growth (TGM) Management Program; and

WHEREAS, An amendment to the TGM Grant Agreement was signed April 4, 2023 providing an extension to from June 30, 2023 to September 30, 2023 with ODOT; and

WHEREAS, a Stakeholder Transportation Advisory Committee (STAC) was formed to review deliverables and provide guidance on the project and the Committee met four time throughout the project; and

WHEREAS, the City held three public open houses to obtain comment on the project; and

WHEREAS, the STAC met one time after the third and final open house to provide guidance on changes to the draft TSP document in response to the public comment; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Florence initiates the public hearing process for the legislative amendments to the Florence Realization 2020 Comprehensive Plan and Florence City Code Title 10 as described in the Draft 2023 Florence Transportation System Plan.

ADOPTED BY THE FLORENCE PLANNING COMMISSION the 8th day of August 2023.

SANDRA YOUNG, Chairperson — DATE
Florence Planning Commission

Attachment 2

CITY OF FLORENCE

Memorandum:

To:	City of Florence Planning Commission
From:	Clare Kurth, Assistant Planner
Meeting Date:	August 8, 2023
Subject:	Draft 2023 Transportation System Plan and Implementing Ordinances

Introduction & 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. The agreement was initially expected to end before June 30, 2023, but an extension was granted April 2023 through September 30, 2023 after it was determined additional time was required to complete this project than initially anticipated. The City anticipates ODOT will be requesting one more extension to see this project through adoption which, is anticipated late September or October.

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.

Tentative Time Line for Adoption:

For the City to complete the TSP update project by the end of September the Planning Commission (PC) will hold an initiation hearing on August 8th, after which staff will complete the 35-day Department of Land Conservation and Development (DLCD) noticing. The PC is anticipated to hold an initial evidentiary hearing on September 12th during a regularly scheduled meeting time and day. Then the City Council will tentatively hold an adoption hearing during a regularly scheduled meeting time and day on September 25, 2023.

This time line is pending approval at each of the public hearings. The timeline may change if either PC or City Council determines more information is required or if it is determined that any hearing should be continued.

Draft Transportation System Plan Document:

The draft TSP document and code updates are not yet in a final and complete state, but are substantially complete for review at the time of the initiation hearing. A finalized document will be available for review prior to the 1st evidentiary hearing. Any changes to the draft documents are anticipated to be minor and reflect discussion and recommendations from the joint work session on July 11, 2023, Planning Commission comments, or other agency comments.

Implementing Ordinances Memo:

MIG provided an Implementing Ordinance Memo which is attached for review. The memo includes both recommended code updates and a discussion on Florence Code in regards to compliance with State Transportation Planning Rules (TPR). The proposed code updates include both house keeping items for improve clarity and updates to bring the City into Compliance with TPR requirements. Each of the Code chapters listed below are attached with proposed legislative changes marked using underlined and strikethrough technique and discussed in detail in the implementing ordinance memo.

Title 10, Chapter 1: Zoning Administration

- Adds language to FCC 1-3 that ensures zoning map, ordinance amendments, and plan amendments are consistent with the transportation stem plan and transportation system facilities.

Title 10, Chapter 2: General Zoning Provisions

- Adds definitions for electric vehicle and electric vehicle charging stations.
- Provides definition cleanups to remove unused or redundant definitions and provide consistency with other code sections.

Title 10, Chapter 3: Off-Street Parking and Loading

- Add provisions to support installation of electric vehicle charging stations.
- Add provisions for carpool and vanpool parking standards for employee parking.
- Add clarity for attached single family dwelling driveway and garage widths.

Title 10, Chapter 35: Access and Circulation

- Specify that transportation related conditions of approval may include bicycle and pedestrian improvements.
- Add minimum driveway to driveway separation requirements.

Title 10, Chapter 36: Public Facilities

- Update existing cross section requirements for consistency with updated TSP cross section standards.
- Add requirements for cluster mailboxes for new subdivisions, PUPDs, and triggered by specified street cross section developments.

TSP STAC Meetings and Time Line:

The TSP STAC held 4 meetings, 3 of which were followed by an Open House. The meeting dates and general topic discussed and reviewed are listed below. During each of the meetings the STAC members heard a review of the topic by the consultants from Kittleson & Associates, the ODOT representative, and City Staff.

- Nov 3, 2022: TSP STAC Meeting and Open House #1
  - Project Orientation
  - Outline of Plan and Policy Context
  - Project Goals, Objectives, and Evaluation Criteria
  - Review Existing Conditions
  - Timeline of STAC Meetings and Key Project Milestones
- Feb 8, 2023: TSP STAC Meeting and Open House #2
  - Review and Discuss Future Baseline and Transportation Conditions
  - Review and Discuss Alternative Solutions and Performance Evaluations
- April 20, 2023: TSP STAC Meeting and Open House #3
  - Review and Discuss Preferred Alternatives
- June 29, 2023: TSP STAC Meeting #4
  - Review and Discuss Draft TSP Document and Implementing Ordinance Memo

Technical Memorandum Topics:

Below is a list of each of the tech memos reviewed and discussed during each of the TSP STAC meetings. These tech memos were used to construct the proposed draft TSP document. Reviewing each of these tech memos is not necessary as they have been reviewed throughout the project by the TSP STAC and are incorporated in the draft TSP.

Tech Memo 1: Plans and Policy Framework

Tech Memo 2: Goals, Objectives, and Evaluation Criteria

Tech Memo 3A: Transportation System Inventory and

Tech Memo 3B: Existing Conditions Analysis

Tech Memo 4: Future Land Use and Transportation Conditions

Tech Memo 5: Alternative Analysis and Funding Program with TSP Code Concepts

Tech Memo 6: Preferred alternatives

Attachments:

- Draft TSP Document
- Implementing Ordinances Memo
- Code Section with Legislative Updates

Attachment 3

CITY OF FLORENCE

VOLUME I:
Transportation System Plan

JUNE 2023

City of Florence, Oregon

Transportation System Plan Update

Prepared for:

The City of Florence

Prepared by:

Kittelson & Associates, Inc.
851 SW 6th Avenue, Suite 600
(503) 228-5230

June 2023

ACKNOWLEDGEMENTS

The progress of this plan was guided by the Project Management Team (PMT) and the Stakeholder Transportation Advisory Committee (STAC). The PMT and STAC members are identified below, along with members of the consultant team. The STAC members devoted a substantial amount of time and effort to the development of the Florence Transportation System Plan (TSP) Update, and their participation was instrumental in the development of this document. The Consultant Team and PMT believe that the City of Florence's future transportation system will be better because of their commitment.

Project Management Team (PMT)

- Wendy Farley-Campbell, Florence Planning Director
- Mike Miller, Florence Public Works Director
- Michael Duncan, Oregon Department of Transportation
- Matt Bell, Kittelson & Associates, Inc.

Stakeholder Transportation Advisory Committee (STAC)

- Sally Wantz, City Council
- Bill Meyer, Florence Urban Renewal
- Andrew Miller, City Planning Commission
- Sandi Young, City Planning Commission
- Jo Beaudreau, Chamber of Commerce
- Joseph Cullivan, Florence Transportation Committee
- Gary Trevisian
- Michael Schick, Siuslaw Valley Fire and Rescue / Western Lane Ambulance
- Andy Grzeskowiak
- Russ Pierson, Lane Community College
- Nate Jakubowski, US Coast Guard
- Becky Taylor, Lane County Public Works Transportation
- Sasha Vartanian, Lane County Public Works Transportation
- John Ahlen, Lane Transit District
- Kristine Sirmans, Lane Council of Governments Senior Services
- Kate Wilson, Lane Council of Governments Transit
- Rebecca Jennings, Coos County Transit Connection
- David Huntington, Port of Siuslaw
- Donna Matthews

- Jacob Blankenship
- Josh Stevens, Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw
- Garrett Gray, Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw
- Wendy Farley Campbell, City of Florence
- Mike Miller, City of Florence
- Erin Reynolds, City of Florence
- John Pitcher, City of Florence
- Dorothy Upton, ODOT Region 2 Traffic
- Arielle Ferber, ODOT Region 2 Traffic
- Dejan Dudich, ODOT Transportation Planning Analysis Unit
- Mark Bernard, ODOT Transit
- Bill Johnston, ODOT Region 2 Planning
- Katie Scott, ODOT Mobility Advisory Committee (Statewide Freight)
- Hui Rodomsky, Oregon Department of Land Conservation and Development
- Michael Duncan, Oregon Transportation Growth Management

Consultant Team

- Susan Wright, Kittelson & Associates, Inc.
- Matt Bell, Kittelson & Associates, Inc.
- Russ Doubleday, Kittelson & Associates, Inc.
- Darci Rudzinski, MIG
- CJ Doxsee, MIG

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD). This TGM grant is financed, in part, by the federal Fixing America's Surface Transportation Act (FAST Act), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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EXECUTIVE SUMMARY

The Florence Transportation System Plan (TSP) identifies the plans, policies, programs, and projects needed to address gaps, deficiencies, and needs within the city's transportation system over the next 20 years. The preferred plan consists of all projects identified throughout the TSP planning process while the cost constrained plan consists of projects the City anticipates being able to fund over the next 20 years[1]. The amount of local funds available for capital projects in the TSP is estimated to be approximately $10 million or roughly $0.5 million per year.

The full cost of the preferred plan is approximately $87.3 million over the 20-year period, including $36.2 million in high priority projects, $27.9 million in medium priority projects, and $23.2 million in low priority projects. Based on the anticipated funds available for capital improvements, the cost constrained plan includes the high priority projects.[2] Although the projected funding based on current revenue sources does not cover the full cost of the high priority projects, the City plans to pursue additional funding to support the cost constrained plan.

Cost Constrained Plan

The following sections summarize the cost constrained plan projects. Additional information on these projects is provided throughout the TSP.

ROADWAY PLAN

The roadway plan includes projects to increase the efficiency of the transportation system. The cost constrained projects include a refinement plan for US 101, a streetscape plan for Bay Street, and several projects to improve intersections.

Table 1A. Cost Constrained Plan Projects – Roadway and Intersection Projects

Map ID	Location	Description	Priority	Cost ($1,000)
Roadway Projects				
R1	US 101 (Refinement Plan)	Complete a refinement plan from Munsel Lake Road to the 21st St to evaluate the potential to reconfigure of the roadway with a 3-lane cross section	High	$150
R2	Bay Street (Streetscape Plan)	Complete a streetscape design plan from Kingwood Street to Nopal Street to evaluate the potential reconfiguration of the roadway	High	$50

[1] The cost constrained plan does not limit the City or ODOT from advancing other projects in the TSP in response to changes in development patterns and funding opportunities that are not known at this time. There is no obligation to do these projects, nor assurance that these projects will be completed.

[2] The high priority projects include those that are most likely to be funded by the City over the 20-year planning horizon. The medium and low priority projects are aspirational and will be funded through grants and additional funding sources as they become available and/or by private developers as part of future development.

Intersection Projects				
R17[1]	US 101/Munsel Lake Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	High	$1,250
R21[1]	US 101/OR 126	Restripe the eastbound and southbound approaches to maximize the available storage	High	$50
R22[1]	OR 126/Quince Street	Implement turning movement restrictions (right-in/right-out/left-in)	High	$150
R24	9th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
R26	35th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
R27	35th Street/Oak Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
			Total High Priority Cost	$1,800

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation will be required to determine the most appropriate form of traffic control.

TRAFFIC SAFETY PLAN

The traffic safety plan includes projects to increase visibility and driver awareness. The cost constrained projects include improvements at several intersections with a history of frequent and/or severe injury crashes, including ped/bike-related crashes.

Table 1B. Cost Constrained Plan Projects – Traffic Safety Projects

Map ID	Location	Description	Priority	Cost ($1,000)
S2[1]	US 101/Munsel Lake Road	Install advance intersection warning signs with flashing beacons and install intersection lighting	High	$150
S5[1]	US 101/OR 126	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	$50
S6[1]	US 101/ Rhododendron Drive	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	$50
S7[1]	OR 126/Quince Street	Install street lighting and evaluate need for traffic control modification (Coordinate with Project R22)	High	$100
S8	Rhododendron Drive/Heceta Beach Road	Install advance intersection warning signs on Heceta Beach Road; trim vegetation in SE and SW corners to increase sight distance; and install intersection lighting	High	$150
S9	Kingwood Street/ 15th Street	Install advance intersection warning signs on Kingwood Street and trim vegetation in SE corner to increase sight distance	High	$100
S10	Kingwood Street/ 9th Street	Install advance intersection warning signs on 9th Street; install additional intersection lighting; and evaluate need for traffic control modification (Coordinate with Projects R24 and R25)	High	$100
			Total High Priority Cost	$700

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

PEDESTSRIAN PLAN

The pedestrian plan includes projects to improve access and circulation for people walking and using mobility devices. The cost constrained projects include new sidewalks, crosswalks, multi-use paths, and trails.

Table 1C. Cost Constrained Plan Projects – Pedestrian Projects

Map ID	Location	Description	Priority	Cost ($1,000)
		ODOT Streets		
P1	**US 101** 37th St to UGB	Complete sidewalks on both sides of the street	High	$3,090
P2	**OR 126** US 101 to N Fork Road	Construct sidewalks on both sides of the street from Spruce Street to Tamarack Street and a multi-use path on the north side from Tamarack Street to N Fork Road	High	$1,605
		Lane County Streets		
P3	**Heceta Beach Rd** US 101 to Rhododendron Dr	Construct multi-use path on one side of the street with stormwater facility	High	$2,750
P4	**Munsel Lake Rd** US 101 to Spruce St	Construct sidewalks with landscape strips on one side of the street and a multi-use path on the other side of the street	High	$450
P5	**Munsel Lake Rd** Spruce St to Ocean Dunes Dr	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$2,125
P6	**Munsel Lake Rd** Ocean Dunes Dr to N Fork Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$705
P7	**N Fork Rd** OR 126 to Munsel Lake Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$1,310
		City Streets – Arterial		
P11	**Rhododendron Dr** 9th St to Wild Winds St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$1,040
P12	**Rhododendron Dr** Wild Winds St to 35th St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$1,295
P13	**Rhododendron Dr** 35th St to Heceta Beach Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$3,730
		City Streets – Collector		
P14	**2nd St** US 101 to Harbor St	Fill in sidewalk gaps on both sides of the street within Old Town	High	$530
P18	**35th St** Rhododendron Dr to Kingwood St	Construct sidewalks on both sides of the street	High	$1,105
P19	**35th St** Kingwood St to Oak St	Fill in sidewalk gaps on both sides of the street	High	$505
P20	**35th St**	Fill in sidewalk gaps on both sides of the street	High	$255

	Oak St to US 101			
P33	**Oak St** 27th St to 35th St	Construct sidewalk on the east side of the street	High	$950
	City Streets – Other Streets of Significance			
P43	**Laurel St-Old Town Wy** US 101 to Maple St	Fill in sidewalk gaps on both sides of the street	High	$405
			Total High Priority Cost	$21,850

1. Project cost included in roadway system cost.

Table 1D. Cost Constrained Plan Projects – Pedestrian Crossing Projects

Map ID	Location	Description	Priority	Cost ($1,000)
	ODOT Streets			
C1[1]	US 101	Install enhanced crossing treatments on US 101 at 46th St and 42nd/43rd St	High	$250
	Lane County Streets			
C5	Munsel Lake Rd	Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr	High	$50
	City Streets			
C9	Oak St	Install enhanced crossing treatments at 35th St, 27th St, and 21st St; install second crosswalk and school crosswalk signs at 30th St	High	$200
C12	Old Town	Install marked crosswalks with curb extensions on 2nd St at Nopal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk	High	$250
			Total High Priority Cost	$750

Note: Further evaluation will be required to identify the type of enhanced crossing treatments needed at each crossing location.

1. Installation of enhanced crossing treatments will require approval by and coordination with ODOT.

Table 1E. Cost Constrained Plan Projects – Multi-use Path Projects

Map ID	Location	Description	Priority	Cost ($1,000)
MU1	Munsel Creek Multi-use Path	Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16th Street and between 25th Street and 29th Street. Between 16th St and 25th St, the path uses the existing West Park Drive, 18th St, Willow Loop, 23rd St, and Willow St roadway alignments (MU1-A). Extend the path from the Munsel Lake Greenway to Munsel Lake Road (MU1-B)	High	$3,180
MU2	Estuary Trail	Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail	High	$1,375
			Total High Priority Cost	$4,555

BICYCLE PLAN

The bicycle plan includes projects to improve access and circulation for people riding their bike. The cost constrained projects include new shared-lane pavement markings ("sharrows"), shoulder bikeways, on-street bike lanes, and buffered bike lanes.

Table 1F. Cost Constrained Plan Projects – Bicycle Projects

Map ID	Location	Description	Priority	Cost ($1,000)
		ODOT Streets		
B1	**US 101** 37th St to UGB	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) **OR** construct bike facilities consistent with US 101 Refinement Plan	High	$360
B6	**OR 126** US 101 to Tamarack St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	High	$65
		Lane County Streets		
B8	**Heceta Beach Rd** US 101 to Rhododendron Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P3)	High	$915
B9	**Munsel Lake Rd** US 101 to Spruce St	Construct bike lanes on both sides of the street (coordinate with Project P4)	High	$65
B10	**Munsel Lake Rd** Spruce St to Ocean Dunes Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P5)	High	$710
B11	**Munsel Lake Rd** Ocean Dunes Dr to N Fork Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P6)	High	$235
B12	**N Fork Rd** OR 126 to Munsel Lake Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P7)	High	$435
		City Streets – Arterials		
B16	**Rhododendron Dr** 9th St to Wild Winds St	Construct shoulder bikeways on both sides of the street (coordinate with Project P11)	High	$345
B17	**Rhododendron Dr** Wild Winds St to 35th St	Construct shoulder bikeways on both sides of the street (coordinate with Project P12)	High	$430
B18	**Rhododendron Dr** 35th St to Heceta Beach Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P13)	High	$1,245
		City Streets – Collectors		
B19	**2nd St** US 101 to Harbor St	Extend shared lane pavement markings from Maple St to US 101	High	$5
B35	**Maple St** US 101 to Bay St	Add shared lane pavement markings	High	$5
B36	**Oak St** 20th St to 27th St	Construct bike lanes from 20th St to Siuslaw Middle School Dwy (requires removing on-street parking)	High	$200
B39	**Quince St** 2nd St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	$180
B41	**Spruce St** 42nd St to 35th St	Construct bike lanes on both sides of the street from 42nd St to 37th St (requires removing on-street parking)	High	$210
B42	**Spruce St** 32nd St to 17th St	Construct bike lanes on both sides of the street from 25th St to 17th Street (requires removing on-street parking)	High	$430

B43	**Spruce St** 17th St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	$245
		City Streets – Other Roads of Interest		
B46	**Laurel St-Old Town Wy** US 101 to Laurel St	Add shared lane pavement markings	High	$5
B49	**West Park Dr/18th St/Willow Lp/Willow St**	Add shared lane pavement marking (coordinate with Project MU1)	High	$15
			Total High Priority Cost	$6,100

1. Project cost included in roadway system cost.

TRANSIT PLAN

The transit plan includes projects to improve service for people taking the bus. The cost constrained projects include new service in the northern part of the City, new stop amenities, and additional information on available service.

Table 1G. Cost Constrained Plan Projects – Transit Projects

Map ID	Location	Description	Priority	Cost ($1,000)
T1	Local Service	Add service to Rhododendron Dr and Heceta Beach neighborhood	High	0[1]
T3	Marketing	Improve marketing for intercity service, specifically for Link Lane service to Eugene and to Yachats	High	$50
T5	Bus Stops	Add shelters and/or benches to existing bus stops and build bus stops that are accessible	High	$250
			Total High Priority Cost	$300

1. Project will be funded by others or in conjunction with others.

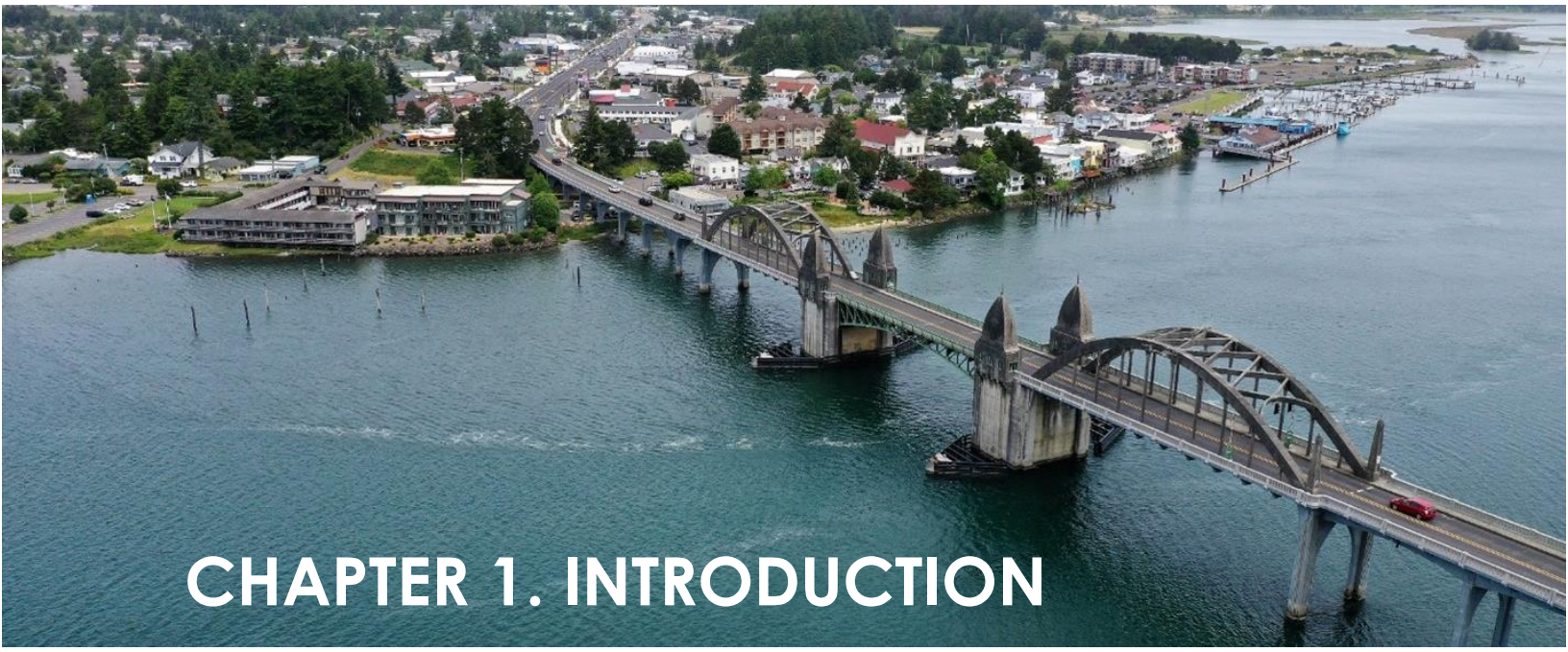
PARKING MANAGEMENT PLAN

The parking management plan includes projects to improve the efficiency of the parking system. The cost constrained projects include new wayfinding signs, on-street parking designations, and increased regulations in Old Town.

Table 1H. Cost Constrained Plan Projects – Parking Management Strategies

Map ID	Location	Description	Priority	Cost ($1,000)
PM1	US 101, OR 126, and Quince St	Install wayfinding signs that direct motorists to off-street public parking facilities in Old Town	High	$50
PM4	Old Town Area A	Stripe on-street parking stalls on both sides of all streets in Old Town Area A	High	$50
PM5	Old Town Area A	Install signage on both sides of all streets in Old Town Area A to indicate time limitations (3-hours), hours of enforcement (8:00 AM to 5:00 PM), and directional arrows indicating the stalls where restrictions apply	High	$50
			Total High Priority Cost	$150

1. Project will be self-funded, funded by others, or in conjunction with others.



CHAPTER 1. INTRODUCTION

Overview

The City of Florence (City), in conjunction with the Oregon Department of Transportation (ODOT), initiated an update of the urban area's Transportation System Plan (TSP) in 2021. This plan is intended to guide the management and implementation of the transportation facilities, policies, and programs, within the urban area over the next 20 years. This represents the vision of the City as it relates to the future of the transportation system while remaining consistent with state and other local plans and policies. The plan also provides the necessary elements for adoption by the governing bodies into the City's Comprehensive Plan.

State of Oregon planning rules require that the TSP be based on the current comprehensive plan land use map and must provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP update are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Oregon Transportation Planning Rule (TPR). These laws and rules require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle and pedestrian plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the TSP.

The TPR requires that the TSP incorporate the needs of all users and abilities. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

TSP Process

The Florence TSP was updated through a process that identified transportation needs, analyzed potential options for addressing those needs over the next 20 years, and provided a financial assessment of funding and a prioritized implementation plan. The following steps were involved in this process:

- Reviewing state, regional, and local transportation plans and policies that the Florence TSP must either comply with or be consistent with.
- Gathering community input through working with a project advisory committee and a public workshop at key points in the project.
- Establishing goals and objectives, identify and assess alternatives, and prioritize future needs.
- Using a detailed inventory of existing transportation facilities and serve as a foundation to establish needs near- and long-term.
- Identifying and evaluating future transportation needs to support the land use vision and economic vitality of the urban area.
- Prioritizing improvements and strategies that are reflective of the community's vision and fiscal realities.
- Preparing for review and adoption by local agencies, including the Florence City Council, Florence Planning Commissioners, and Lane County.

Public Involvement and Committees

The TSP update process provided residents the opportunity to share their respective visions for the future of the transportation system. Comments were gathered at three public open houses during the TSP development process. A project website was also maintained throughout the project that provided interested parties with the most recent documents available, information on upcoming meetings, and the ability to provide general comments to the project team. All of this input informed the development of the TSP goals and policies as well as the planned improvements.

The planning process was guided by a Stakeholder Transportation Advisory Committee (STAC). The STAC was comprised of a wide range of participants: local and state officials from key agencies including the City of Florence Planning and Public Works Departments, Lane County Transportation, Oregon Department of Transportation, Department of Land Conservation and Development, Siuslaw Valley Fire & Rescue, Lane Transit District, Siuslaw School District, and members of the Florence City Council, Planning Commission, Transportation Advisory Committee, and citizens.

Members of the STAC reviewed the technical aspects of the TSP. They held four meetings that focused on all aspects of the TSP development, including the evaluation of existing gaps and deficiencies, and forecast needs; the development of alternatives; the selection of preferred alternatives; the development of the draft TSP; and the review of implementing ordinances.

In addition to the STAC, the draft plans were discussed with the City Planning Commissions and City Council at work sessions and at public hearings.

Plan Area

This TSP covers publicly owned transportation facilities within the existing city urban growth boundary (UGB). Based on the TPR, the plan focuses on arterial and collector streets and their intersections, pedestrian and bicycle facilities along the arterial and collector streets and at other off-street locations, public transportation, and other transport facilities and services, including rail service, air service, pipelines and water service.

TSP Organization and Methodology

Development of the TSP began with the preparation of transportation goals and objectives to guide development of the TSP and the long-term vision for the transportation system. These goals and objectives are presented in Section 2 of this plan. Section 3 through 10 present the Roadway Plan, Pedestrian & Bicycle Plan, Transit Plan, and the Air, Rail, Water, and Pipeline Plans. These sections discuss the existing conditions and future needs of each system (where applicable), and any relative plan elements that have been included in the TSP.

Sections 1 through 10 comprise Volume I of the TSP and provide the main substance of the plan. These are supplemented by Technical Appendices in Volume II that contain the Technical Memoranda documenting the existing conditions analysis, forecast needs, and alternatives analysis that informed the TSP update.

This TSP update includes proposed improvements to non-City facilities. Without additional action by the governmental entity that owns the subject facility or land (i.e., Lane County or the State of Oregon), any project in this Plan that involves a non-City facility is merely a recommendation for connecting the pedestrian and bicycle network. As in most facility planning efforts, moving towards, and planning for, a well-connected network depends on the cooperation of multiple jurisdictions; the TSP is intended to facilitate discussions between the City and its governmental partners as they work together to achieve a well-connected network. The TSP does not, however, obligate its governmental partners to take any action or construct any projects.

CHAPTER 2. GOALS AND OBJECTIVES

The project team developed goals and objectives for the TSP update to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential alternatives to address the needs, and the selection and prioritization of preferred alternatives for inclusion in the TSP update. The goals and objectives were also used to inform recommendations for policy language that will serve as guidance for future land use and transportation decision making. The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision.

Goals and Objectives

The goals and objectives for the TSP update are described below. The goals provide direction for where the City would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve. The goals and objectives are based on a review of the goals and objectives in the previous TSP, information from the ODOT TSP guidelines, and discussions with City staff about the important issues prevalent in the community and transportation system.

GOAL 1: CREATING A SAFE TRANSPORTATION SYSTEM FOR ALL

Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.

Objective 1A: Address known safety issues at locations with a history of fatal or severe injury crashes.

Objective 1B: Provide safe pedestrian crossings on state highways and at additional locations off state highways.

Objective 1C: Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.

GOAL 2: BUILDING FACILITIES THAT SUPPORT ECONOMIC DEVELOPMENT & ARE COST-EFFECTIVE

Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.

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 US 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 3: MEETING THE WIDE-RANGING TRANSPORTATION NEEDS OF ALL USERS

Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.

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 non-automotive 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 4: MINIMIZING ENVIRONMENTAL IMPACTS

Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.

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: Objective 4C: Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution.

Objective 4D: Objective 4D: Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors.

GOAL 5: ADDING RESILIENCE TO THE NETWORK & PLANNING FOR EMERGENCIES

Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.

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 6: COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS

Foster good relationships with public and private partners in the common interest of building the city's transportation network.

Objective 6A: Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions

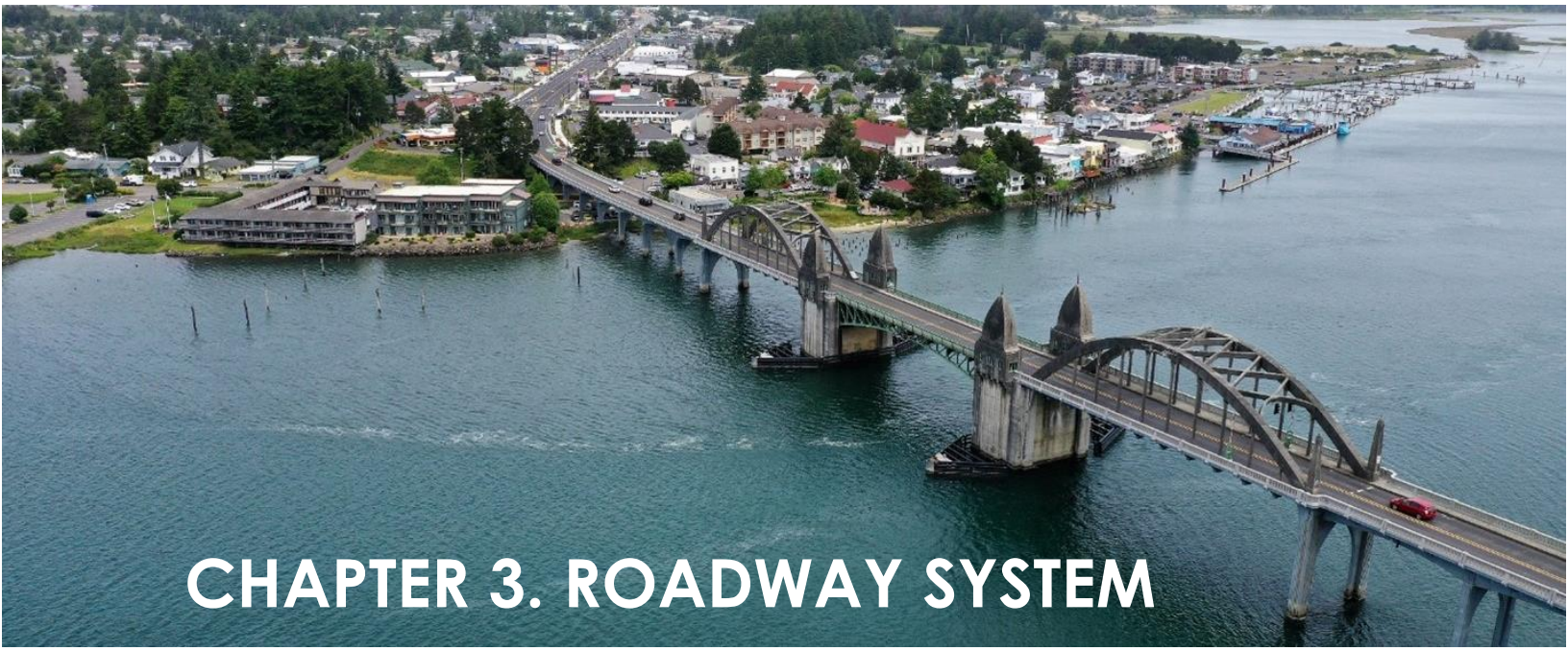
Objective 6B: Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans

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

Project Selections and Prioritization

The selection and prioritization of projects included in the TSP update was determined based on the goals and objectives described above and application of the project evaluation criteria. *See Tech Memo #2 and Tech Memo #6 in the Volume II Technical Appendix for additional information*.



CHAPTER 3. ROADWAY SYSTEM

Roadway System

The roadway system within Florence serves a majority of trips across all travel modes. In addition to motor vehicles, pedestrians, bicyclists, transit riders, and others use the roadway system to travel throughout the city. The roadway system consists of two state highways (US 101 and OR 126), several Lane County streets, and numerous City of Florence streets.

ROADWAY SYSTEM NEEDS

Several roadway system needs were identified throughout the planning process. The needs reflect an inventory and evaluation of the roadway system, as well as input from the project team, project advisory committee, and the community. ODOT, Lane County, and the City of Florence all own and operate streets within the city and use different standards to determine the need for improvements. This can create challenges when there are overlapping operational, safety, and congestion issues, which intensify during the peak summer months. The following needs rose to the top throughout the planning process.

Disconnected Street Grid

The street network in Florence is on a grid system south of 9th Street and east of Kingwood Street, as well as along US 101 north toward approximately 37th Street. Outside of these two areas, the street network is not as connected, with several land uses (the Florence Municipal Airport, Florence Golf Links, existing sand dunes) that prevent a more connected street network. The only roads that connect Rhododendron Drive with US 101 are 9th Street, 35th Street, and Heceta Beach Road. This disconnected street network could hamper the city's ability to evacuate coastal residents during a potential Cascadia Subduction Zone event. On a more day-to-day basis, the disconnected street grid means that a large number of local motor vehicle trips are taken on a small handful of streets, including US 101.

Functional Classification Shortfalls

A roadway's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. There are a few streets in Florence (maintained either by the City or another jurisdiction) that are either not constructed to the functional classification standard (often missing walking or biking infrastructure) or

should likely have a higher classification level given the existing traffic and connections that the street provides.

Traffic Congestion

The traffic modeling for the TSP Update shows two intersections (US 101/Munsel Lake Road and Kingwood Street/35th Street) that exceed their mobility standard, and two additional intersections (US 101/35th Street and US 101/OR 126) have 95th percentile queues that exceed the available storage. Given the summer season volumes along the state highways, as well as the limited street connectivity that leads to local traffic utilizing these state highways, it is important to ensure that the roadway network is balanced to meet the needs of all users in Florence without building a system that is unsuitable during the off-peak seasons.

Traffic Safety

Traffic safety has a significant impact on how people use the transportation system, particularly in areas where real or perceived safety risks may prevent people from using more active travel modes, such as walking, biking, and taking transit. The most recent five years of complete crash data totaled 338 reported crashes in Florence. These included 2 fatal crashes, 15 serious injury crashes, 127 moderate or minor injury crashes, and 194 property damage only (PDO) crashes. The real or perceived safety risks may reflect the crash history of an area or the physical and/or operational characteristics of the roadways (winding curves, steep grades, high traffic volumes, high travel speeds, excessive heavy vehicles, etc.). Working to improve traffic safety for all roadway users is a top priority.

The roadway plan summarized below includes projects to increase the efficiency of the transportation system through changes in the functional classification and designation of roadways, improvements in major street connectivity, roadway capacity investments, and safety improvements.

JURISTICTION

Streets within Florence are owned and operated by three jurisdictions: ODOT, Lane County and the City of Florence. Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 1 illustrates the jurisdiction of streets within Florence. The following summarizes information on the ODOT, County, and City facilities within Florence.

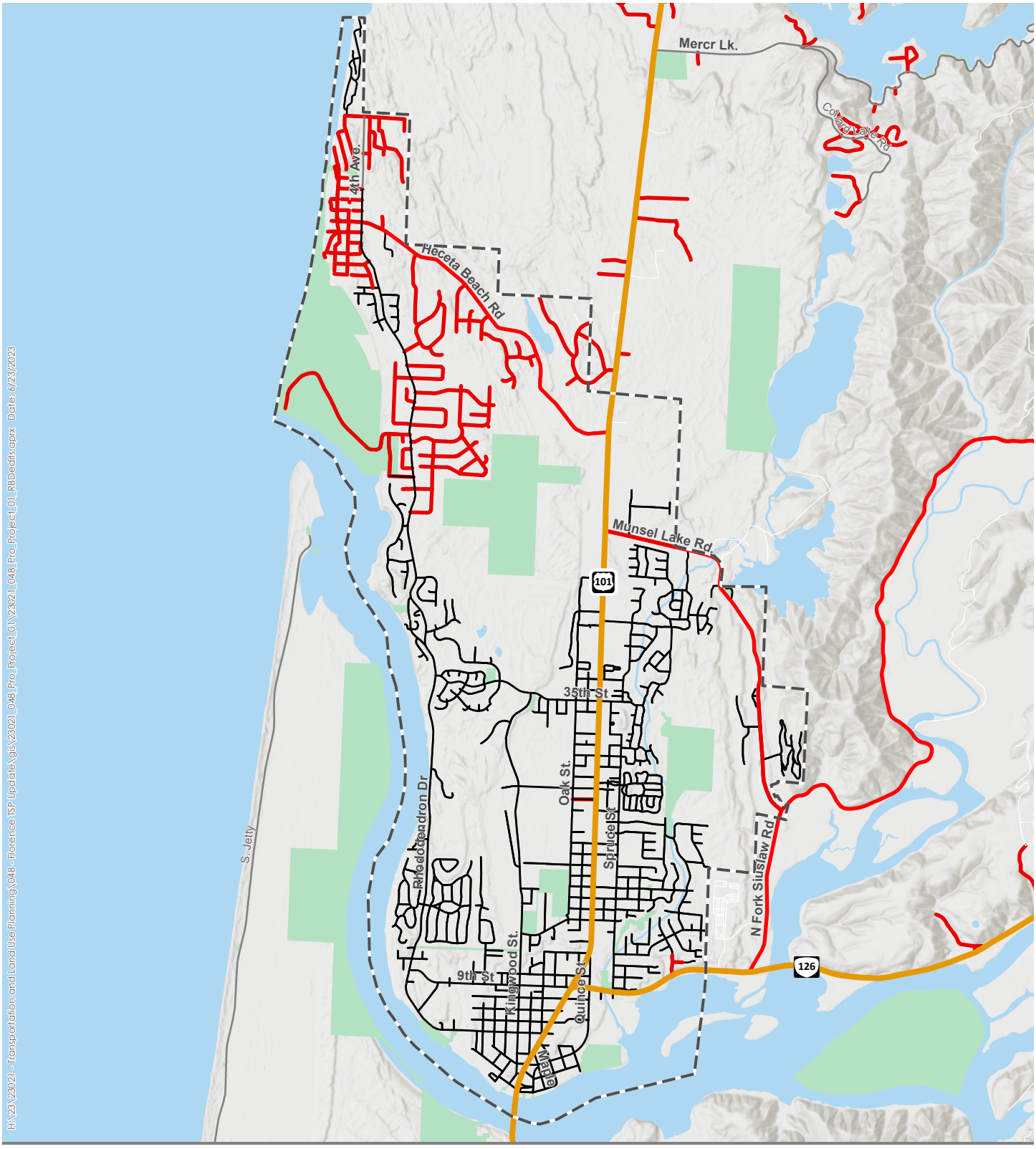
ODOT Facilities

ODOT owns and operates two state highways within Florence: US 101 and OR 126. US 101 is the main north-south route through Florence and connects with OR 126 and other major City and County facilities. US 101 continues to the north and south along the Oregon coastline and connects Florence with Washington and California. OR 126 is the main east-west route to/from Florence and connects with US 101 and other major City and County facilities. OR 126 continues to the east along the Siuslaw River and connects Florence with OR 36 and the City of Eugene.

County Facilities

Lane County owns and operates a few major facilities within Florence, including:

- Heceta Beach Road
- Munsel Lake Road
- North Fork Siuslaw Road
- Harbor Vista Road (within the campground)
- N Jetty Road



ODOT
Lane County
City of Florence
Parks
Water
City Boundary
Urban Growth Boundary

0 0.5 1 Miles

Figure 1

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Roadway Jurisdictions
Florence, Oregon

These roads either provide regional connections (In addition OR 126, Munsel Lake Road provides the only street connection between US 101 and N Fork Siuslaw Road) or provide access to government property (Siuslaw Valley Fire and Rescue, the US Coast Gard Station on the Siuslaw River, and Harbor Vista County Campground and Park).

City Facilities

The city owns and operates all other major facilities within Florence, including:

- 2nd Street
- 4th Avenue
- 9th Street
- 15th Street
- 20th Street
- 21st Street
- 27th Street
- 30th Street
- 32nd Street
- 35th Street
- 42nd Street
- 43rd Street
- 46th Street
- Bay Street
- Maple Street
- Kingwood Street
- Oak Street
- Quince Street
- Redwood Street
- Rhododendron Drive
- Spruce Street

FUNCTIONAL CLASSIFICATION PLAN

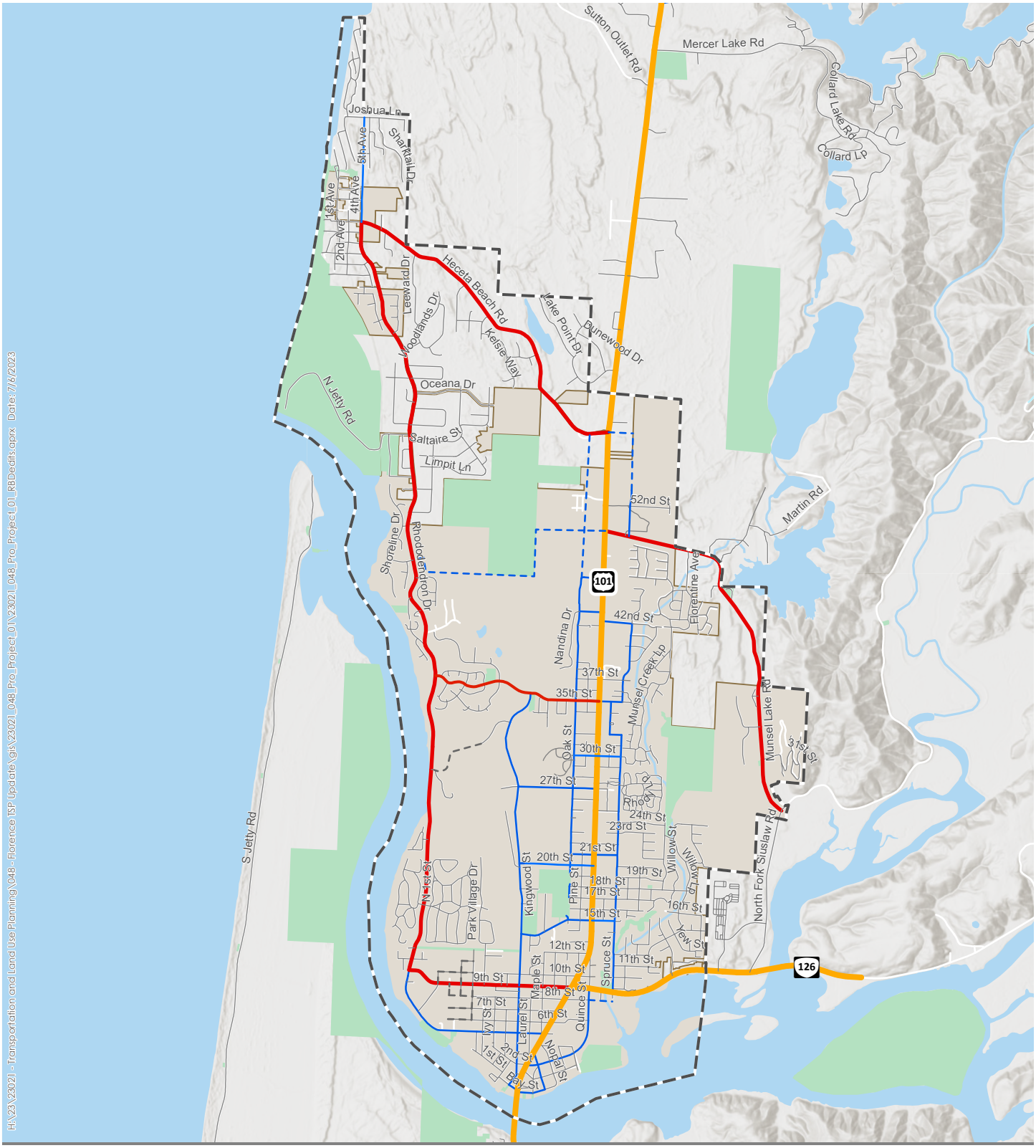
A street's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. Figure 2 illustrates the functional classification of streets within Florence. The functional classification is typically established by a local jurisdiction (city or county) based on the following hierarchy:

- **Arterials** are intended to serve high volumes of traffic, particularly through traffic, at relatively high speeds. They also serve truck movements and typically emphasize traffic movement over local land access.
- **Collectors** serve traffic from the local street system and distribute it to the arterial street system. These roadways provide a balance between traffic movement and land access and should be designed as best to facilitate traffic circulation throughout the City.
- **Local Streets** provide land access and carry locally generated traffic at relatively low speeds to the collector street system. Local streets should provide connectivity through neighborhoods but should be designed to discourage cut-through vehicular traffic.

ODOT Highway Classification

ODOT has a separate classification system for its highways, which guides the planning, management, and investment for state highways. ODOT's categories, from highest to lowest, are Interstate, Statewide, Regional, and District highways. According to the Oregon Highway Plan (OHP), both US 101 and OR 126 are classified as Statewide Highways. The OHP defines Statewide Highways as follows:

- **Statewide Highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas and recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe, efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas, local access may also be a priority.



Roads

- Highway / Major Arterial
- Minor Arterial
- Collector
- Local Street
- Future Collector
- Future Local Street
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 2

Functional Classification Plan
Florence, Oregon

KITTELSON & ASSOCIATES

Special Transportation Areas and Urban Business Areas

In addition to the functional classifications identified above, the segment of US 101 from 30th Street to OR 126 is designated as an Urban Business Area (UBA) and the segment of US 101 from OR 126 to Bay Street is designated as a Special Transportation Area (STA). According to the OHP:

- An **Urban Business Area** (UBA) is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries or urban unincorporated community boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability.
- A **Special Transportation Area** (STA) is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on designated OHP Freight Routes where through highway mobility has greater importance.

Table 2 summarizes the functional classifications of arterial and collector streets within Florence by jurisdiction.

Table 2. Functional Classification Plan (Arterials and Collector Streets)

Street	Segment	Classification
ODOT Streets		
US 101	North city limits to south city limits	Highway/Major Arterial
OR 126	US 101 to east city limits	Highway/Major Arterial
Lane County Streets		
4th Avenue	Falcon Street to Joshua Lane	Collector
Heceta Beach Road	Rhododendron Drive to US 101	Minor Arterial
Munsel Lake Road	US 101 to North Fork Road	Minor Arterial
North Fork Road	OR 126 to Munsel Lake Road	Minor Arterial
City Streets		
2nd Street	US 101 to Quince Street	Collector
4th Avenue	Heceta Beach Rd to Falcon Street	Collector
9th Street	Rhododendron Dr to US 101	Minor Arterial
15th Street	Oak St to Spruce Street	Collector
20th Street	Kingwood Street to US 101	Collector
21st Street	Oak St to Spruce St	Collector
27th Street	Kingwood St to US 101	Collector
30th Street	Oak St to Spruce St	Collector
32nd Street	Redwood St to Spruce St	Collector
35th Street	Rhododendron Dr to US 101	Minor Arterial
35th Street	US 101 to Spruce St	Collector
42nd Street	US 101 to Spruce St	Collector
43rd Street	Oak St to US 101	Collector
46th Street	Oak St to US 101	Collector
Airport Road	Kingwood St to Oak St	Collector
Bay Street	Kingwood St to Maple St	Collector
Kingwood Street	Bay St to 35th Street	Collector
Maple Street	US 101 to Bay St	Collector

Oak Street	15th St to 46th St	Collector
Quince Street	2nd St to US 101	Collector
Redwood Street	32nd St to 35th St	Collector
Rhododendron Drive	Heceta Beach Rd to 9th Street	Minor Arterial
Rhododendron Drive	9th St to US 101	Collector
Spruce Street	OR 126 to 32nd St and 35th St to 42nd St	Collector

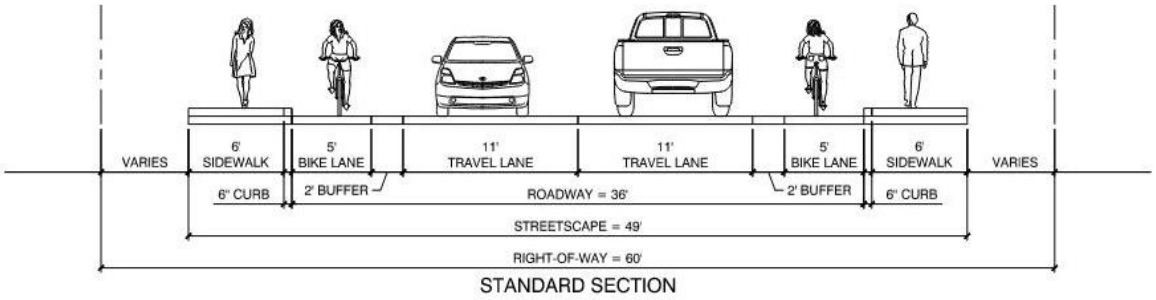
Several changes to the City's functional classification plan were made as part of the TSP update, each of which increases the classification of City roadways from local streets to collectors. The changes are intended to better align the classifications with roadway uses and to provide further arterial and collector connectivity within the built network. The City will coordinate with ODOT and Lane County to address discrepancies in the functional classification of roadways between jurisdictions following adoption of the TSP.

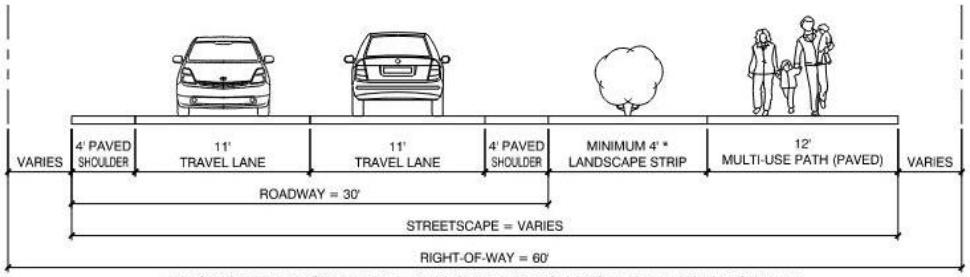
STREET CROSS SECTIONS

Street cross sections that reflect the unique characteristics of Florence are presented below. The design of a street can (and will) vary from street to street and segment to segment due to adjacent land uses and demand. The street cross sections are intended to define a system that allows standardization of key characteristics to provide consistency, but also to provide criteria for application that provides some flexibility while meeting the design standards. Exhibits 1 through 6 illustrate the street cross-section for each functional classification.

Unless prohibited by significant topographic or environmental constraint, newly constructed streets should meet the maximum standards indicated in the cross sections. When widening an existing street, the City may use lesser standards than the maximum to accommodate physical and existing development constraints where determined to be appropriate by the Public Works Director. In some locations "green streets" (those that utilize vegetation or pervious material to manage drainage) may be appropriate due to design limitations or adjacent land use.

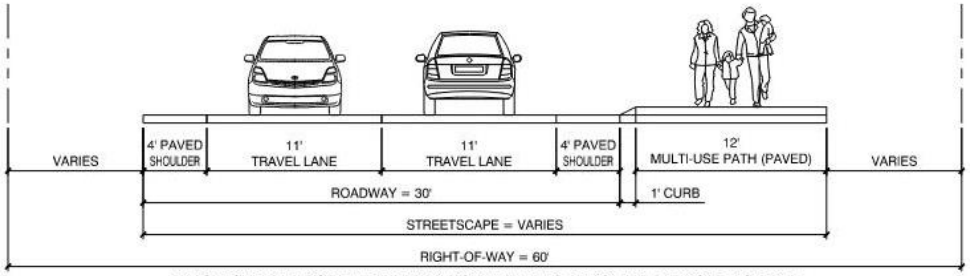
Exhibit 1. Minor Arterial Cross Sections





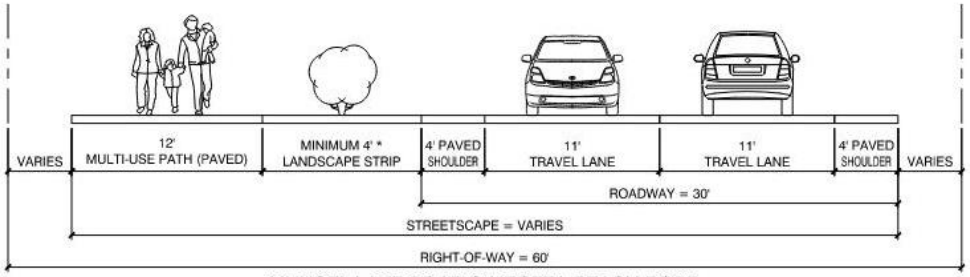
RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD **
(STANDARD SECTION WITH SEPARATED PATH)

* 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).



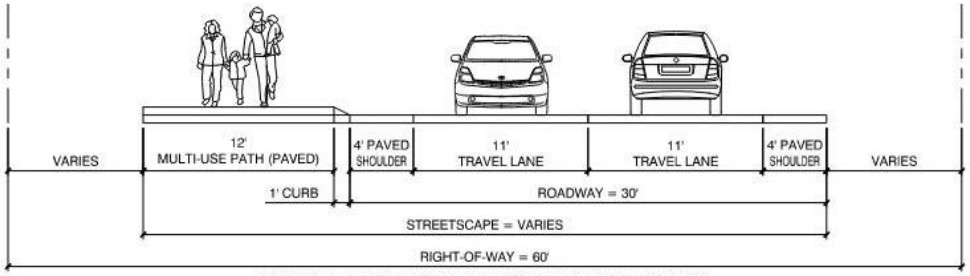
RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD *
(ALTERNATE SECTION WITH RAISED PATH)

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



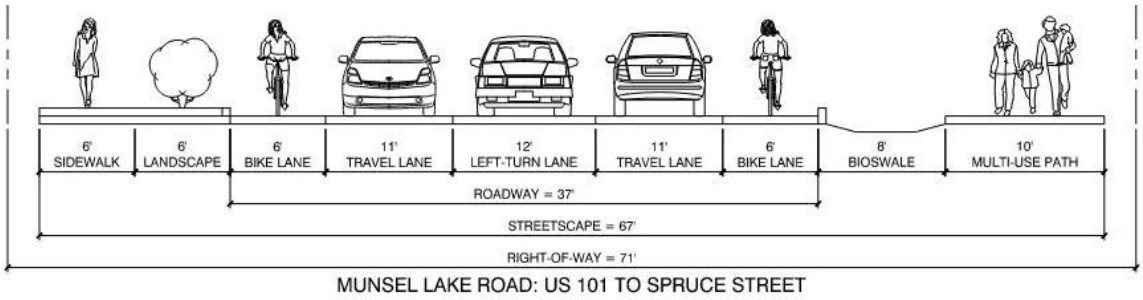
MUNSEL LAKE ROAD & HECETA BEACH ROAD
(STANDARD SECTION WITH SEPARATED PATH)

* 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.



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

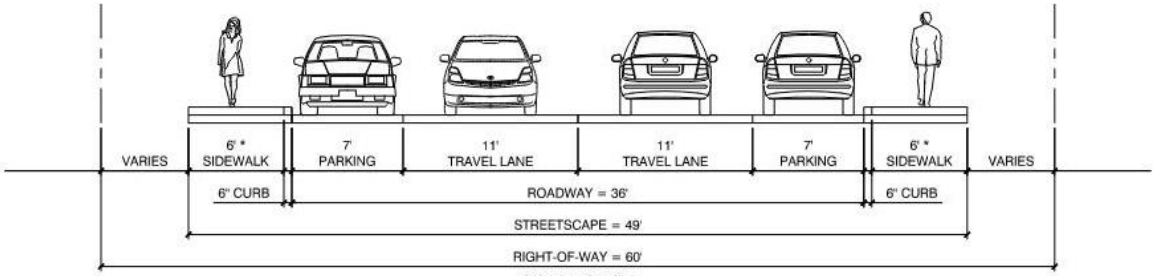
* SLOPED CURB SAME AS FOR ALTERNATE SECTION ON RHODODENDRON DRIVE AND DOCUMENTED IN RHODODENDRON DRIVE TRANSPORTATION PLAN (JAN 2008).



MUNSEL LAKE ROAD: US 101 TO SPRUCE STREET

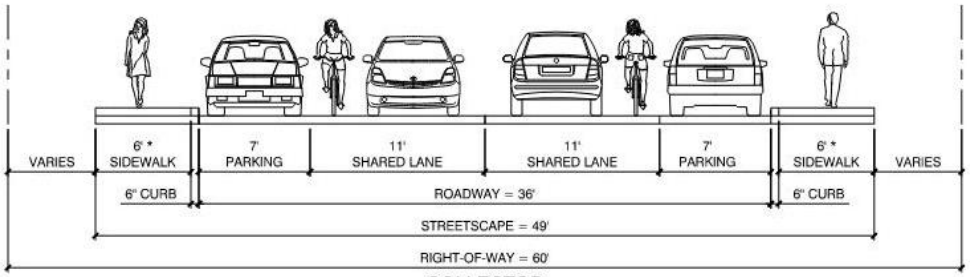
SOURCE: JRH TRANSPORTATION ENGINEERING 4/27/09.

Exhibit 2. Collector Cross Sections



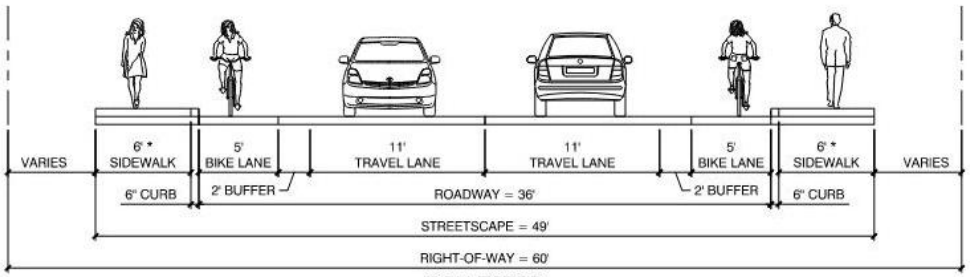
COLLECTOR
(ON-STREET PARKING)

* 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.



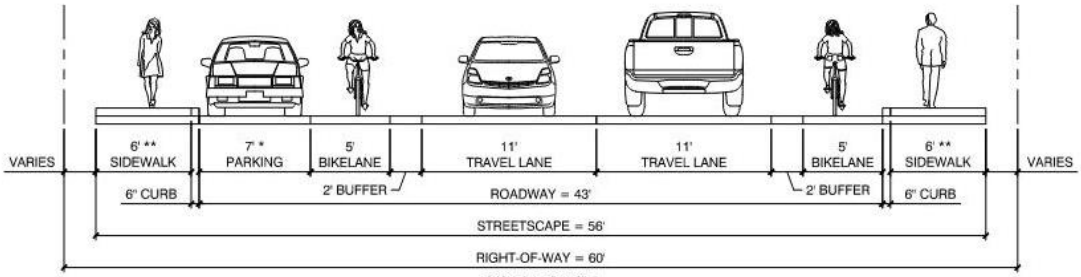
COLLECTOR
(BIKE SHARROWS WITH ON-STREET PARKING)

* 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.



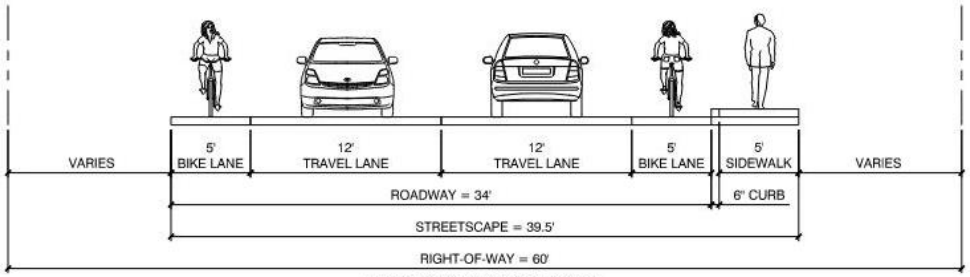
COLLECTOR
(NO PARKING)

* 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.



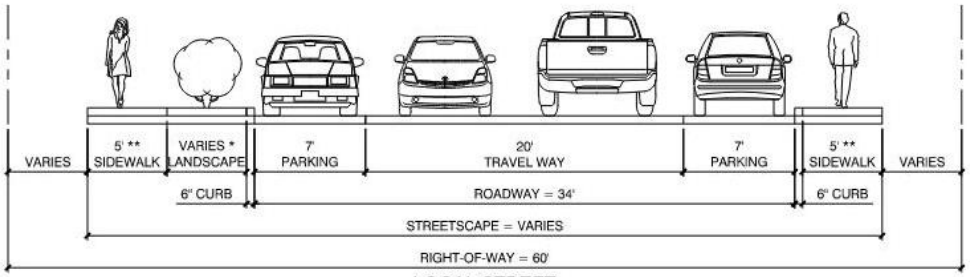
COLLECTOR
(BIKE LANES WITH ON-STREET PARKING)

* 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.



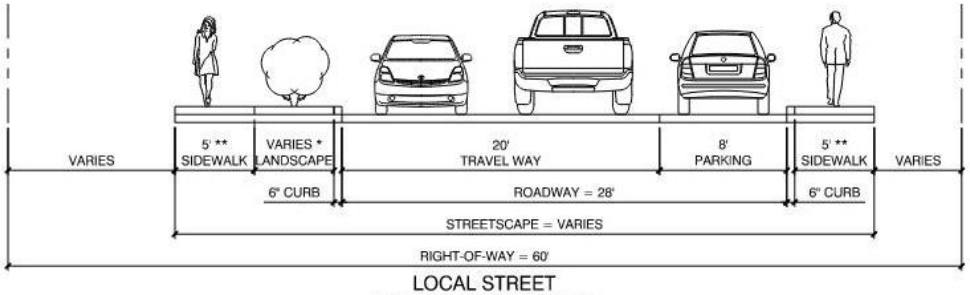
RHODODENDRON DRIVE
(HEMLOCK STREET TO 9TH STREET)

Exhibit 3. Local Street Cross Sections



LOCAL STREET
(PARKING BOTH SIDES)

* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO 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.



LOCAL STREET
(PARKING ONE SIDE)***

* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO 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.

MAJOR STREET CONNECTIVITY AND CAPACITY PLAN

The major street connectivity and capacity plan includes several new major street connections (arterials and collectors) that will enhance north-south and east-west connectivity within the city. The new connections reflect a review of existing major street connections as well as planned connections identified in the 2012 TSP. The future street system needs to balance the benefits of providing a well-connected roadway system with the connectivity challenges in the city due to existing constraints.

Table 3 identifies the major street connectivity and intersection capacity projects developed for the street system. The priorities shown in Table 3 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar street improvements in the northwest. Figure 3 illustrates the location of the major street connectivity and capacity plan projects.

Table 3. Major Street Connectivity and Capacity Plan Projects

Map ID	Location	Description	Priority	Cost ($1,000)
		Street Projects		
R1	US 101 (Refinement Plan)	Complete a refinement plan from Munsel Lake Road to the 21st St to evaluate the potential to reconfigure of the roadway with a 3-lane cross section	High	$150
R2	Bay Street (Streetscape Plan)	Complete a streetscape design plan from Kingwood Street to Nopal Street to evaluate the potential reconfiguration of the roadway	High	$50
R3	Pacific View Drive	Extend the roadway from the southern terminus to Rhododendron Drive at New Hope Lane	Low	$1,965
R4	Munsel Lake Road	Extend the roadway from US 101 to Oak Street (Coordinate with Project R17)	Medium	$775
R5	Munsel Lake Road/46th Street	Extend Munsel Lake Road **OR** 46th Street from Oak Street to Rhododendron Drive – if 46th Street is extended, the US 101/46th Street intersection may need to be reconfigured	Low	$5,460
R6	Oak Street	Extend the roadway from 46th Street to Heceta Beach Road	Medium	$4,805
R7	20th Street	Extend the roadway from the western terminus to Kingwood Street – includes potential realignment with Airport Lane	Medium	$320
R8	Spruce Street	Extend the roadway from the northern terminus to Heceta Beach Road	Low	$1,905
R9	Spruce Street	Extend the roadway from OR 126 to the 8th Street Extension	Medium	$260
R10	8th Street	Extend the roadway from Quince Street to the Spruce Street Extension – includes a bridge over Munsel Creek	Medium	$1,260
R11	Heceta Beach Road	Extend the roadway from US 101 to Spruce Street (Coordinate with Project R16)	Low	$835
R12	4th Avenue	Upgrade the roadway from Heceta Beach Rd to Joshua Lane to Collector standard	Low	$2,085
R13	20th Street	Upgrade the roadway from Kingwood Street to US 101 to Collector standard	Medium	$1,260

R14	Quince Street	Upgrade the roadway from OR 126 to US 101 to Collector standard	Low	$420
R15	Xylo Street	Upgrade the roadway from Willow Ct to 12th St	Medium	$465
		Intersection Projects		
R16[1]	US 101/Heceta Beach Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Medium	$1,250
R17[1]	US 101/Munsel Lake Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	High	$1,250
R18[1]	US 101/35th Street	Restripe the eastbound approach to the intersection to maximize the available storage	Medium	$50
R19[1]	US 101/27th Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Medium	$1,250
R20[1]	US 101/15th Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Low	$1,250
R21[1]	US 101/OR 126	Restripe the eastbound and southbound approaches to maximize the available storage	High	$50
R22[1]	OR 126/Quince Street	Implement turning movement restrictions (right-in/right-out/left-in)	High	$150
R23[1]	OR 126/Spruce Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Low	$1,250
R24	9th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
R25	9th Street/ Kingwood Street	Reconfigure the intersection as a mini-roundabout when warranted	Low	$1,250
R26	35th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
R27	35th Street/Oak Street	Reconfigure the intersection to all-way stop-control when warranted	High	$50
R28	Rhododendron Drive/Jetty Road	Install separate left- and/or right-turn lanes at the intersection	Low	$250
			Total High Priority Cost	$1,800
			Total Medium Priority Cost	$11,695
			Total Low Priority Cost	$16,670
			Total Cost	$30,165

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation will be required to determine the most appropriate form of traffic control.

Major Street and Intersection Policies

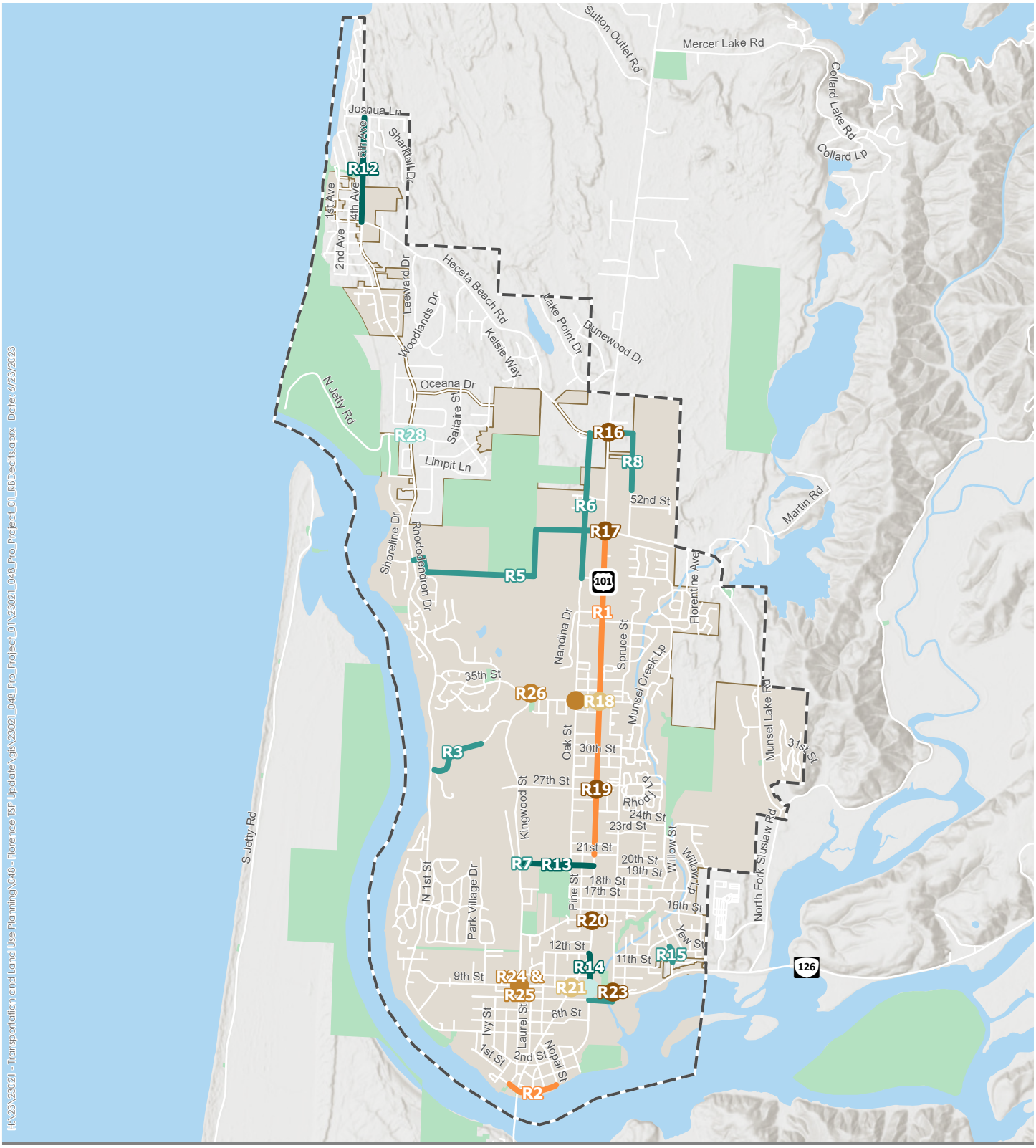
- Florence shall develop a coordinated street network which facilitates the mobility and accessibility of community residents.
- As city limits are expanded, Florence shall simultaneously annex land and the county roads found within, or bordering, the newly annexed land.

Lane County maintains the County road system, which exists largely outside of urban areas, to a rural standard. Traditionally, as city limits expand to encompass County road segments,

ownership of these road segments are transferred to the City, so the roads may be maintained to urban standards.

Local Street Connectivity

Several local street connections were identified as part of the 2012 TSP, including an extension of Pacific View Drive to connect with Rhododendron Drive and an extension of the street grid with anticipated development along 9th Street near Peace Health Medical Center. Figure 4 illustrates the location and general orientation of the local street connections. Roadway alignments and cost estimates are not provided as they are anticipated to be determined as part of future development. Any local street connections that are desired to be city-initiated projects should be identified as a high priority and included in the cost-constrained plan. Otherwise, the City will refer to the local street connections shown in Figure 4 during development review to ensure future development and redevelopment improve local street access and circulation within the city.



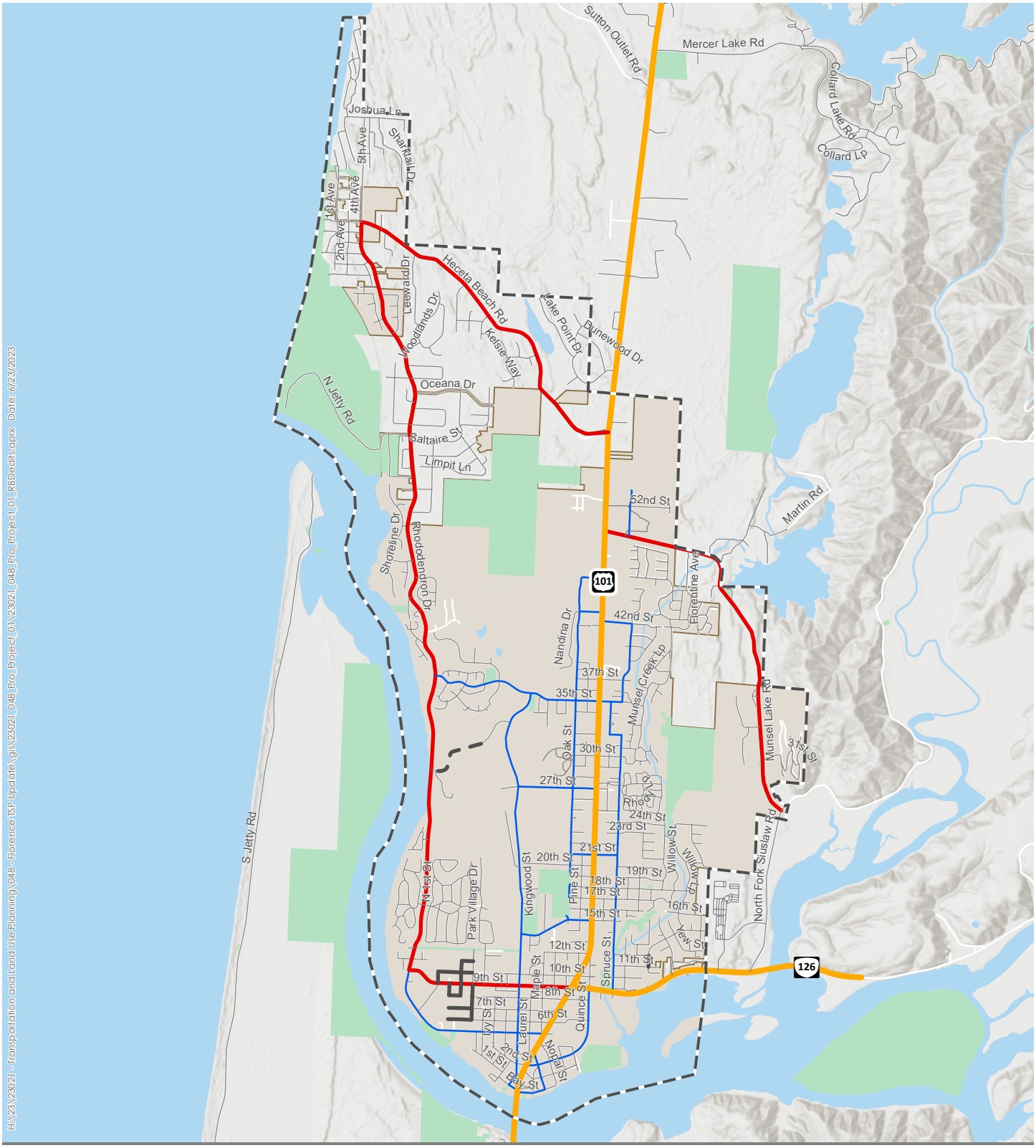
- Upgrade Classification
- Build Roadway
- Refinement/Streetscape Plan
- Reconfigure Intersection
- All-Way Stop Control
- Add Storage
- Turn Lane Changes
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 3

KITTELSON & ASSOCIATES

Major Street Connections and Intersection Projects
Florence, Oregon



Roads

- Highway / Major Arterial
- Minor Arterial
- Collector
- Local Street
- Future Local Street
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 4

KITTELSON & ASSOCIATES

Local Street Connections
Florence, Oregon

TRAFFIC SAFETY PLAN

Traffic safety has a significant impact on how people use the transportation system, particularly in areas where real or perceived safety risks may prevent people from using more active travel modes, such as walking, biking, and taking transit. Several of the traffic safety projects identified throughout the development of the TSP are addressed under the roadway, bicycle, and pedestrian system plans. These projects include roadway and intersection enhancements that address specific safety issues and new bike lanes, sidewalks, crosswalks, etc. that provide separation between travel modes. The traffic safety projects described below include those that are not addressed under other plans.

Traffic Safety Plan Projects

The traffic safety plan projects include enhancements at locations with a history of fatal and severe injury crashes as well as locations with high crash rates. Table 4 identifies the projects developed for the TSP to address traffic safety. The priorities shown in Table 4 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 5 illustrates the location of the traffic safety projects.

Table 4. Traffic Safety Plan

Map ID	Location	Description	Priority	Cost ($1,000)
S1[1,2]	US 101/Heceta Beach Road	Install advance intersection warning signs with flashing beacons; install southbound dynamic speed feedback sign after entering Florence; and install intersection lighting	Medium	$250
S2[1]	US 101/Munsel Lake Road	Install advance intersection warning signs with flashing beacons and install intersection lighting	High	$150
S3[1]	US 101/46th Street	Install advance intersection warning signs with flashing beacons; install street name signs; install intersection lighting; and trim/remove vegetation	Medium	$150
S4[1]	US 101/12th Street	Install street lighting and evaluate need for traffic control modification	Low	$50
S5[1]	US 101/OR 126	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	$50
S6[1]	US 101/ Rhododendron Drive	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	$50
S7[1]	OR 126/Quince Street	Install street lighting and evaluate need for traffic control modification (Coordinate with Project R22)	High	$100
S8	Rhododendron Drive/Heceta Beach Road	Install advance intersection warning signs on Heceta Beach Road; trim vegetation in SE and SW corners to increase sight distance; and install intersection lighting	High	$150
S9	Kingwood Street/ 15th Street	Install advance intersection warning signs on Kingwood Street and trim vegetation in SE corner to increase sight distance	High	$100
S10	Kingwood Street/ 9th Street	Install advance intersection warning signs on 9th Street; install additional intersection lighting; and evaluate need for traffic control modification (Coordinate with Projects R24 and R25)	High	$100
			Total High Priority Cost	$700
			Total Medium Priority Cost	$400

	Total Low Priority Cost	$50
	Total Cost	$1,150

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

2. Speed feedback signs are considered enforcement tools, and the City will be expected to fund, operate, and maintain the speed feedback signed under an ODOT permit.

In addition to the Safety Alternatives projects identified in Table 4, several additional alternatives were considered along specific roadways:

- US 101 and OR 126 – implement traffic calming/speed reduction treatments at the approach to major intersections.
- Heceta Beach Road – implement traffic calming/speed reduction treatments from Rhododendron Drive to US 101.
- Munsel Lake Road – implement traffic calming/speed reduction treatments from US 101 to N Fork Road.
- N Fork Road – implement traffic calming/speed reduction treatments from US 101 to Munsel Lake Road.
- Kingwood Street – implement traffic calming measures/speed reduction treatments from 20th Street to 35th Street.
- Oak Street – implement traffic calming measures/speed reduction treatments from 35th Street to 46th Street.
- 15th Street-Airport Road – implement traffic calming/speed reduction treatments from Kingwood Street to US 101.

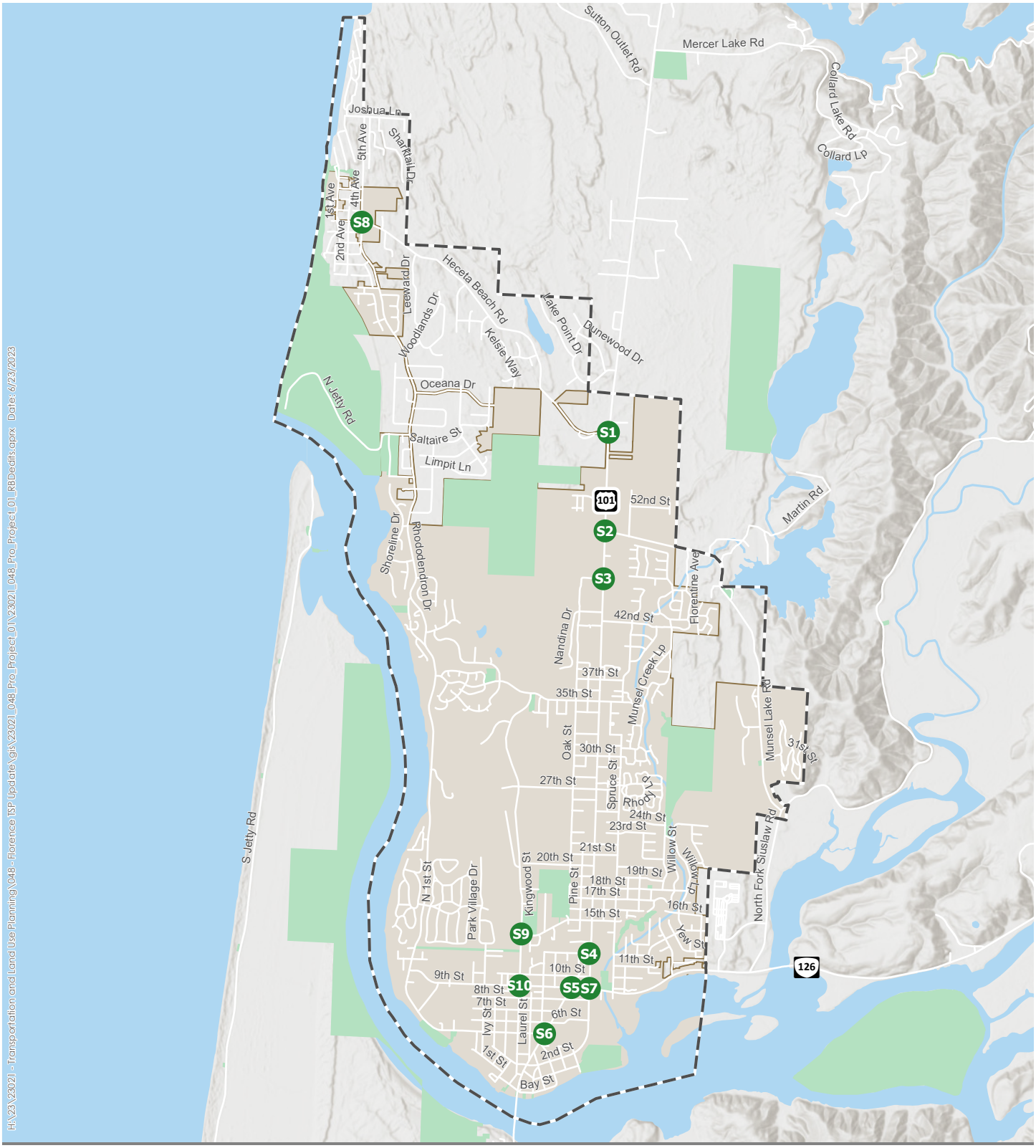


Figure 5

Traffic Safety Projects
Florence, Oregon

KITTELSON & ASSOCIATES

Freight System

Freight plays a major role in Florence's transportation network. With two state highways that operate as freight routes, as well as several freight generators within the city, freight needs are broad and significant.

FREIGHT GENERATORS AND ROUTES

The OHP identifies all interstate highways and certain Statewide, Regional, and District Highways as freight routes. These routes are intended to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight route system. The OHP identifies US 101 (south of OR 126) and OR 126 (east of US 101) as freight routes, as well as high clearance routes and reduction review routes in Florence. [3]

There are several freight generators within Florence, including:

- **Port of Siuslaw:** The Port of Siuslaw, located off of 1st Street immediately to the east of Old Town Florence, is a publicly-chartered special district with commercial and sport boat moorages.
- **Florence Municipal Airport:** The airport, which serves twin-engine aircraft and small jets, averages approximately 134 aircraft operations per week and is home to 25 aircraft.
- **Florence Industrial Park:** The Florence Industrial Park, located off Pacific View Drive, is a partially developed industrial area currently owned by the Port of Siuslaw. Currently, there are two industrial businesses located there: a motor vehicle hydraulics and pump cylinders company, and a machine shop.
- **Grocery stores (Safeway, Grocery Outlet, Bi-Mart, and Fred Meyer):** These four grocery stores are all located along US 101.

The Port of Siuslaw, located on Harbor Street, connects with Quince Street, a wide, two-lane road with approximately 20-foot lanes. Quince Street provides a direct connection to US 101 and OR 126, both of which are freight routes. Project B37 proposes adding bike lanes onto Quince Street, which will allow for modal separation from freight vehicles.

The Florence Municipal Airport is located off Kingwood Street, a two-lane road with approximately 12- to 14-foot lanes. To the south, Kingwood Street connects with 9th Street, providing access to US 101 and OR 126. To the north, Kingwood Street connects with 35th Street, providing access to US 101. The Florence Industrial Park, located on Pacific View Drive, is also located off of Kingwood Street.

The four grocery stores in Florence are all located along US 101. Only one of these stores, Safeway, is located along a portion of US 101 that is designated as a freight route. However, US-101 is a four- to five-lane facility that freight vehicles can navigate.

FREIGHT POLICIES

The freight policies, established from the *Florence Realization 2020 Comprehensive Plan* and through the planning process to create this TSP Update, are provided below:

[3] Per OAR 731-012-0010, projects identified on reduction review routes must be reviewed for potential reductions in vertical and horizontal clearance and must include input from affected stakeholders and local governments.

- Accommodate local freight traffic on Kingwood Street via 9th Street, 27th Street, and 35th Street.
- Ensure that planned pedestrian and bicycle improvements on City streets with local freight traffic (Kingwood Street, 9th Street, 27th Street, 35th Street, Quince Street, and 2nd Street) are designed to allow for safe and distinct space for all modes.
- Develop policies related to maintenance along designated freight routes to ensure the facilities do not become degraded over time.
- Develop policies related to pedestrian and bicycle facilities along designated freight routes to ensure greater separation of travel modes.
- Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones, specifically for businesses on Bay Street.

CHAPTER 4. PEDESTRIAN SYSTEM

Pedestrian System

Pedestrian facilities in Florence consist of sidewalks, multi-use paths and trails, as well as marked and unmarked, signalized and unsignalized, pedestrian crossings. These facilities provide residents and visitors with the ability to travel between residential areas, schools, parks, churches, retail/commercial centers, and other major destinations within Florence (Old Town/Bay Street, Peace Health, and the Siuslaw Public Library, among others) by foot or mobility device.

PEDESTRIAN SYSTEM NEEDS

Inventory and public outreach indicate that the pedestrian system needs include filling gaps in the existing sidewalk network, adding new sidewalks, and adding safe crossing locations. US 101 and OR 126 are ODOT facilities while Heceta Beach Road, Munsel Lake Road, N Jetty Road, and N Fork Road are County facilities. The City of Florence will need to partner with these jurisdictions to implement the pedestrian system plans and policies identified below.

Incomplete Sidewalk Networks

There are several streets throughout the city with incomplete sidewalk networks which limit mobility for people walking or using a mobility device beyond a few blocks. The residential street grid south of 9th Street and west of US 101, located within walking distance of Old Town, has several streets with incomplete sidewalk networks, including Kingwood Street. Other streets outside of this area, such as Airport Road and Spruce Street just north of OR 126, are missing sidewalks for short sections. These incomplete sidewalk networks are especially challenging for older adults, a significant portion of Florence's population, to navigate on foot.

No Sidewalks

Several streets or small neighborhoods have no sidewalks. Neighborhoods west of Spruce Street and north of OR 126 have few streets with more than a sidewalk on one side. Other neighborhoods, including areas along 35th Street to the west of Kingwood Street, have no sidewalks. Major streets such as US 101 north of 37th Street, Rhododendron Drive north of 9th Street, Heceta Beach Road, and Munsel Lake Road have no sidewalks. Missing sidewalks on local neighborhood streets limit pedestrian mobility at a local level, and missing collector or arterial street sidewalks limit citywide pedestrian mobility.

Safe Crossing Locations

ODOT has invested in rectangular rapid flashing beacons (RRFBs) with pedestrian refuge islands at several locations along US 101 and OR 126. These treatments increase pedestrian visibility and allow pedestrians to cross one direction of traffic at a time. Safe crossing locations are limited along many other high-volume or high-speed roadways around the city, including US 101 near Fred Meyer, Rhododendron Drive near Exploding Whale Park, Oak Street near the city's public schools, and Spruce Street. Table 6 below identifies locations for enhanced crossing treatments (like RRFBs) to create safer pedestrian crossing conditions.

PEDESTRIAN SYSTEM PLAN

The pedestrian system plan consists of new sidewalks that fill gaps and provide new facilities along city streets, enhanced crossings that enable people to safely cross streets, and multi-use paths that augment and support the sidewalks. Collectively, these facilities will help enhance and expand the multimodal transportation system and encourage more people to walk.

Street Segment Projects

The types of pedestrian facilities included in the pedestrian system plan include:

- **Sidewalks**: Sidewalks are the primary building block of the pedestrian system. They provide an important means of mobility for walkers as well as people with disabilities, families with strollers, and others who may not be able to travel on an unimproved surface. Ideally, sidewalks are provided on both sides of the street; however, some areas with physical or right-of-way constraints may require a sidewalk on one side only.
- **Sidewalks with Landscape Strips**: Sidewalks with landscape strips (or on-street parking, on-street bike lanes, or other bicycle facilities) provide additional separation between people walking or using a mobility device and vehicles on the roadway. This treatment increases the comfort level for those using the sidewalk.
- **Multi-Use Paths** (adjacent to the roadway network): Multi-use paths are facilities that serve pedestrians and bicyclists and can be constructed adjacent to roadways where topography, right-of-way, or other issues preclude construction of sidewalks and bike facilities. They may also be constructed away from the roadway within their own right-of-way. Multi-use paths can be used to create long distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.
- **Maintain Sidewalks**: On roadways where there is already a complete sidewalk network, maintenance is important to ensure that these sidewalk facilities remain usable in the future. Eroded concrete, buckled sidewalk, and tree root incursions are some ways that sidewalks could become degraded over time. Maintenance is especially important for people using a mobility device since they cannot easily step over a small area of degraded sidewalk.

Table 5 identifies the *street segment projects* developed for the pedestrian system plan. The priorities shown in Table 5 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 6 illustrates the location of the *street segment projects*.

Table 5. Street Segment Projects

Map ID	Location	Description	Priority	Cost ($1,000)
		ODOT Streets		
P1	**US 101** 37th St to UGB	Complete sidewalks on both sides of the street	High	$3,090
P2	**OR 126** US 101 to N Fork Road	Construct sidewalks on both sides of the street from Spruce Street to Tamarack Street and a multi-use path on the north side from Tamarack Street to N Fork Road	High	$1,605
		Lane County Streets		
P3	**Heceta Beach Rd** US 101 to Rhododendron Dr	Construct multi-use path on one side of the street with stormwater facility	High	$2,750
P4	**Munsel Lake Rd** US 101 to Spruce St	Construct sidewalks with landscape strips on one side of the street and a multi-use path on the other side of the street	High	$450
P5	**Munsel Lake Rd** Spruce St to Ocean Dunes Dr	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$2,125
P6	**Munsel Lake Rd** Ocean Dunes Dr to N Fork Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$705
P7	**N Fork Rd** OR 126 to Munsel Lake Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$1,310
P8	**N Jetty Rd** Rhododendron Dr to North Jetty Beach	Construct multi-use path on one side of the street (include landscape strip as feasible)	Medium	$1,550
		City Streets – Arterial		
P9	**9th St** US 101 to Rhododendron Dr	Maintain existing facilities	N/A	N/A
P10	**Rhododendron Dr** US 101 to Hemlock St	Maintain existing facilities	N/A	N/A
P11	**Rhododendron Dr** 9th St to Wild Winds St	Construct multi-use path on one side of the street (include landscape strip as feasible)[2]	High	$1,040
P12	**Rhododendron Dr** Wild Winds St to 35th St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$1,295
P13	**Rhododendron Dr** 35th St to Heceta Beach Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	$3,730
		City Streets – Collector		
P14	**2nd St** US 101 to Harbor St	Fill in sidewalk gaps on both sides of the street within Old Town	High	$530
P15	**21st St** Oak St to US 101	Maintain existing facilities	N/A	N/A
P16	**21st St**	Fill in sidewalk gaps on both sides of the street	Medium	$255

	US 101 to Spruce St			
P17	**27th St** US 101 to Kingwood St	Fill in sidewalk gaps on both sides of the street between US 101 and Oak St	Medium	$840
P18	**35th St** Rhododendron Dr to Kingwood St	Construct sidewalks on both sides of the street	High	$1,105
P19	**35th St** Kingwood St to Oak St	Fill in sidewalk gaps on both sides of the street	High	$505
P20	**35th St** Oak St to US 101	Fill in sidewalk gaps on both sides of the street	High	$255
P21	**35th St** US 101 to Spruce St	Maintain existing facilities	N/A	N/A
P22	**42nd St** US 101 to Spruce St	Construct sidewalks on both sides of the street	Medium	$325
P23	**43rd St** Oak St to US 101	Fill in sidewalk gaps on both sides of the street	Medium	$245
P24	**46th St** Oak St to US 101	Maintain existing facilities	N/A	N/A
P25	**Airport Rd/15th St** Kingwood St to US 101	Fill in sidewalk gaps on both sides of the street	Medium	$805
P26	**Bay St** Kingwood St to Nopal St	Reconstruct sidewalks to increase width (Coordinate with project R2)	Medium	$550
P27	**Kingwood St** Bay St to 9th St	Fill in sidewalk gaps on both sides of the street	Medium	$1,090
P28	**Kingwood St** 9th St to Airport Wy	Fill in sidewalk gaps on both sides of the street	Medium	$560
P29	**Kingwood St** Airport Wy to 20th St	Fill in sidewalk gaps on both sides of the street	Medium	$720
P30	**Kingwood St** 20th St to 35th St	Reconstruct sidewalks with landscape strips **OR** implement traffic calming	Low	$2,000
P31	**Maple St** US 101 to Bay St	Maintain existing facilities	N/A	N/A
P32	**Oak St** 20th St to 27th St	Maintain existing facilities	N/A	N/A
P33	**Oak St** 27th St to 35th St	Construct sidewalk on the east side of the street	High	$950
P34	**Oak St** 35th St to 46th St	Reconstruct sidewalks with landscape strips **OR** implement traffic calming	Low	$1,335
P35	**Quince St** 2nd St to OR 126	Reconstruct and fill-in Sidewalks	Medium	$365
P36	**32nd-Redwood St** Spruce St to 35th St	Fill in sidewalk gaps on south and west side of the street	Medium	$480
P37	**Spruce St** 42nd St to 35th St	Fill in sidewalk gaps on both sides of the street	Medium	$875
P38	**Spruce St** 32nd to 17th St	Maintain existing facilities	N/A	N/A
P39	**Spruce St**	Fill sidewalks gaps on both sides of the street	Medium	$1,005

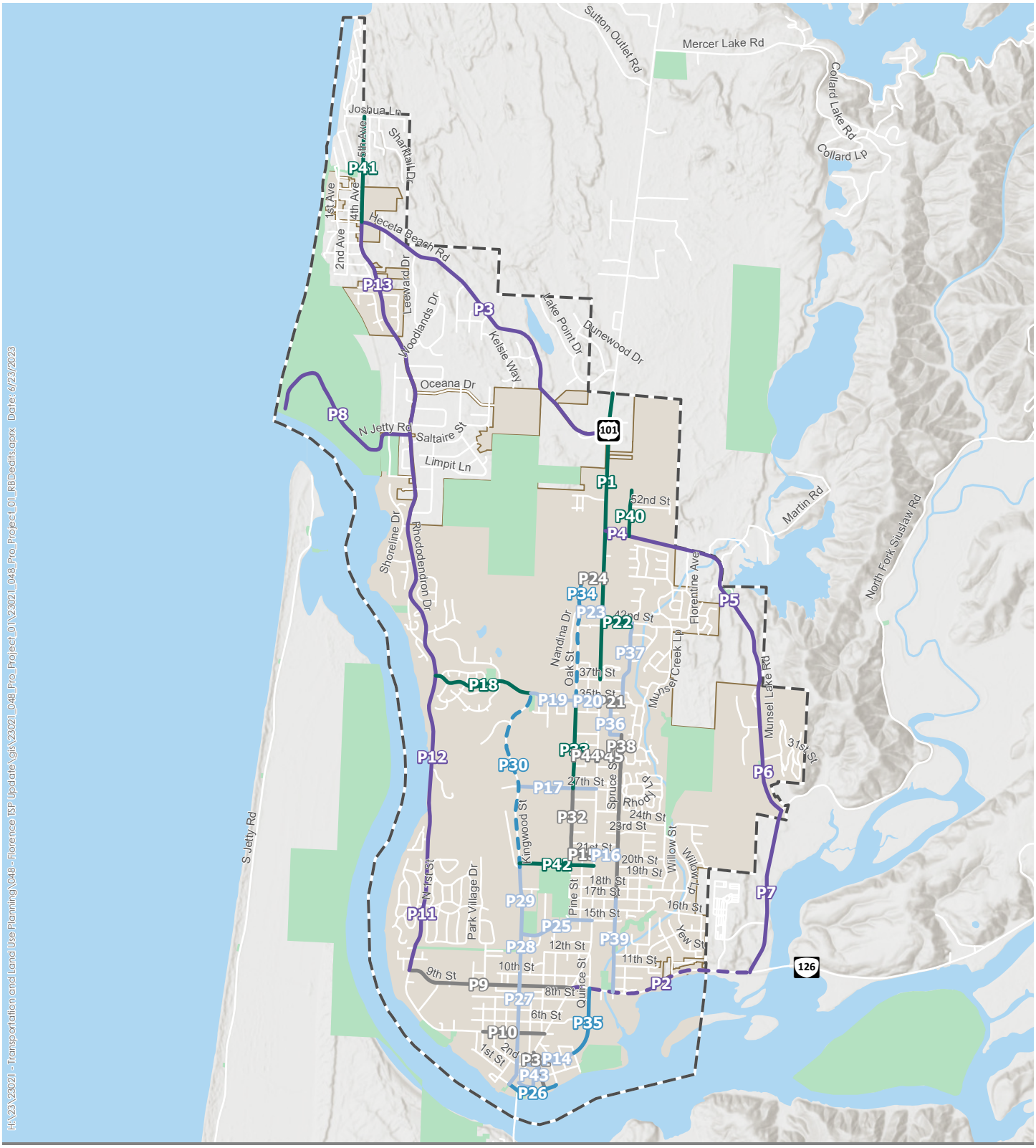
	17th St to OR 126			
P40	**Spruce St** Munsel Lake Rd to northern terminus	Construct sidewalks on the west side of the street	Low	$495
	City Streets – Other Streets of Significance			
P41	**4th Ave** Heceta Beach Rd to Joshua Ln	Construct sidewalks on both sides of the street (coordinate with Project R12)	Low	$0[1]
P42	**20th St** Kingwood St to US 101	Construct sidewalks on both sides of the street (coordinate with Project R13)	Medium	$0[1]
P43	**Laurel St-Old Town Wy** US 101 to Maple St	Fill in sidewalk gaps on both sides of the street	High	$405
P44	**30th St** Oak St to US 101	Maintain existing facilities	N/A	N/A
P45	**30th St** US 101 to Spruce St	Maintain existing facilities	N/A	N/A
			Total High Priority Cost	$21,850
			Total Medium Priority Cost	$9,665
			Total Low Priority Cost	$3,830
			Total Cost	$35,345

1. Project cost included in roadway system cost.
2. This project will require further evaluation and consideration of impacts to adjacent land uses.

Pedestrian Crossing Projects

The types of pedestrian facilities included in the pedestrian system plan include:

- **Marked Crosswalks**: Crosswalks enable people to safely cross streets. Planning for appropriate crosswalks requires the community to balance vehicular mobility needs with providing crossing locations along the desired routes of pedestrians.
- **Enhanced Crossing Treatments**: Enhanced crossing treatments provide additional elements at a street crossing location compared to a marked crosswalk. Enhanced crosswalk treatments include geometric features such as curb extensions and raised median islands with pedestrian refuges as well as signing and striping, flashing beacons, signals, countdown heads, and leading pedestrian intervals. Many of these treatments can be applied simultaneously to further alert drivers of the presence of pedestrians in the roadway.
- **Leading Pedestrian Intervals**: At signalized intersections, pedestrians can be given a 3-7 second head start in entering the intersection before vehicles are given a green light. Functionally speaking, an all-red phase is established and pedestrians are given a walk sign to cross before vehicles are allowed to move. Leading pedestrian intervals, also known as LPIs, are designed to make pedestrians more visible to turning motorists as they cross the street at a signalized intersection. According to the National Association of City Transportation Officials, LPIs can reduce pedestrian-vehicle crashes at signalized intersections by as much as 60 percent.



- Multi-Use Path
- Multi-Use Path and Sidewalks
- Build Sidewalks
- Reconstruct Sidewalks
- Reconstruct Sidewalks/Traffic Calming
- Fill Sidewalk Gaps
- Maintain Existing Facility
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 6

Pedestrian Plan Projects - Street Segments
Florence, Oregon

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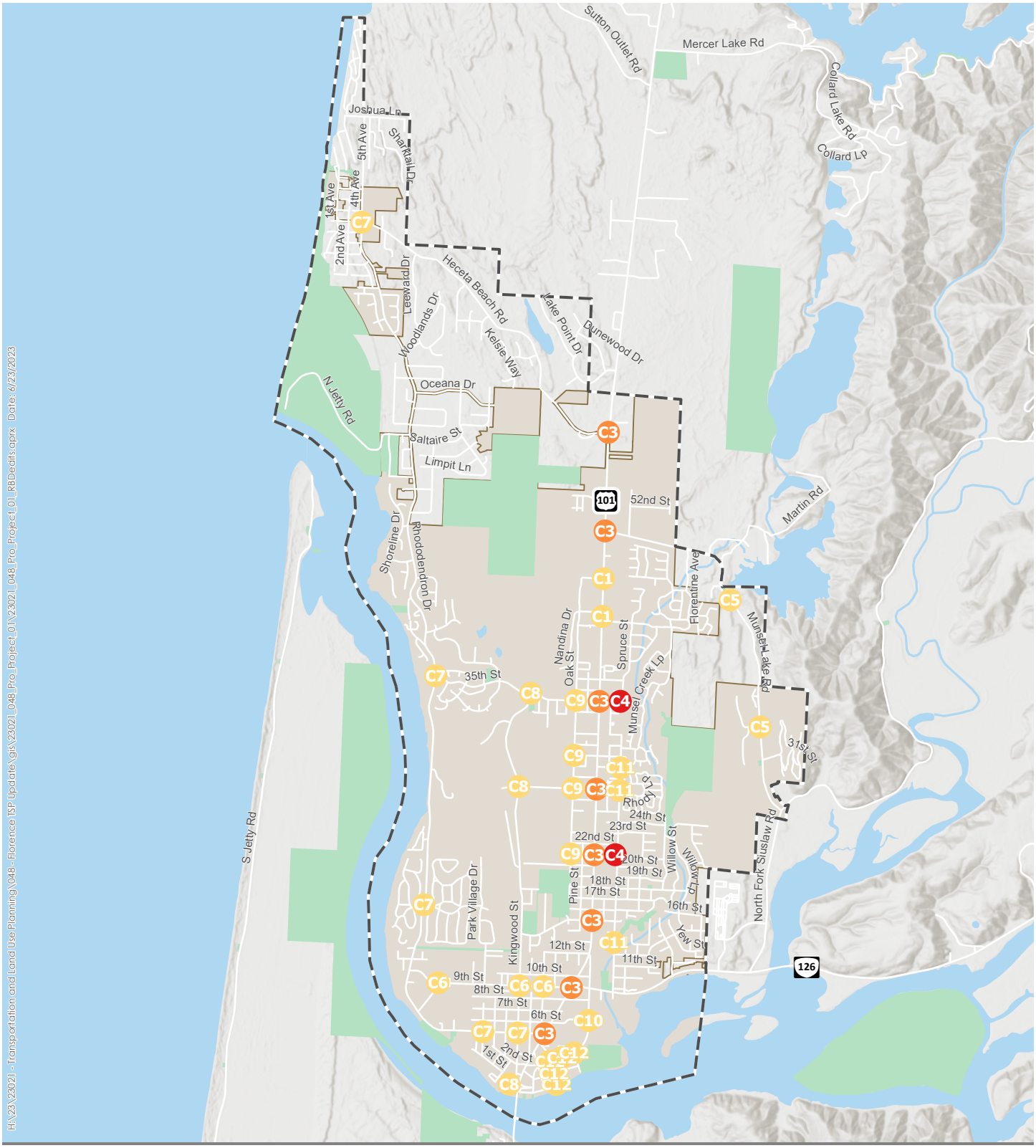
Table 6 identifies the *pedestrian crossing projects* developed for the pedestrian system plan. The priorities shown in Table 6 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 7 illustrates the location of the *pedestrian crossing projects*.

Table 6. Pedestrian Crossing Projects

Map ID	Location	Description	Priority	Cost ($1,000)
ODOT Streets				
C1[1]	US 101	Install enhanced crossing treatments on US 101 at 46th St and 42nd/43rd St	High	$250
C2[1]	US 101	Install enhanced crossing treatments on US 101 at 27th St	Medium	$250
C3[1]	US 101	Install protected intersection treatments at all signalized intersections as feasible – include at future intersections if a signal is being constructed	Low	$1,500
C4[1]	US 101	Add leading pedestrian intervals on US 101 at 35th St and 21st St	Medium	$50
Lane County Streets				
C5	Munsel Lake Rd	Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr	High	$50
City Streets				
C6	9th St	Install enhanced crossing treatments at existing crosswalks: Maple St, Kingwood St, and PeaceHealth access road	Medium	$150
C7	Rhododendron Dr	Install enhanced crossings treatments on Rhododendron Dr at Kingwood St, Hemlock St, Greentrees Village, 35th St, and Heceta Beach Rd	Medium	$250
C8	Kingwood St	Install enhanced crossing treatments at Bay St, 27th St, and 35th St	Medium	$100
C9	Oak St	Install enhanced crossing treatments at 35th St, 27th St, and 21st St; install second crosswalk and school crosswalk signs at 30th St	High	$200
C10	Quince St	Install enhanced crossing treatments at the Florence Events Center access	Medium	$50
C11	Spruce St	Install enhanced crossing treatments at multi-use path locations at 13th St, 27th St, and 29th St	Medium	$150
C12	Old Town	Install marked crosswalks with curb extensions on 2nd St at Nopal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk	High	$250
			Total High Priority Cost	$750
			Total Medium Priority Cost	$1,000
			Total Low Priority Cost	$1,500
			Total Cost	$3,250

Note: Further evaluation will be required to identify the type of enhanced crossing treatments needed at each crossing location.

1. Installation of enhanced crossing treatments will require approval by and coordination with ODOT.



Enhanced Crossing
Protected Intersection
Leading Pedestrian Interval
Traffic Calming
Parks
Water
City Boundary
Urban Growth Boundary

0 0.5 1 Miles

Figure 7

KITTELSON & ASSOCIATES

Pedestrian Plan Projects - Enhanced Crossings
Florence, Oregon

Multi-Use Path Projects

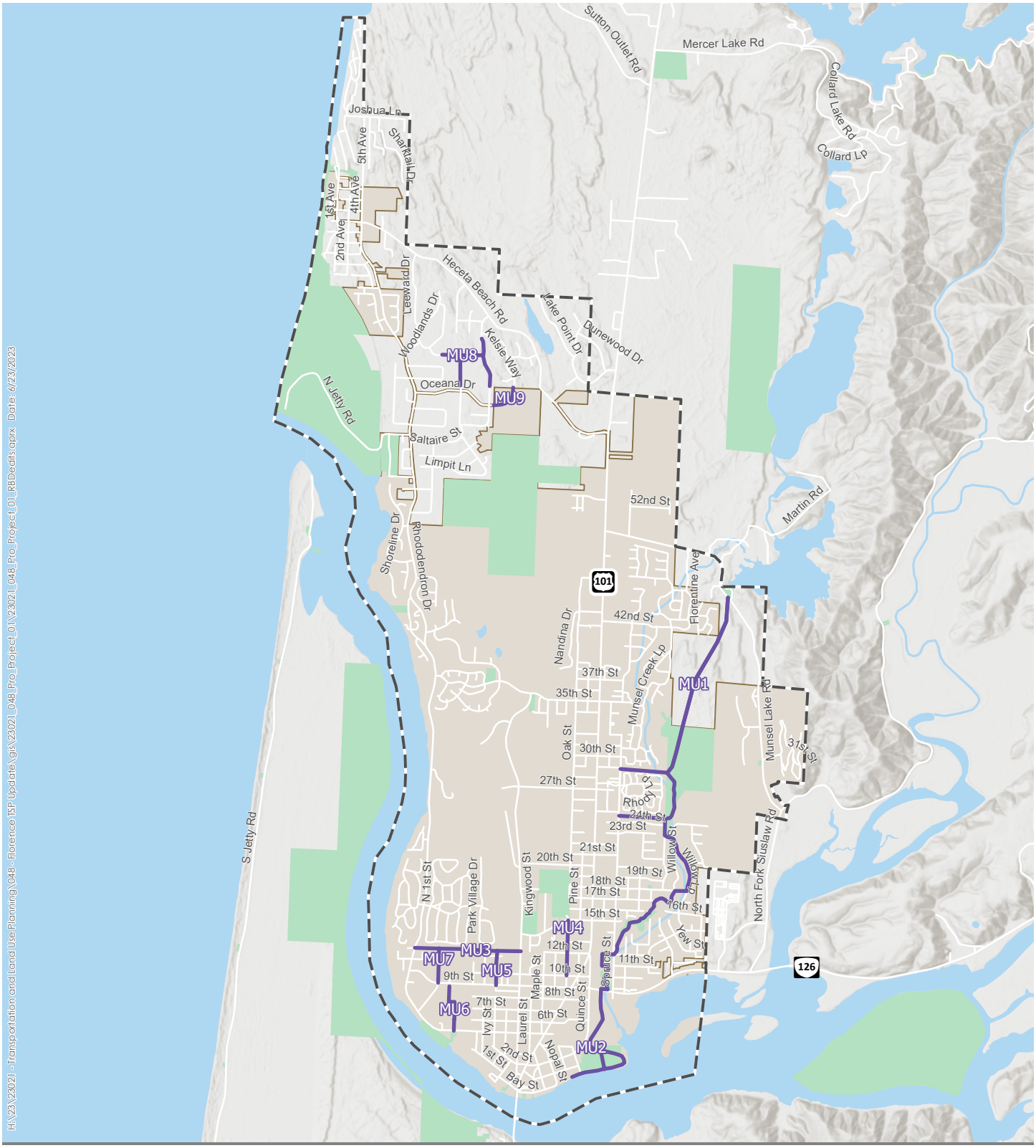
The types of pedestrian facilities included in the pedestrian system plan include:

- **Multi-use Paths:** In addition to multi-use paths that run adjacent to roadways, multi-use paths can be located outside of the right-of-way of the vehicular roadway network. Multi-use paths can be used to create long distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels. The City of Florence has several multi-use paths that provide off-street connections to various destinations.

Table 7 identifies the *multi-use projects* developed for the pedestrian system plan. The priorities shown in Table 7 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 8 illustrates the location of the *multi-use path projects*.

Table 7. Multi-Use Path Projects

Map ID	Location	Description	Priority	Cost ($1,000)
MU1	Munsel Creek Multi-use Path	Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16th Street and between 25th Street and 29th Street. Between 16th St and 25th St, the path uses the existing West Park Drive, 18th St, Willow Loop, 23rd St, and Willow St roadway alignments (MU1-A). Extend the path from the Munsel Lake Greenway to Munsel Lake Road (MU1-B)	High	$3,180
MU2	Estuary Trail	Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail	High	$1,375
MU3	12th Street Multi-use Path	Install and/or improve the existing path between Kingwood Street and Rhododendron Drive	Medium	$830
MU4	Oak Street Shared-use Path	Install a multi-use path from Oak Street at 15th Street to 10th Street	Medium	$435
MU5	Ivy Street Multi-use Path	Install a multi-use path from 12th Street to 8th Street	Medium	$265
MU6	Elm Street Multi-use Path	Install a multi-use path in the existing Elm Street right-of-way between 9th Street and Rhododendron Drive	Medium	$365
MU7	Driftwood Street Multi-use Path	Install a multi-use path in the existing Driftwood Street right-of-way between 12th Street and 9th Street	Medium	$265
MU8	North Florence County Park Multi-use Path	Install a network of multi-use paths within the County Park in the North Florence area	Low	$940
MU9	Oceana Drive Multi-use Path	Install a multi-use path from the eastern terminus of Oceana Drive to the southern Terminus of Kelsie Way	Low	$240
			Total High Priority Cost	$4,555
			Total Medium Priority Cost	$2,160
			Total Low Priority Cost	$1,180
			Total Cost	$7,895



Multi-Use Path Alternatives
Parks
Water
City Boundary
Urban Growth Boundary

0 0.5 1 Miles

Figure 8

Pedestrian Plan Projects - Multi-Use Paths
Florence, Oregon

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PEDESTRIAN SYSTEM POLICIES

The pedestrian system policies are provided below:

- The City will create a map (available on paper and electronically) showing safe walking routes.
- The City will educate pedestrians about the rules of the road and provide information about state law as well as City Code.
- The City will explore opportunities to further connect the multi-use path and trail system.
- The City will systematically upgrade ADA facilities at intersections along major roadways.
- The City will systematically upgrade sidewalks within Old Town to meet City standards.

Safe Routes to School

Safe Routes to School (SRTS) plans make it safer for students to walk, bike, or take public transportation to school. Safer routes encourage more walking and biking and provide convenient and accessible options to and from school and in surrounding neighborhoods. SRTS programs include six components known as the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity. The following summarizes several plans and policies the City can implement to support SRTS within the city.

SAFE ROUTES TO SCHOOL POLICIES

The Safe Routes to School policies are provided below:

- Coordinate with the Siuslaw School District to develop SRTS plans for local schools.
- Develop education programs that provide students with information on transportation options and the benefits of walking and biking to school.
- Develop encouragement programs that generate excitement and interest in walking and biking through events and activities.
- Continue to implement physical improvements to the transportation system aimed at making walking and biking to school safer, more comfortable and convenient.
- Several alternatives are identified within the pedestrian and bicycle sections of this memorandum that could help the city further enhance the transportation system around schools.
- Develop an evaluation program that assesses which strategies and approaches are successful.
- Develop an equity program that ensures that program initiatives are benefiting all demographic groups.

CHAPTER 5. BICYCLE SYSTEM

Bicycle System

Bicycle facilities in Florence consist of on-street bike lanes, shared-lane pavement markings, multi-use paths, and bicycle parking. These facilities provide residents and visitors with the ability to travel between residential areas, schools, parks, churches, retail/commercial centers, and other major destinations within Florence (Old Town/Bay Street, Peace Health, and the Siuslaw Public Library, among others) by bike.

BICYCLE SYSTEM NEEDS

Inventory and public outreach indicate that the bicycle system needs include increasing the comfort of existing facilities and adding new facilities to streets that have no existing infrastructure. US 101 and OR 126 are ODOT facilities while Heceta Beach Road, Munsel Lake Road, N Jetty Road, and N Fork Road are County facilities. The City of Florence will need to partner with these jurisdictions to implement the bicycle system plans and policies identified below. Additionally, US 101 from the Siuslaw River Bridge to 9th Street and all of OR 126 is an Reduction Review Route, meaning that any changes to the roadway will need to be reviewed by ODOT's Mobility Advisory Committee, which reviews freight considerations on state roadways.

Improving Existing Bicycle Facilities

Bicycle Level of Traffic Stress (BLTS) measures the comfort of cycling on a given street. The existing bike lanes on US 101 and OR 126 have relatively high BLTS scores, which means they are suitable for some adults. Through public outreach, the City learned that some residents avoid cycling on US 101 because it is not comfortable. The City will need to work with ODOT to improve the bicycle facilities on these streets.

Adding New Bicycle Facilities

There are several arterial and collector streets within Florence that do not have bicycle facilities. These include Rhododendron Drive north of Wild Winds Street, Heceta Beach Road, Munsel Lake Road, and others. The lack of bicycle facilities on these streets limits mobility for people who live and work along these corridors. Adding new bicycle facilities will allow for safer and more comfortable bicycle travel.

BICYCLE SYSTEM PLAN

The bicycle system plan consists of new on-street bike lanes, buffered bike lanes, shoulder bike lanes, shared-lane pavement markings, and traffic calming. Collectively, these facilities will help enhance and expand the multimodal transportation system and encourage more people to bike.

The types of bicycle facilities included in the bicycle system plan include:

- **On-Street Bike Lanes**: On-street bike lanes provide a dedicated space for the exclusive use of cyclists on the roadway surface. They are usually 5 to 6-feet wide and include an 8-inch stripe along the roadway and bike symbols at intersections. On-street bike lanes are typically placed at the outer edge of the roadway surface but to the inside of right-turn lanes and/or on-street parking. On-street bike lanes can improve the safety and security of cyclists and can provide direct connections between origins and destinations.
- **Buffered Bike Lanes**: Buffered bike lanes are enhanced versions of on-street bike lanes that include an additional striped buffer of typically 2-3 feet between the bike lane and the vehicle travel lane and/or between the bike lane and the vehicle parking lane. They are typically located along streets that require a higher level of separation to improve bicyclist comfort.
- **Shoulder Bike Lanes**: For streets that have an adjacent multi-use path, shoulder bike lanes remain an important component of the roadway cross-section. Shoulder bike lanes, which can be narrower than on-street bike lanes, provide space for bicyclists to use the road if they choose, as well as provide shoulder space for vehicles.
- **Shared Lane Pavement Markings**: Shared lane pavement markings (often called "sharrows") are used to indicate a shared space for bicyclists and motorists. Sharrows are suitable on roadways with relatively low traffic volumes (<2,500 Average Daily Traffic) and low travel speeds (<25 MPH); however, they may also be used to transition between discontinuous bicycle facilities along roadways with higher volumes and speeds.
- **Traffic Calming**: Traffic calming measures are designed to both slow traffic speeds and divert some traffic toward a higher classification roadway. Traffic calming treatments are divided into horizontal and vertical elements. Horizontal elements typically narrow the roadway or limit the distance that a motorist can see ahead. Treatments include curb extensions, median islands, traffic circles, chicanes, etc. Vertical elements are located within the travelway and are designed to slow travel speeds. Treatments include speed humps, speed cushions, speed tables, raised crosswalks, etc.
- **Maintain Existing Infrastructure**: It is important for the City to maintain existing bicycle infrastructure as it adds other areas of its bicycle network. Clearing the bike lanes of debris also should not be overlooked as a maintenance task.

Table 8 identifies the projects developed for the bicycle system plan. The priorities shown in Table 8 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 9 illustrates the location of the bicycle system plan projects.

Table 8. Bicycle System Plan Projects

Map ID	Location	Description	Priority	Cost ($1,000)
		ODOT Streets		
B1	**US 101** 37th St to UGB	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) **OR** construct bike facilities consistent with US 101 Refinement Plan	High	$360
B2	**US 101** 37th St to 21st St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) **OR** construct bike facilities consistent with US 101 Refinement Plan	Medium	$205
B3	**US 101** 21st St to Siuslaw River Bridge	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	Medium	$345
B4	**US 101** Siuslaw River Bridge	Provide flashing beacon lights to indicate when people are biking on the bridge and consider advisory speed signs when the flashing beacons are activated	Medium	$80
B5	**US 101** Siuslaw River Bridge	Coordinate with ODOT and the Oregon Coast Trail to build a separate bike and pedestrian bridge	Low	$0[2]
B6	**OR 126** US 101 to Tamarack St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	High	$65
B7	**OR 126** Tamarack St to UGB	Maintain existing facilities	N/A	N/A
		Lane County Streets		
B8	**Heceta Beach Rd** US 101 to Rhododendron Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P3)	High	$915
B9	**Munsel Lake Rd** US 101 to Spruce St	Construct bike lanes on both sides of the street (coordinate with Project P4)	High	$65
B10	**Munsel Lake Rd** Spruce St to Ocean Dunes Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P5)	High	$710
B11	**Munsel Lake Rd** Ocean Dunes Dr to N Fork Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P6)	High	$235
B12	**N Fork Rd** OR 126 to Munsel Lake Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P7)	High	$435
B13	**N Jetty Rd** Rhododendron Dr to North Jetty Beach	Construct shoulder bikeways on both sides of the street (coordinate with Project P8)	Medium	$515
		City Streets – Arterials		
B14	**9th St** US 101 to Rhododendron Dr	Maintain existing facilities	N/A	N/A
B15	**Rhododendron Dr** US 101 to 9th St	Maintain existing facilities	N/A	N/A

B16	**Rhododendron Dr** 9th St to Wild Winds St	Construct shoulder bikeways on both sides of the street (coordinate with Project P11)	High	$345
B17	**Rhododendron Dr** Wild Winds St to 35th St	Construct shoulder bikeways on both sides of the street (coordinate with Project P12)	High	$430
B18	**Rhododendron Dr** 35th St to Heceta Beach Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P13)	High	$1,245
	City Streets – Collectors			
B19	**2nd St** US 101 to Harbor St	Extend shared lane pavement markings from Maple St to US 101	High	$5
B20	**21st St** Oak St to US 101	Add shared lane pavement markings	Medium	$5
B21	**21st St** US 101 to Spruce St	Add shared lane pavement markings	Medium	$5
B22	**27th St** US 101 to Kingwood St	Construct bike lanes from Oak St to US 101	Medium	$205
B23	**35th St** Rhododendron Dr to Kingwood St	Maintain existing facilities	N/A	N/A
B24	**35th St** Kingwood St to Oak St	Maintain existing facilities	N/A	N/A
B25	**35th St** Oak St to US 101	Maintain existing facilities	N/A	N/A
B26	**35th St** US 101 to Spruce St	Maintain existing facilities	N/A	N/A
B27	**42nd St** US 101 to Spruce St	Add shared lane pavement markings from Spruce to eastern terminus and create bike connection between the eastern terminus and Munsel Creek Lp	Medium	$5
B28	**43rd St** Oak St to US 101	Add shared lane pavement markings	Medium	$5
B29	**46th St** Oak St to US 101	Maintain existing facilities	N/A	N/A
B30	**Airport Rd/15th St** Kingwood St to US 101	Add shared lane pavement markings	Medium	$10
B31	**Bay St** Kingwood St to Maple St	Add shared lane pavement markings	Medium	$5
B32	**Kingwood St** Bay St to 9th St	Construct bike lanes on both sides of the street (requires removing on-street parking) **OR** implement traffic calming measures	Medium	$265
B33	**Kingwood St** 9th St to Airport Wy	Construct bike lanes on both sides of the street from 9th St to 10th St (will require removing on-street parking) **OR** implement traffic calming measures	Medium	$135
B34	**Kingwood St** Airport Wy to 35th St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) **OR** implement traffic calming measures	Medium	$215

B35	**Maple St** US 101 to Bay St	Add shared lane pavement markings	High	$5
B36	**Oak St** 20th St to 27th St	Construct bike lanes from 20th St to Siuslaw Middle School Dwy (requires removing on-street parking)	High	$200
B37	**Oak St** 27th St to 35th St	Maintain existing facilities	N/A	N/A
B38	**Oak St** 35th St to 46th St	Maintain existing facilities	N/A	N/A
B39	**Quince St** 2nd St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	$180
B40	**32nd-Redwood St** Spruce St to 35th St	Maintain existing facilities	N/A	N/A
B41	**Spruce St** 42nd St to 35th St	Construct bike lanes on both sides of the street from 37th to 42nd (requires removing on-street parking)	High	$210
B42	**Spruce St** 32nd St to 17th St	Construct bike lanes on both sides of the street from 25th St to 17th Street (requires removing on-street parking)	High	$430
B43	**Spruce St** 17th St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	$245
		City Streets – Other Roads of Interest		
B44	**4th Ave** Heceta Beach Rd to Falcon St	Construct bike lanes on both sides of the street (coordinate with Project R12)	Low	$0[1]
B45	**20th St** Kingwood St to US 101	Add shared lane pavement markings	Medium	$10
B46	**Laurel St-Old Town Wy** US 101 to Laurel St	Add shared lane pavement markings	High	$5
B47	**30th St** Oak St to US 101	Add shared lane pavement markings	Low	$5
B48	**30th St** US 101 to Spruce St	Add shared lane pavement markings	Low	$5
B49	**West Park Dr/18th St/Willow Lp/Willow St**	Add shared lane pavement marking (coordinate with Project MU1)	High	$15
			Total High Priority Cost	$6,100
			Total Medium Priority Cost	$2,010
			Total Low Priority Cost	$10
			Total Cost	$8,120

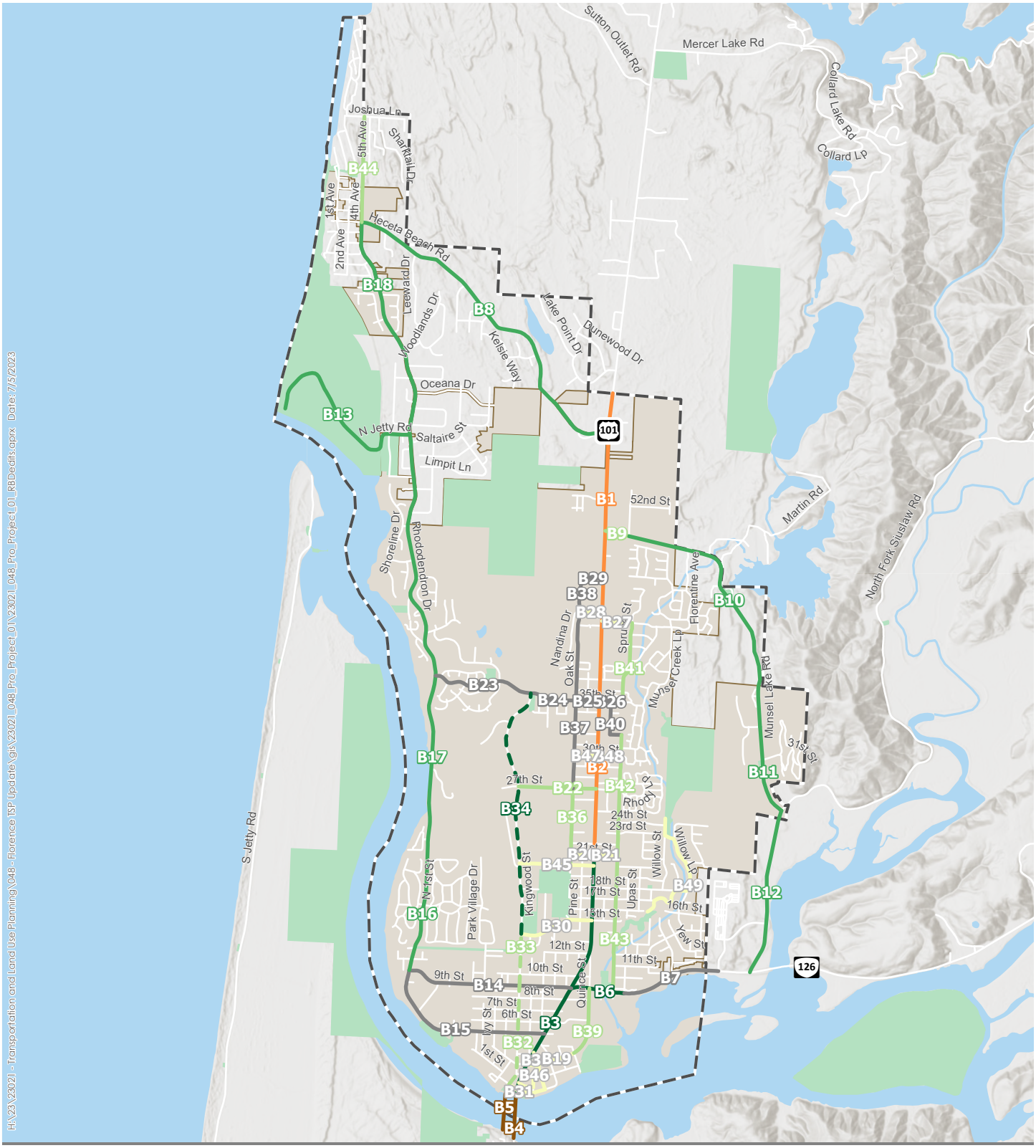
1. Project cost included in roadway system cost.

BICYCLE SYSTEM POLICIES

The bicycle system policies are provided below:

- The City will perform regular street sweeping of US 101.
- The City will perform regular enforcement of "No Parking in Bicycle Lanes".
- The City will institute a program to educate and encourage existing businesses to provide bicycle parking.
- The City will work toward becoming a "Bicycle-Friendly Community".

- The City will create a map (available on paper and electronically) showing designated bicycle route through town (roads with bicycle lanes, multi-use paths, sharrows).
- The City will partner with the Port to promote bicycle camping.
- The City will educate bicyclists about rules of the road.
- The City will partner with PeaceHealth to promote Bike to Work/School month, week, day.
- The City will replace storm drains dangerous to bicyclists with drains that have cross-members.



- US 101 Refinement Plan
- Siuslaw River Bridge
- Buffered Bike Lanes
- Buffered Bike Lanes/Traffic Calming
- Shoulder Bikeway
- Bike Lanes
- Bike Lanes/Traffic Calming
- Shared Lane Pavement Markings
- Maintain Existing Facilities
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 9

Bicycle Plan Projects
Florence, Oregon

KITTELSON & ASSOCIATES

CHAPTER 6. PUBLIC TRANSPORTATION SYSTEM

Public Transportation System

Public transportation in Florence is provided by three transit service providers – Rhody Express, Link Lane, and Coos County Area Transit. These providers operate a mixture of local and intercity service, providing connections to other transit services outside of the city.

- **Rhody Express** provides two local fixed-route transit lines in the city. The North Loop serves areas north of 21st Street, along US 101, Spruce Street, and Oak Street, between the Grocery Outlet and Fred Meyer. The South Loop serves areas south of 21st Street, along Spruce Street, US 101, 9th Street, Rhododendron Drive, Kingwood Street, and Quince Street, circulating between Grocery Outlet, Safeway/Dunes Village Center, Peace Health Campus, the Old Town District, and Three Rivers Casino.
- **Link Lane** runs two intercity bus routes that both terminate in Florence. The Eugene-Florence Connector provides bus service between Florence and Eugene along OR 126, with stops in Veneta and Mapleton. The Florence-Yachats Connector provides bus service between Florence and Yachats along US 101. The only stop in Florence is located at the Grocery Outlet, which connects to the Rhody Express routes as well as the Eugene-Florence Connector.
- **Coos County Area Transit (CCAT)** operates the Florence Express, intercity bus service between North Bend and Florence along US 101, with stops in Lakeside, Winchester Bay, Reedsport, and Gardiner. Stops in Florence are located at the Grocery Outlet (which connects to all other transit service in Florence) and Three Rivers Casino.

PUBLIC TRANSPORTATION SYSTEM NEEDS

Inventory and public outreach indicate that there is a need for transit service in areas outside of where existing local or intercity services currently operate. Additionally, the existing service lacks amenities for those waiting for service or connecting between transit routes. Link Lane, which is a partnership between Lane Council of Governments and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, is creating a transit development plan to identify service improvements within its broader Lane County service area. The City should ensure that it is set-up to capitalize on these coming transit investments. Focusing on local service improvements and bus stop enhancements will improve the transit experience and capitalize on Link Lane's transit planning work.

Service Improvements

Existing Rhody Express service is focused on areas south of 15th Street/Airport Road, and on Oak Street and Spruce Street north of 15th Street/Airport Road. Existing intercity service is focused primarily on US 101 and OR 126. This leaves large portions of the city – notably areas to the west of Oak Street and areas around Rhododendron Drive and Heceta Beach Road – without transit service. Link Lane's ongoing Transit Development Plan will identify additional intercity service, but any service expansion is unlikely to address the local needs where transit service is lacking.

Stop Improvements

A typical Rhody Express bus stop in Florence consists of a pole with the Rhody Express sign and a bus schedule. There are often no other amenities, such as seating, shelter, trash cans, or lighting. Additionally, there are two locations – the Grocery Outlet at Spruce Street/21st Street and Three Rivers Casino – where multiple transit services connect but where limited transit center infrastructure is present. Addressing the needs of the small and the large transit stops will make the ridership experience more pleasant for everyone.

PUBLIC TRANSPORTATION SYSTEM PLAN

The public transportation plan consists of new fixed-route service (local and intercity), bus stop amenities, transit centers, park and rides, and mobility hubs. These facilities will expand and enhance the existing public transportation system and encourage more people to walk, bike, and take transit.

The types of facilities included in the public transportation plan include:

- **Fixed-Route Service (local and intercity)**: Fixed-route service refers to transit service that runs on regular, scheduled routes, with designated transit stops. Fixed-route service is typically characterized by service frequency (the time between arrivals), service hours (the number of hours service is provided throughout the day), and service coverage (the amount of the population, households, and jobs served by transit). Fixed-route service can operate at a local level within a city or at an intercity level over longer distances.
- **Bus Stops**: Bus stops are designated locations where residents can access local transit service. Bus stops are normally located at major destinations and at key intersections. The types of amenities provided at each bus stop (e.g., pole, bench, shelter, ridership information, trash receptacles) tend to reflect the level of usage.
  - **Pole and Bus Stop Sign**: All bus stops require a pole and bus stop sign to identify the bus stop location.
  - **Bus Stop Shelters**: Shelters are typically provided at higher volume stops but may be considered at stops with fewer daily boardings if served by routes with long headways.
  - **Seating**: Seating should always be considered as long as it is accessible and the safety and accessibility of the adjacent sidewalk are not compromised by seating placement.
  - **Trash Receptables**: While trash cans can be considered at any stop, they are usually located at stops with shelters and/or seating. Trash cans will require regular pick-up.
  - **Lighting**: Lighting is an important amenity for bus stops as it provides visibility and increased security for transit users waiting, boarding, and aligning transit service.

- **ADA Accessibility**: Bus stops should be accessible for users with all ranges of abilities, including a concrete landing pad, adjacent parking restrictions, and ADA-compliant pedestrian ramps.
- **Real-Time Bus Arrival Reader Boards**: Bus stops with several different routes can include an electronic arrival board showing when the next bus on each route is scheduled to arrive in real-time.

- **Transit Centers**: Transit centers provide a single location where a large number of transit services operate to provide connections between various services. A transit center is larger than a bus stop and provides additional amenities (e.g., bathrooms, larger waiting areas). Shared-use transit center facilities are generally designated and maintained through agreements reached between the local public transit agency or rideshare program operator and the property owner. Shared-use transit center parking lots can save the expense of building a new parking lot, increase the utilization of existing spaces, and avoid utilization of developable land for surface parking.
- **Park and Rides**: Park-and-rides provide parking for people who wish to transfer from their personal vehicle to public transportation or carpools/vanpools. Park-and-rides are frequently located near major intersections, at commercial centers, or intercity bus routes. It is Oregon state policy to encourage the development and use of park-and-rides at appropriate urban and rural locations adjacent to or within the highway right-of-way. Park-and-rides may be either shared-use, such as at a school or shopping center, or exclusive-use.
- **Mobility Hubs**: Mobility hubs focus on the connectivity of public transit to a variety of travel modes, supporting non-single-occupancy-vehicle trips and helping to connect people to the different modes they need. All services and amenities do not need to be provided immediately adjacent to the hub as long as they are still within an easily accessible area. Shared mobility services such as bikeshare, carshare, e-scooters, and on-demand rideshare zones are all located within the hub, in addition to amenities such as transit waiting areas, pedestrian and bicycle facilities, bicycle parking, bicycle repair stations, and electric vehicle charging.

Table 9 identifies the projects developed for the public transportation system plan. The priorities shown in Table 9 are based on the project evaluation criteria as well as input from the project team. Priorities will be updated based on input from the advisory committee and the community. Figure 10 illustrates the location of the public transportation plan projects, where applicable.

Table 9: Public Transportation System Plan Projects

Map ID	Location	Description	Priority	Cost ($1,000)
T1	Local Service	Add service to Rhododendron Dr and Heceta Beach neighborhood	High	0[1]
T2	Intercity Service	Increase intercity service frequency, access to Eugene Airport and Southwest Oregon Regional Airport	Medium	0[1]
T3	Marketing	Improve marketing for intercity service, specifically for Link Lane service to Eugene and to Yachats	High	$50
T4	Transit Center	Establish a transit center at the Grocery Outlet bus stop on 21st St, add bathroom facilities to transit center, formally establish a park-and-ride with	Medium	$500

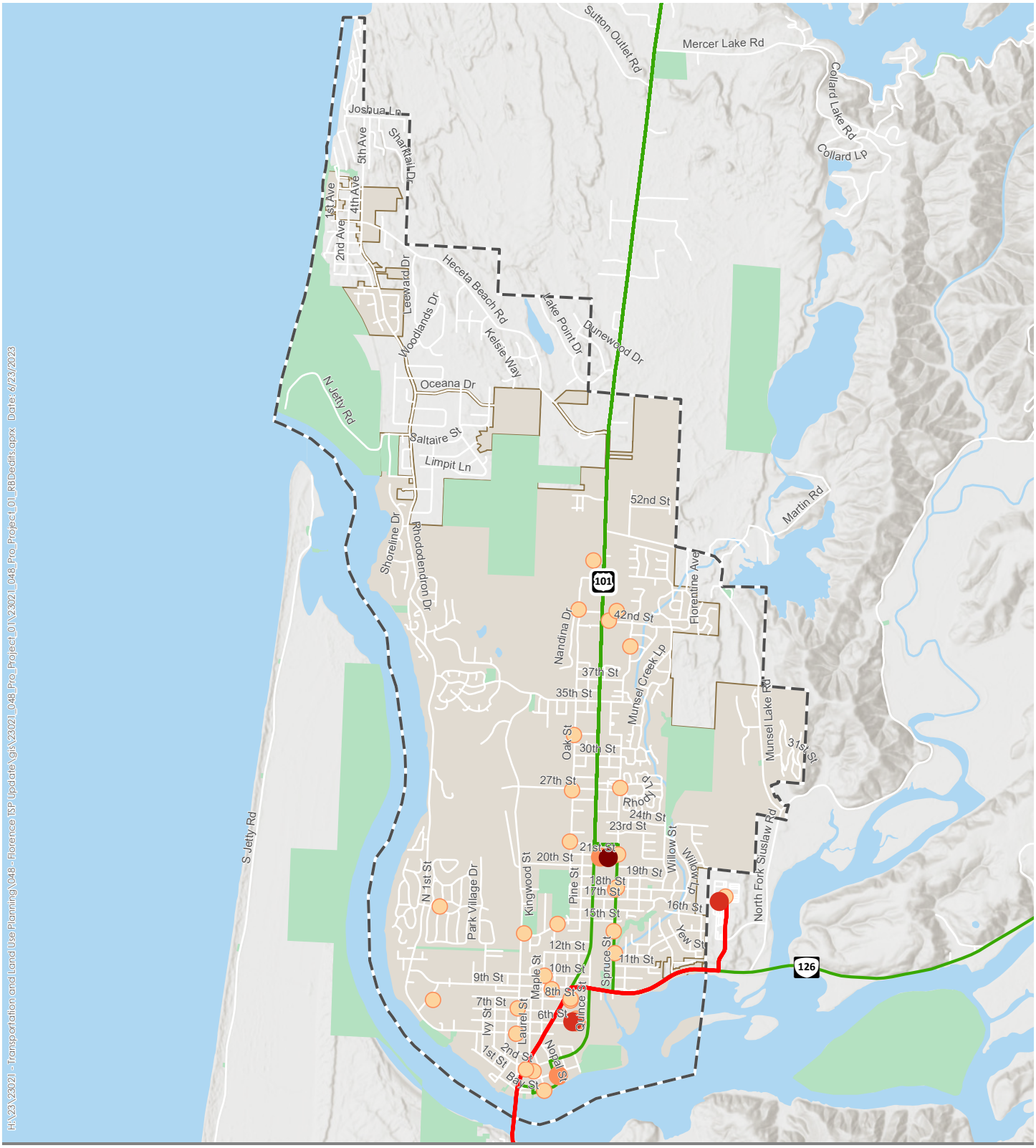
		Grocery Outlet, add transit shelters and/or benches to existing stop locations		
T5	Bus Stops	Add shelters and/or benches to existing bus stops and build bus stops that are accessible	High	$250
T6	Park and Rides	Establish park-and-rides at Three Rivers Casino and Florence Events Center	Medium	$100
T7	Mobility Hubs	Establish mobility hubs at Grocery Outlet (primary location), Port of Siuslaw parking lot (secondary location), and Florence Events Center (secondary location)	Medium	$250
			Total High Priority Cost	$300
			Total Medium Priority Cost	$850
			Total Low Priority Cost	$0
			Total Cost	$1,150

1. Project will be funded by others or in conjunction with others.

PUBLIC TRANSPORTATION SYSTEM POLICIES

The transit system policies are provided below:

- The City will work with Rhody Express, Link lane, and Coos County Transit to ensure adequate access to local transit stops.



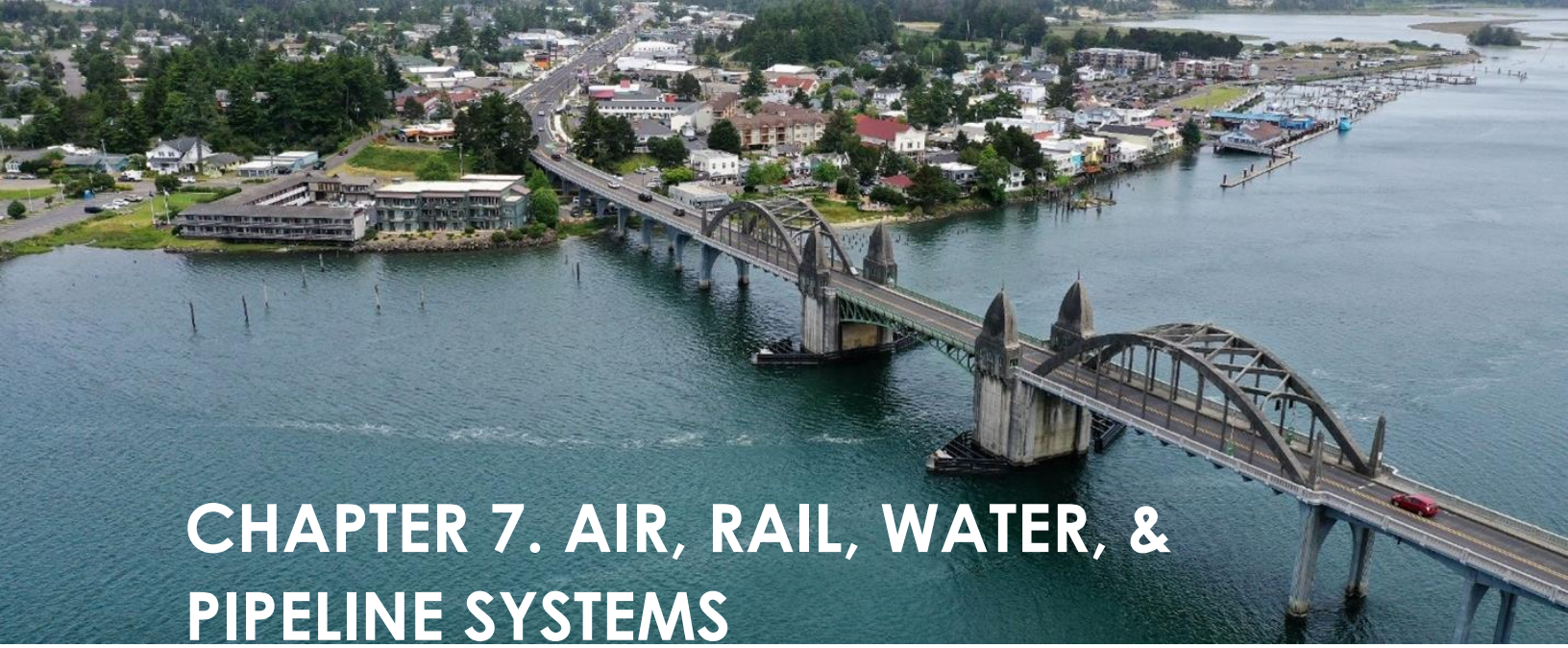
- Project T2: Expanded Intercity Service
- Project T2/T3: Expanded Intercity Service/ Marketing
- Project T1: Local Service
- Project T4: Transit Center
- Project T6: Park-and-Ride
- Project T7: Mobility Hub
- Project T5: Bus Stop
- Parks
- Water
- City Boundary
- Urban Growth Boundary

0 0.5 1 Miles

Figure 10

Public Transportation Plan Projects
Florence, Oregon

KITTELSON & ASSOCIATES



CHAPTER 7. AIR, RAIL, WATER, & PIPELINE SYSTEMS

Air System

The Florence Municipal Airport is the lone aviation facility in the city. The airport has a single, 3,000-foot paved and lighted runway and is open 24 hours a day, 7 days a week. The airport is home to 25 aircraft – 21 single engine planes, two helicopters, one multi-engine plane, and one jet plane – and there are an average of 134 aircraft operations per week.

According to the Oregon Aviation Plan, the Florence Municipal Airport is classified as a Local General Aviation Airport (Category IV). According to the plan, these airports "support primarily single-engine general aviation aircraft, but they are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities."

AIR SYSTEM PLAN

The airport completed the *Airport Master Plan Update* in February 2010 to better understand existing facilities and activities, determine future airport needs, and create a capital improvement program to meet these future needs. Table 10 describes these projects and whether they have been completed.

Table 10. Florence Municipal Airport Master Plan Update Project List

Project	Description	Complete?
Runway and Taxiway Extension (Phase 1)	Construct the 400-foot north runway extension with a 200-foot displaced threshold for obstruction clearance.	No
Runway and Taxiway Extension (Phase 2)	Eliminate the 200-foot displaced threshold for Runway 15 by removing approximately 87,100 cubic yards of material from the sand dune.	No
Runway and Taxiway Extension (Phase 3)	Remove approximately 116,200 cubic yards of additional material from the sand dune.	No
Non-precision Instrument Approach	The development of an instrument approach is recommended for Runway 15/33.	No
Terminal Apron Reconfiguration & Expansion	The main apron will be reconfigured and expanded southward to increase current aircraft parking capacity, improve aircraft circulation within the apron, and meet FAA design standards.	Yes

Project	Description	Complete?
North Landside Development Area	The preferred alternative includes space reserved for development of additional conventional hangars, T-hangars and aircraft apron. As currently planned, the north landside area provides storage capacity for approximately 60 additional aircraft.	No
Parallel Taxiway Lighting	The parallel taxiway will be equipped with blue edge lighting or reflective edge markers.	Yes

AIR SYSTEM POLICIES

No projects were developed for the air system. However, projects identified in other sections of the TSP could improve access to air facilities inside and outside the city. In addition to these projects, air system policies are provided below.

- Collaborate with the Florence Municipal Airport and the Oregon Department of Aviation to ensure that future roadway connections (such as an extension of Pacific View Drive) do not impact future runway expansion.
- Coordinate with the Oregon Department of Aviation on proposed changes to land use, zoning, or transportation within the vicinity of the airport to maintain Federal Aviation Regulation (FAR) Part 77 airspace services depicted in the *Airport Master Plan Update*.
- Work with neighboring residential uses to minimize issues of noise and vibration if/when night operations become a reality at the airport.

Rail System

There are no rail facilities within Florence. The closest rail facility is the Coos Bay Rail Line (CBRL), which spans 134 miles from Coquille to Eugene and crosses the Siuslaw River approximately 2.5 miles east of Florence. The rail line provides connections to the North American Rail Network for manufacturing operations in Coos, Douglas, and Lane Counties, and for marine terminals in the Coos Bay harbor.

The closest passenger rail service is provided by Amtrak, with stations in Eugene and Springfield. Amtrak operates the *Cascades* (Vancouver, BC to Eugene) and *Coast Starlight* (Seattle to Los Angeles), though some scheduled trips are partial segments of the entire route. Amtrak also operates Cascades POINT bus service between Portland and Eugene.

RAIL SYSTEM POLICIES

No projects were developed for the rail system. However, projects identified in other sections of the TSP could improve access to rail facilities outside the city. In addition to these projects, rail system policies are provided below.

- The City will work with Link Lane on providing service or adjusting existing service to better coordinate with Amtrak and Cascade POINT at the stations in Eugene and Springfield.

Water System

The Siuslaw River is a navigable waterway that connects Florence to the Pacific Ocean and other inland communities. For 16.5 miles, the Siuslaw River is an officially designated federal waterway and is maintained as a navigation project by the US Army Corps of Engineers with local sponsorship by the Port of Siuslaw. The remainder of the approximately 720 square mile

Siuslaw river drainage basin falls within the district boundary of the Port of Siuslaw. Approximately five miles of the lower Siuslaw River system flows through the City of Florence.

The US 101 Siuslaw River Bridge crosses the river at River Mile (RM) 4.5. This drawbridge structure can be opened to accommodate waterborne commerce, primarily fishing boats. The CBRL crosses the river on the Cushman swing bridge at RM 8.2. OR 126 crosses the Siuslaw River in Mapleton at RM 20.7. The Mapleton Bridge and shallow water upstream effectively limit waterborne commerce at that point.

The US Coast Guard Station Siuslaw and coast Guard Auxiliary Flotilla provide motor lifeboat service and safety patrols on the Siuslaw River and coastal waters. Station Siuslaw is located at RM 1.5 in Florence. US Coast Guard Air Operations utilize the Florence Municipal Airport to support training and air/sea rescue operations.

The US Army Corp of Engineers maintains the federal waterway project on the Siuslaw River. Two rock jetties protect the mouth of the river. The authorized navigation waterway consists of an 18' deep x 300' wide entrance channel, a 16' deep x 200' wide channel to the Florence Turning Basin at RM 5.0, and a 12' x 150' wide channel extending upriver to RM 16.5. At RM 15.8, the channel widens into a turning basin 12' deep x 300' wide. The project was first authorized in 1910 with several later modifications. Annual maintenance dredging is performed on the lower reaches of the river with smaller amounts of dredging taking place upriver at less regular intervals. The Port of Siuslaw sponsors the federal water project on the Siuslaw River and maintains the only authorized upriver dredged material disposal site.

PORT OF SIUSLAW STRATEGIC BUSINESS PLAN

The Port's *Strategic Business Plan*, adopted in June 2013, outlined a five-year capital plan for marine, commercial fishing, and recreation activities. Large items are detailed below:

Bulkhead Repair

The Port constructed a bulkhead to protect the Harbor Street parking lot (located in the southeast corner of the Harbor Street/1st Street intersection), as well as riverfront campground sites. The plan notes that this is a vital facility for the Port, but because it does not generate any revenue, it poses a challenge to pay for repairs and replacement. For the Port, a safe and functional bulkhead is essential to the smooth operations. Total project costs at the time were estimated to be $1.5 million, and no funding had been secured at the time that the plan was released.

Replace Debris and Shear Booms at Marina

At the time that the plan was released, the Port was using recovered logs as debris booms during the winter season to protect the marinas from floating debris. The installation and removal of these logs is a challenge and navigating around these logs are a challenge for boaters. The Port had researched light weight options as a more effective debris booms and was seeking $600,000 to replace their existing debris booms.

Assessing Feasibility of Decommissioning Mapleton Facility

As of 2013, the Port owned a 140' transient vessel dock with 12 space parking lot in Mapleton. No portion of this facility was generating revenue for the Port. The Port is planning to study the decommissioning of the Mapleton facility or to transfer ownership of the facility to another entity.

Investigate Feasibility of Enhancing Commercial Fishing Opportunities

As of 2013, the Port was struggling to maintain commercial fishing operations. There were 10 active commercial boats catching albacore tuna and Dungeness crab, and projections at the time expected commercial fishing growth to remain flat. The Port sought to develop a

sustainable business model to help grow the local commercial fishing industry and drive up market prices.

Complete Siuslaw Estuary Trail

The City of Florence and the Port of Siuslaw have long sought to improve public access to the Siuslaw River. A proposed multi-use path would connect downtown Florence to the Three Rivers Casino, utilizing the Port's waterfront recreational areas (see Project MU2). The path would begin at the Siuslaw Interpretive Center, head east through downtown, across the Port riverfront, connect with the Munsel Creek path at OR 126 and terminate at the Three Rivers Casino. In 2013, the path's total estimated cost was $678,000, which included an estimated cost of $94,000 along Port property.

Since 2013, cost estimates for this trail have exceeded $1,000,000. The city received a Recreational Trails Program grant from the Oregon Parks and Recreation Department for constructing Phase 1 of this project, from OR 126 at Redwood Street to Quince Street between Harbor Street and 6th Street.

WATER SYSTEM POLICIES

No projects were developed for the water system. However, projects identified in other sections of the TSP could improve access to the Siuslaw River as well as the Pacific Ocean. In addition to these projects, water system policies are provided below.

- The City will work with Port of Siuslaw on implementing the planned improvements identified in their *Strategic Business Plan*.
- The City will continue to support and promote improvements to the local and regional transportation system to ensure adequate access to the Siuslaw River and pacific Ocean for residents and visitors.
- The City will also promote recreational use of the Siuslaw River and investigate the feasibility of river transportation in the future.

Pipeline System

Florence has no major regional pipeline facilities within the UGB.

PIPELINE SYSTEM POLICIES

While there are no pipeline projects included in the TSP, the City will continue to support and promote improvements to the local and regional pipeline system to ensure adequate facilities and services for residents.

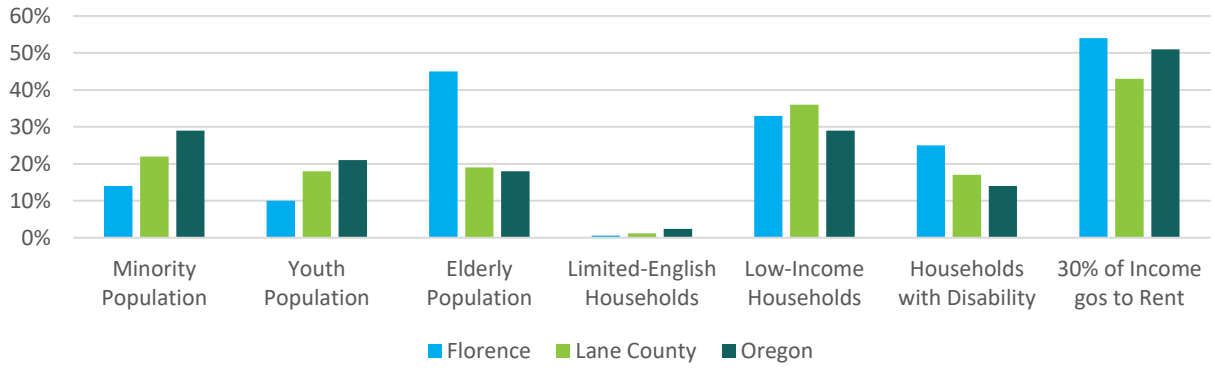
CHAPTER 8. EQUITY PLAN

Equity Plan

The needs of Title VI and Environmental Justice (EJ) populations were considered throughout the development of the Florence TSP. Title VI and EJ populations were identified early in the project to ensure the transportation planning and project development process was more inclusive of diverse communities. The information gathered through this effort was valuable in identifying the transportation needs that will provide the most benefits to identified populations. Seven population groups were considered for transportation impact susceptibility, representing those who may rely more heavily on public infrastructure or transit for access to day-to-day needs and jobs. They include minorities (non-white populations), youth (populations under 17), elderly (populations over 64), limited-English proficiency households, low-income households, households where people are living with disabilities, and households that pay more than 30 percent of their income in rent.

Information on each of these groups was obtained from the American Community Survey and evaluated at the State, County, and local level. The results indicate that Florence has a higher percentage of elderly populations, households with disabilities, and households that pay more than 30% of their income than the State and County; Florence also has a higher percentage of low-income households than the State, and only slightly fewer than the County. The remaining population groups, youth, minorities, and limited-English households are at a lower percentage than the State and County. Chart 1 summarizes the Title VI and EJ population data.

Chart 1: Title VI and EJ Population Summary



With a few notable exceptions, these groups are distributed relatively evenly throughout the city. The areas with the highest concentration of minorities are located south of 35th Street and between Kingwood Street and US 101, and south of 9th Street between Rhododendron Drive and US 101. The areas with the highest concentration of elderly are located south of Munsel Lake Road and east of US 101, between 35th Street and 9th Street and west of Kingwood Street. Additional information on the make-up and location of these groups is available in *Tech Memo #3A in the Volume II: Technical Appendix*.

The needs of these groups are reflected in the goals and objectives used to guide development of the TSP and in the evaluation criteria used to develop the preferred and cost constrained plans. Many of the projects included in the TSP will enhance access and circulation within Florence for people walking, biking, and taking transit. Of the projects included in the cost constrained plan, most are pedestrian, bicycle, or transit projects while the remaining have elements that will enhance each of these modes. In addition, many of the policies included in the modal chapters of the plan are intended to ensure the transportation system will continue to develop in a way to further enhance transportation options for local residents, especially those that are dependent on non-motorized travel.

CHAPTER 9. MANAGING THE TRANSPORTATION SYSTEM

Managing the Transportation System

Transportation System Management (TSM) and Transportation Demand Management (TDM) are two complementary approaches to managing and maximizing the efficiency of the transportation system. The section presents plans and policies for TSM and TDM as well as plans and policies for neighborhood traffic management and parking management.

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) focuses on low-cost strategies that can be implemented within the existing transportation infrastructure to enhance operational performance. Finding ways to better manage the transportation system while maximizing urban mobility and treating all modes of travel as a coordinated system is a priority. TSM strategies include traffic signal timing and phasing optimization, traffic signal coordination, and intelligent transportation systems (ITS). Traffic signal modifications and ITS applications typically provide the most significant tangible benefits to the traveling public. The primary focus of TSM measures are region-wide improvements, however there are a number of TSM measures that can be applied in Florence, including: traffic signal timing and phasing optimization at signalized intersections, real-time traveler information on US 101 and OR 126, and real-time transit information at local transit stops, on-line, and via smartphone applications. Several of these measures are included in other elements of the TSP.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a term used to describe policies and strategies that remove single occupancy vehicle trips from the roadway during peak time periods. As population and employment increase in the city, the number of trips will also increase. The ability to change travel behavior and provide alternative modes will help accommodate the growth in trips without the need for significant investments in new infrastructure. A major focus of TDM is on major employers; however, there are many things the City can do to support TDM implementation, including providing sidewalks and bike lanes that allow people to travel safely and efficiently on foot or by bike; providing local transit facilities and services that allow people to travel by bus, and establishing development patterns that encourage non-auto-oriented travel. Several of these strategies are included in other elements of the TSP.

TDM Strategies

There are several strategies that may be effective for managing demand in Florence. Table 11 summarizes the strategies that best meet the goals and objectives of the TSP. As with all new public and private investments, the implementation of TDM strategies is sure to draw opposition from some. Given Florence's limited experience with TDM, it is important that decision-makers understand their long-term costs and benefits and can evaluate these along-side arguments from opponents in achieving outcomes that best reflect the City's vision and goals while effectively reducing travel demand.

Table 11. Potential TDM Strategies

Strategy	Description
Bicycle Improvements	Improved design and maintenance of shared streets, bike lanes, and paths
Bicycle Parking	Improved bicycle parking, storage, and changing facilities
Bike/Transit Integration	Improved bicycle access and storage at transit stops and stations, and the ability to carry bikes on transit vehicles
Pedestrian Improvements	Improved design and maintenance of sidewalks, crosswalks, paths, and amenities
Bike/Walk Encouragement	Promotion campaigns, events, educational programs, guides and user info
Transit Improvements	Improve transit facilities and service (stop amenities, hours, frequency, coverage)
Shuttle Service	Shuttle buses, demand response and other special mobility services
Ridesharing	Carpool/vanpool programs and services
Wayfinding	Provide wayfinding improvements and other multimodal navigation tools
Streetscape Improvements	Redesign roadways to support multimodal transportation and create more attractive and accessible communities
Connectivity Improvements	Improved roadway and pathway connectivity
Traffic Calming	Roadway design features intended to reduce traffic speeds and volume
Vehicle Use Restrictions	Limit vehicle traffic at a particular time or place
Parking Management	Various management strategies that result in more efficient use of parking
Park-and-ride	Park-and-rides can support ridesharing and public transit use
Downtown Centers	Creating vibrant downtowns mixed-use activity centers

TDM Policies

While there are no TDM projects in the TSP, they are an important part of the City's ongoing effort to improve the efficiency of the transportation system. The following policies will help guide the City in future planning and development efforts.

- Learn about TDM and the role it can play in achieving local planning objectives.
- Encourage and require local businesses to implement TDM solutions.
- Work to build partnerships with community organizations to support TDM implementation.
- Help create TDM programs to provide local TDM services.
- Improve non-motorized transportation facilities, public transit services, and other transportation services.
- Support carshare, ridesharing, bikeshare, e-scooters, and other micromobility services.
- Apply more comprehensive transportation planning, including multimodal level of service indicators when evaluating transportation improvements.

» Implement TDM strategies, such as commute trip reductions programs for employees, and special transportation management when sponsoring events that attract crowds.

TDM strategies help achieve many of the City's goals, including reduced traffic congestion, reduced parking demand, improved mobility for non-drivers, improved community livability, improved public fitness and health, and others.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood Traffic Management (NTM) is a term used to describe traffic control devices that reduce travel speeds and traffic volumes in residential neighborhoods. NTM is also commonly referred to as traffic calming because of its ability to calm traffic. NTM strategies have been implemented in locations throughout the city; however, there are many areas where additional NTM could be considered. Table 12 lists several common NTM options that are typically supported by emergency response as long as minimum street criteria are met.

Table 12. Neighborhood Traffic Management (NTM) Options by Functional Classification

	Roadway Classifications		
Measure	**Arterial**	**Collector**	**Local**
Curb Extension	Supported	Supported	NTM measures are generally supported on lesser response routes that have connectivity (more than two accesses)
Raised Median Island	Supported	Supported	
Pavement Texture	Supported	Supported	
Sign	Supported	Supported	
Lane Width	Supported	Supported	
Diverter	Not Supported	Supported	
Speed Hump	Not Supported	Not Supported	
Raised Crosswalk	Not Supported	Not Supported	
Speed Cushion	Not Supported	Not Supported	
Choker	Not Supported	Not Supported	
Traffic Circle	Not Supported	Not Supported	
Meandering Alignments	Not Supported	Not Supported	

Note: NTM measures are supported with the qualification that they meet emergency response guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity.

As shown in Table 12, several NTM solutions are limited to local streets; on arterial or collector streets, implementation of these NTM solutions can be counterproductive and lead to cut through traffic on local streets. NTM solutions on arterial and collector streets can also cause conflicts for emergency response as well as freight and public transit.

NTM Policies

While there are no NTM projects in the TSP, they are an important part of the City's ongoing effort to improve safety and livability. The following policies will help guide the City in future planning and development efforts.

» The City will consider implementation of NTM strategies along with other strategies in addressing traffic safety and livability in the City.

» The City will coordinate with emergency service providers to ensure implementation of NTP strategies will not compromise public safety.

PARKING MANAGEMENT

The City, in coordination with ODOT, completed a parking study in June 2021. The study includes an inventory and assessment of parking conditions in the greater historic downtown area, including the commercial, mixed-use, and special event areas located immediately north of the downtown straddling both sides of US 101. The study provides an inventory of the current parking supply and an assessment of the current parking demand on a typical weekday and weekend day during the peak summer months.

Key findings from the parking study include:

- Of the 933 on-street parking stalls within the study area, 805 parking stalls have no time restrictions. The remaining stalls consist of 10-minute (5), 30-minute (3), and 3-hour (120) stalls. All stalls are provided free of charge.
- Within the study area, overall on-street peak occupancy rates are 30.4% at 1:00 PM on the weekday and 33.8% at 1:00 PM on the weekend day. Occupancy rates in the 3-hour stalls (located within Old Town) are significantly higher than the overall rates: 90.6% at 2:00 PM on the weekday and 95.3% at 1:00 PM on the weekend day.
- Within the study area, overall off-street peak occupancy rates are 33.9% at 2:00 PM on the weekday and 34.9% at 1:00 PM on the weekend day. Occupancy rates in the off-street stalls that support restaurant uses are significantly higher than the overall rates: 97.3% at 12:00 PM on the weekday and 97.1% at 6:00 PM on the weekend day.

Conclusions from the parking study include:

- Though the entire parking system is far from constrained, the on- and off-street systems near Bay Street are highly utilized. However, on-street and off-street parking is generally available nearby (within a couple blocks).
- Basic parking management strategies can help redirect demand into areas with surplus parking, while freeing up more centrally located stalls for higher turnover users.

Additional information on the study, including the study itself, is available in Tech Memo 3B: Existing Conditions Analysis in the Volume II: Technical Appendix.

Parking Management Strategies

The parking management strategies developed for Florence are shown in Table 13. These strategies are focused on improving user information, enhancing parking management, enhancing enforcement, and increasing the parking supply. Most of these strategies are applicable to Old Town; however, the City could implement similar strategies in other areas throughout the city to better manage parking demand while also improving access and circulation for all travel modes. The priorities shown in Table 13 are based on the project evaluation criteria as well as input from the project team; the priorities will be updated based on input from the advisory committee and the community

Table 13. Parking Management Strategies

Map ID	Location	Description	Priority	Cost ($1,000)
PM1	US 101, OR 126, and Quince St	Install wayfinding signs that direct motorists to off-street public parking facilities in Old Town	High	$50
PM2	Old Town	Develop neighborhood parking maps and *how to park* resources in coordination with local	Medium	$50

		destinations and post them online and in prominent locations		
PM3	Old Town	Create a parking ambassador position to provide information and guidance on parking in Old Town	Medium	0[1]
PM4	Old Town Area A	Stripe on-street parking stalls on both sides of all streets in Old Town Area A	High	$50
PM5	Old Town Area A	Install signage on both sides of all streets in Old Town Area A to indicate time limitations (3-hours), hours of enforcement (8:00 AM to 5:00 PM), and directional arrows indicating the stalls where restrictions apply	High	$50
PM6	Old Town Area B	Stripe on-street parking stalls on both sides of all streets in Old Town Area B	Medium	$50
PM7	Old Town	Implement and manage and area parking permit program for residents and employees of local businesses Old Town	Low	0[1]
PM8	Old Town/ City Wide	Implement regular parking enforcement of on-street parking regulations in Old Town and other areas as applicable	Low	0[1]
PM9	Old Town/ Citywide	Establish remote parking areas that are served by transit to relocate parking demand to the fringe area of the community	Low	0[1]
PM10	Old Town/ Citywide	Establish public-private partnerships to open access to existing private parking facilities or construct new parking (for instance, through co-financing) to serve both site-specific users and the public	Low	0[1]
			Total High Priority Cost	$150
			Total Medium Priority Cost	$100
			Total Low Priority Cost	$0
			Total Cost	$250

1. Project will be self-funded, funded by others, or in conjunction with others.

Parking Management Policies

The parking management policies are summarized below:

- The City will establish a parking collaborative in Old Town to align the City's interest with local businesses and associations.
- The City will require good neighbor agreements between local businesses and associations to indicate how parking needs will be met and issues will be addressed.
- The City will conduct outreach to educate and inform the public about changes to parking policies and strategies in Old Town and provide information on travel options.
- The City will coordinate with community destinations to improve safety and security in Old Town (e.g., neighborhood watch, community policing, special police patrols, improved lighting, pedestrian escorts, monitoring of facilities).
- The City will continue to monitor, measure, and evaluate the performance of the parking system and adjust policies and strategies to increase efficiency.
  - Implement/recalibrate restrictions (e.g., time limits/users).
  - Establish parking zones (e.g., loading zones, pick-up/drop-off zones).
  - Reconfigure parking facilities to identify additional space for parking.

ACCESS MANAGEMENT

The term "access management" is commonly used to describe the practice of managing the number, placement, and movements of intersections and driveways that provide access to adjacent land uses. Access management policies can be an important tool to improve transportation system efficiency by limiting the number of opportunities for turning movements on to or off of certain streets. In addition, well deployed access management strategies can help manage travel demand by improving travel conditions for pedestrian and bicycles – eliminating the number of access points on roadways allows for continuous sidewalk and bicycle facilities and reduces the number of potential interruptions and conflict points between pedestrians, bicyclists, and cars.

Access management can be extremely difficult to implement once properties have been developed along a corridor. Cooperation among and involvement of relevant government agencies, business owners, land developers and the public is necessary to establish an access management plan that benefits all roadway users and businesses.

City Access Spacing Standards

The City's access spacing standards are determined by functional classification and provide spacing between intersections, between intersections and driveways, and between driveways. Table 14 summarizes City's access spacing standards.

Table 14. City Access Spacing Standards

Functional Classification	Minimum Spacing Between Intersections (ft)	Minimum Spacing between Intersections and Driveways (ft)	Minimum Spacing between Driveways (ft)
Alley	N/A	15	N/A
Local Street	125	25	25
Collector Street	250	30	125
Arterial Street	250	50	125

ODOT Access Spacing Standards

Oregon Administrative Rule (OAR) 734, Division 51 establishes procedures, standards, and approval criteria used by ODOT to govern highway approach permitting and access management consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), statewide planning goals, acknowledged comprehensive plans, and the OHP. The OHP serves as the policy basis for implementing Division 51 and guides the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.

Access spacing standards for approaches to state highways are based on highway classification and differ depending on posted speed and average annual daily traffic (AADT). Within Florence, US 101 and OR 126 are classified as statewide highways with speeds that range from 30 to 55 mph, and all AADTs are above 5,000 vehicles. Table 15 summarizes ODOT's current access spacing standards for US 101 and OR 126.

Table 15. ODOT Access Spacing Standards

Posted Speed	Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic >5,000	
	Rural Areas	Urban Areas
55 or higher	1,320	1,320
50	1,100	1,100
40 & 45	990	800
30 & 35	770	500
25 & lower	550	350

Access Management Policies

The access management policies are provided below.

- Defer to ODOT access spacing standards and policies on ODOT facilities.
- Ensure all new developments meet access spacing standards.
- Consolidate non-conforming access points as part of redevelopment to move in the direction of access spacing standards.
- Establish access variance policies for parcels whose highway/street frontage, topography, or location would otherwise preclude conforming access spacing.

A comprehensive list of potential access spacing variance policies and an approach for access consolidation are provided in *Tech Memo 5: Alternatives Analysis in the Volume II: Technical Appendix*.

EMERGING TECHNOLOGY

Transportation technologies are rapidly evolving, and cities are evaluating what steps they can take to be prepared. The challenge is that most emerging technologies are initiated by the private sector and can be difficult to predict. So how can cities use their money efficiently while also seeing the benefits of emerging technology?

Emerging Technology Policies

The following summarizes a list of discrete steps (primarily planning and policy related) that the City can take to be prepared for the emergence of new transportation technologies.

- Create a Transportation Technology Liaison Role: This role should serve to carry out the listed tasks below.
- Connect with cities in the surrounding area (Eugene), establish a service zone for any emerging technology coming to the area.
- Develop partnerships and programs with Lane Community College and the University of Oregon to attract students.
- Review the development code and create avenues for flexible uses.
- Hold public outreach to determine which emerging technologies local residents are interested in.
- Meet with ODOT, Lane County, and other relevant jurisdictions in the surrounding area and discuss emerging technologies.

- Establish a primary and secondary mobility hub in the City.
- Consider adding EV charging stations at key destinations (PeaceHealth Pease Harbor Medical Center, grocery stores, Three Rivers Casino Resort, and Old Town) and EV charging requirement to development code.
- Invest in pick-up drop-off loops and adaptive reuse design for any parking structures/lots.
- Allow multiple ride-hailing services and micromobility services (E-scooters, bike share, etc.) to be established in Florence.

Additional information on the plans and policies the City can implement to prepare for emerging technology is provided in *Tech Memo 5: Alternatives Analysis in the Volume II: Technical Appendix*.

CHAPTER 10. IMPLEMENTATION PLAN

Implementation Plan

The TSP identifies the plans, policies, programs, and projects needed to address gaps, deficiencies, and needs within the city's transportation system over the next 20 years. The preferred plan consists of all projects identified throughout the TSP planning process while the cost constrained plan consists of projects the City anticipates being able to fund over the next 20 years[4]. The amount of local funds available for capital projects in the TSP is estimated to be approximately $10 million or roughly $0.50 million per year.

CURRENT FUNDING SOURCES

Funding for transportation improvements in Florence is primarily generated by the state gas tax and several local sources, including system development charges (SDCs).

State Gas Tax

State gas taxes are comprised of proceeds from excise taxes imposed by the state and federal government to generate revenue for transportation funding. The proceeds from these taxes are distributed to Oregon counties and cities in accordance with Oregon Revised Statute (ORS) 366.764, by county registered vehicle number, and ORS 366.805, by city population. The Oregon Constitution states that revenue from the state gas tax is to be used for the construction, reconstruction, improvement, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.

System Development Charges

SDCs are fees assessed on developments for impacts to the transportation system. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The City can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, SDC credits might be given for providing off-site improvements, such as

[4] The cost constrained plan does not limit the City or ODOT from advancing other projects in the TSP in response to changes in development patterns and funding opportunities that are not known at this time. There is no obligation to do these projects, nor assurance that these projects will be completed.

sidewalks and bike lanes that connect the site to nearby transit stops. Florence uses the revenue from SDCs on eligible projects that cannot be funded by other means.

Transportation System Cost Summary

Table 16 summarizes the full cost of the preferred and cost constrained plans for the TSP Update. As shown, the full cost of the preferred plan is approximately $87.3 million over the 20-year period, including $36.2 million in high priority projects, $27.9 million in medium priority projects, and $23.2 million in low priority projects. Based on the anticipated funds available for capital improvements, the cost constrained plan includes the high priority projects.[5] Although the projected funding based on current revenue sources does not cover the full cost of the high priority projects, the City plans to pursue additional funding to support the cost constrained plan.

Table 16: Transportation System Cost Summary

Project Type	High Priority ($1,000)	Medium Priority ($1,000)	Low Priority ($1,000)	Total ($1,000)
Planned Transportation System				
Roadway	$1,800	$11,695	$16,670	$30,165
Safety	$700	$400	$50	$1,150
Pedestrian	$21,850	$9,665	$3,830	$35,345
Crossing	$750	$1,000	$1,500	$3,250
Multi-use Path	$4,555	$2,160	$1,180	$7,895
Bicycle	$6,100	$2,010	$10	$8,120
Transit	$300	$850	$0	$1,150
Parking	$150	$100	$0	$250
Total	$36,205	$27,880	$23,240	$87,325

Note: TDM = Transportation Demand Management

Given limited funding, the City will need to identify additional revenue sources to implement all transportation-related capital improvement projects identified in the financially constrained and the preferred plan over the next 20 years.

Potential Funding Sources

The City will likely rely upon transportation improvements grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements. Table 17 summarizes the funding opportunities and identifies the intended use of the funds and any applicable project types.

Table 17: Potential Funding Sources

Funding Source	Description	Intended use
Federal Sources		

[5] The high priority projects include those that are most likely to be funded by the City over the 20-year planning horizon. The medium and low priority projects are aspirational and will be funded through grants and additional funding sources as they become available and/or by private developers as part of future development.

Infrastructure Investment and Jobs Act (IIJA)	The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over $4.5 billion over the next five years.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.
Surface Transportation Block Grant (STBG) Program	The STBG program provides flexible federal dollars that can be used for City projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, or tunnel on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The City can either apply 100 percent of these funds toward projects that comply with federal regulations or exchange the funds with the state and apply 90 percent toward projects that do not have federal constraints.	Preserve and improve surface transportation investments from a flexible funding source
Transportation Alternatives (TA)	The BIL continues the TA set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were eligible under the previously spending bill. This encompasses a variety of smaller-scale transportation projects.	Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Highway Safety Improvement Program (HSIP)	The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Project that reduce traffic fatalities and serious injuries on all public roads
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	NHS roads and bridges (and non-NHS bridges so long as bridge condition provision requirements are satisfied).
	State Sources	
Statewide Transportation	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has	Multi-modal projects on federal, state, and local facilities that meet the

Improvement Program (STIP)	varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	benefit categories of the STIP
Transportation and Growth Management (TGM) Grants	TGM grants are planning grants administered by ODOT and awarded on an annual basis. They are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use/transportation planning.	Transportation system plans and planning efforts that integrate land use and transportation.
State Highway Trust Fund/Bicycle Bill	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways to be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.	Bicycle and pedestrian projects.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.	Pedestrian and bicycle projects
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle projects that improve safety for children walking or biking to school
All Roads Transportation Safety (ARTS)	The federal Highway Safety Improvement Program (HSIP) is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Projects that address hotspot and systemic safety issues and concerns (roadway departure, intersection safety, and bicycle and pedestrian safety)
Oregon Parks and Recreation Local Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. Local match is required.	Trails and other recreational facility development or rehabilitation.
Oregon Community Paths (OCP) Program	This State of Oregon program combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.	Off-street pedestrian and bicycle facilities
Local Sources		
Transportation Systems Development Charge (SDC)	SDCs are fees assessed to development for the capacity demand it creates on public infrastructure systems. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof. Reimbursement fee revenues are dedicated to capital projects that increase capacity to meet the needs of growth. SDC credits are provided to developers for public improvements they construct which add capacity to the system beyond that required to serve their	SDCs may only be used for the portion of transportation improvements that generate additional capacity demand related to growth.

	development. SDC credits may also be given for development provisions that reduce vehicular capacity demand on the transportation system, such as providing end-of-trip bike facilities within the new development.	
Tax Increment Financing (TIF)	TIF is a tool that cities may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the City freezes the tax base at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths, and transit.
Local Fuel Tax	A local tax can be assessed on the purchase of fuel within the City. This tax is added to the cost of fuel at the pump, along with the state and federal gas taxes. Several cities throughout Oregon have a local fuel tax, including the City of Reedsport, which applies the tax during the peak summer months (May – October).	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
Local Improvement Districts (LIDs)	LIDs pool funds from property owner to make local transportation improvements.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the LID area.
Economic Improvement Districts (EIDs)	EIDs pool funds from area businesses to make improvements in the business district.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the EID area.
Revenue and General Obligation Bonds	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of the improvement to property taxes over time.	Construction of major capital improvement projects within the city, street maintenance and incidental improvements.
Street Utility Fees / Road Maintenance Fees	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.

FLORENCE TSP IMPLEMENTING ORDINANCES

Date:	June 15, 2023
To:	Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation
From:	Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG | APG
Project:	City of Florence Transportation System Plan Update
Subject:	Florence TSP Draft Implementing Ordinances

Overview

This memo summarizes the Draft Implementing Ordinances for the Florence Transportation System Plan (TSP). Implementing Ordinances include recommendations for compliance with requirements of Oregon Administrative Rule (OAR) Chapter 660, Division 12 (OAR 660-012), otherwise known as the "Transportation Planning Rule" (TPR). The project team conducted a regulatory review, or "Code Audit," earlier in the TSP update process, which evaluates the City's compliance with the TPR. The audit is included as an attachment to this memo (Attachment A). The Code Audit informs which sections of the Florence City Code (FCC) the City needs to amend to comply with the TPR.

The project team shared some "Code Concepts" for the City to consider (Attachment B), which were delivered to the City in January 2023 along with the TPR Code Audit. The Code Concepts discuss potential TSP implementation strategies for Florence to consider. Some of the Code Concepts that were discussed include multimodal standards, emerging technologies, off-street parking updates, and land use-transportation coordination. Some of the code concepts are included in the recommended implementing ordinances, however most of them are intended as preliminary strategies for the City to consider. The recommended Implementing Ordinances in this memo are focused on bringing the City into compliance with the TPR and ensuring that local land use/zoning regulations are consistent with the TSP.

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	Comments and 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.	10-3-3	Add provisions to support the installation of electric vehicle charging stations	
3.	10-3-3	Add provisions for carpool and vanpool parking standards for employee parking.	OAR 660-012-0045(4)(d)
4.	10-35-2-7 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)
5.	10-35-2-6	Specify that transportation-related conditions of approval may include bicycle and pedestrian improvements.	OAR 660-012-0045(2)(e)
6.	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 TRANSPORTATIN 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. 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 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, 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.

3. 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:

E. Carpool and vanpool parking. Uses with at least 10 designated employee, student, or commuter 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."

3. 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.

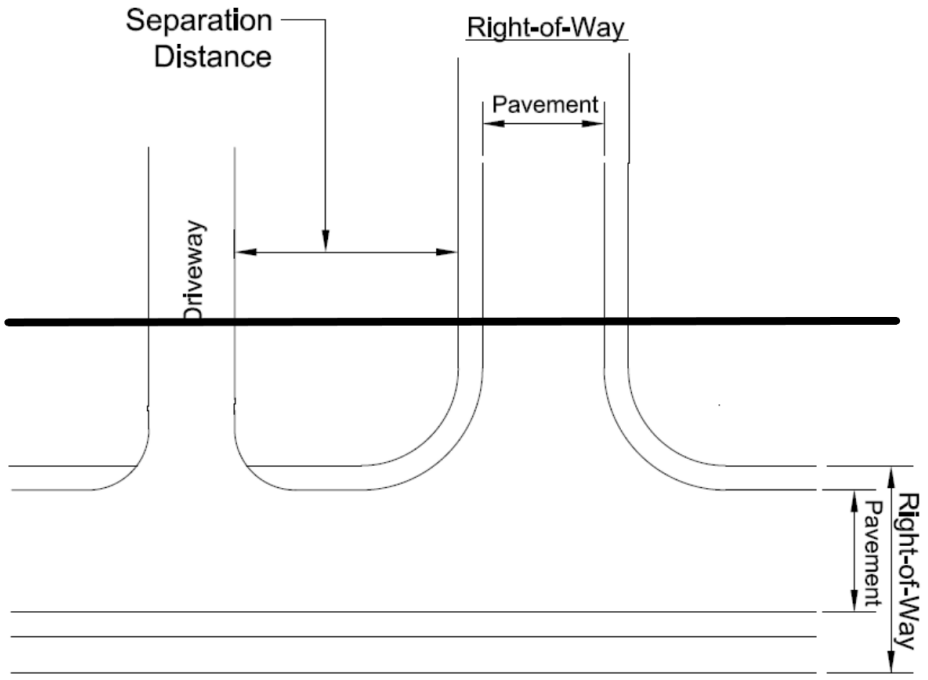
Separation Distance from Driveway to ~~Pavement~~Street

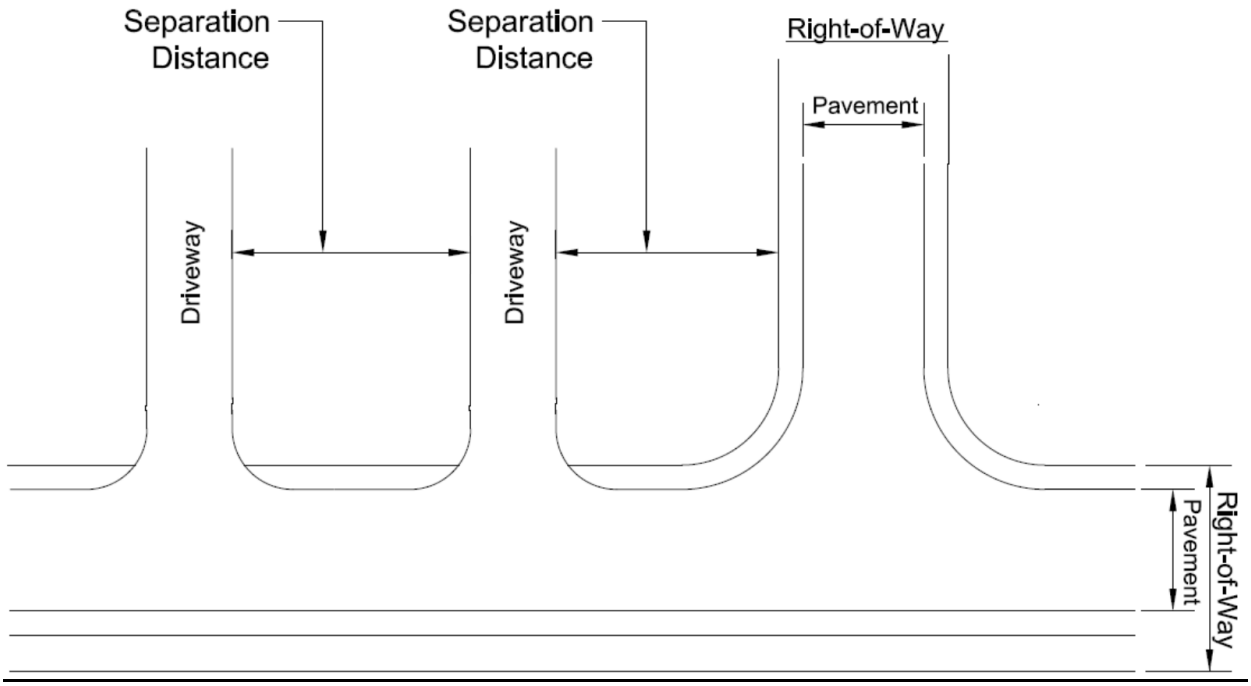
Alley	15 feet
Local Street	25 feet
Collector Street	30 feet
Arterial Street	50 feet

Separation Distance from Driveway to Driveway

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

Figure 10-36(1): Separation Distance from Driveway to Street and Driveway to Driveway





10-36-2-13: Street Alignment, Radii:

A. On Arterial and Collector Roadways, intersections shall be spaced at a minimum of 250 feet, as measured from the centerline of the street.

B. On Local Streets, street centerlines at intersections may not be offset by more than two feet. Intersections shall be spaced at a minimum of 125 feet, as measured from the centerline of the street.

C. Corner curb return radii shall be at least thirty-five (35) feet on Arterial Streets and at least twenty (20) feet on other streets, except where smaller radii are approved by the Public Works Director. Larger Radii may be required by the Director to accommodate emergency and freight vehicles.

4. 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. ~~T~~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.

5. 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).

ATTACHMENT A – REGULATORY REVIEW (TPR AUDIT)

Attachment A presents a review of applicable development ordinances from the City of Florence for compliance with the State of Oregon's Transportation Planning Rule (TPR), OAR 660 Division 12. The memorandum provides the intent, purpose, and requirements of the TPR, followed by a comprehensive review in the subsequent tables.

The purpose of the TPR is "…*to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.*" The TPR also establishes requirements for coordination among affected levels of government for preparation, adoption, refinement, implementation, and amendment of transportation system plans.

Specifically, Section -0045 of the TPR addresses implementation of the Transportation System Plan (TSP). TPR Section -0060 (Plan and Land Use Regulation Amendments) specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. Section -0060 establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

In summary, the TPR requires that local governments revise their land use regulations to implement the TSP in the following manner:

- Amend land use regulations to reflect and implement the TSP.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions, through:
    - access management and control;
    - protection of public use airports;
    - coordinated review of land use decisions potentially affecting transportation facilities;
    - conditions to minimize development impacts to transportation facilities;
    - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities; and
    - regulations ensuring that amendments to land use applications, densities, and design standards are consistent with the TSP.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

Tables 1 provides an assessment of TPR compliance for the City based on adopted ordinances regulating land development. Each table lists TPR implementation requirements, an assessment of existing City code and regulatory provisions that meet the requirements, and recommendations for changes that will likely be needed to fully implement the new TSP and bring city regulations in compliance with the TPR. Recommended changes to local regulatory documents are intended to provide guidance to project staff during the update the City's TSP.

Table 1 provides a review of the following ordinances for the City of Florence:

Public Ways and Property (Title 8)
Zoning Regulations (Title 10)
Subdivision Regulations (Title 11)

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
OAR 660-12-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use: (A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; (B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards; (C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and (D) Changes in the frequency of transit, rail and airport services.	The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations. Per FCC 10-2-12, the City permits the following uses and activities in all zones without review: • Operation, maintenance, and repair of public roads and highway facilities and existing transportation facilities identified in the TSP • Construction of facilities and improvements identified in the TSP or Public Facility Plan • Changes to transit or airport services **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;	See responses to -0045(1)(a)

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.	This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers. FCC 10-1-1-6-2.D and -3.B establish public notice requirements for Type II and Type III land use decisions. These provisions require notice to be sent to ODOT for any proposal located adjacent to a state roadway or that is expected to have an impact on a state transportation facility. In addition, these requirements apply to "(a)ny governmental agency that is entitled to notice under and intergovernmental agreement with the City or that is potentially affected by the proposal." This may include other transportation agencies or providers, such as local/regional transit agencies and the County. 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:	
(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;	FCC Chapter 10-36 – Public Facilities – includes provisions for access control measures, including: • Intersection spacing (FCC 10-36-2-13) • Right-of-way widths for functional street classifications and specific corridors (FCC 10-36-2-5) • Traffic signals and roundabouts (FCC 10-36-2-11) • Medians (FCC 10-36-2-12) • All newly created lots must have street frontage and approved street access (FCC 10-36-2-1) FCC 10-35-2-7 establishes spacing standards between driveways and intersections. The City does not have minimum spacing requirements specific to driveways alone. Requirements that regulate driveway, street, and intersection spacing are not provided in City ordinances. **Recommendation:** The TSP process will assess the adequacy of existing standards to meet current and future needs and may result in new or updated roadway and access management standards. The City should also amend FCC 10-35-2-7 to include minimum spacing between driveways based on street functional classification. Street Improvement Standards will need to be made consistent with TSP standards.
(b) Standards to protect future operation of roads, transitways 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 includes the required components of a Traffic Impact Study and authorizes the City to include conditions of approval. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(c) Measures 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	See response to -0045(1)(c).
(e) 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. The provision states that conditions of approval may include, but are not limited to the following: • Crossover/reciprocal easement agreements for all adjoining parcels to facilitate future access • Access adjustments where proposed access points do not meet access spacing standards • Right-of-way dedications for future improvements • Street improvements • Turn restrictions 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. **Recommendation:** Existing code provisions meet the TPR requirement. However, the City should consider specifying that transportation-related conditions of approval may include bicycle and pedestrian improvements.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications that affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations; and	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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards 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. **Recommendation:** 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. See recommendations for TPR Section -0060.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and that avoids wherever possible levels of automobile traffic that might interfere with or discourage pedestrian or bicycle travel.	
(a) Bicycle parking facilities as part of new multi-family residential developments 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(b) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers; (B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways; (C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section; (D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel; (E) Streets and accessways need not be required where one or more of the following conditions exist: (i) Physical or topographic conditions make a street or accessway connection impracticable. Such	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 or bike sharrows are required for collectors and other specific street segments, such as portions of Munsel Lake Road, Rhododendron Drive, and Heceta Beach Road. 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

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided; (ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or (iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.	require multi-use paths off cul-de-sacs to provide bicycle and pedestrian connections to adjacent development or paths. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors; *[Note: Subsection (d) defines safe and convenient]*	See response to Section -0045(2)(e).
(e) Internal pedestrian circulation within new office parks and commercial developments shall 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	LinkLane offers daily bus service between Eugene and Florence, with stops in Veneta, Mapleton and at Three Rivers Casino, as well as Monday through Saturday service between Florence and Yachats. The Rhody Express provides transportation around Florence and is part of the Lane Transit District.[1] FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting. FCC 7-1-7-5 prohibits on-street parking at a bus stop. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

[1] Lane Transit District, Rhody Express: https://www.ltd.org/system-map/route_901/

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below. (A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site; (B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property; (C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection; (ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to people with disabilities; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.	OAR 660-012-0005 defines "major transit stop" as "(e)xisting or planned transit stations" that "(h)ave or are planned for an above average frequency of schedule, fixed-route service when compared to region wide service." The Rhody Express operates hourly service between 10 AM and 5 PM on weekdays. This transit service is not more frequent than other transit services in the Lane Transit District. Nonetheless, FCC 10-35-4.A requires any development within ¼ mile of an existing transit stop (other than single-family residences or duplexes) to ensure that the proposed pedestrian circulation system provides a safe and direct route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop. In addition, FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting. **Recommendation:** The City largely complies with this TPR requirement.
(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);	The City does not have any major transit stops. Therefore, this TPR requirement does not apply.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	The City does not have any parking standards for carpools or vanpools. **Recommendation:** Add provisions for carpool and vanpool parking standards for employee parking to FCC 10-3. These standards should require a certain percentage of parking spaces be designated for carpool and vanpool parking for uses with over a certain number of employees. The carpool and vanpool spaces should be located closer to the employee entrance than any non-ADA parking spaces.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	FCC 10-3-3 allows transit-related parking reductions of up to 10% if 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. **Recommendation:** The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities need to include pedestrian access to existing and identified future transit routes. Standards should be made consistent between the TSP and Street Improvement Standards.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	The Rhody Express mainly provides service along, Oak Street, Spruce Street, Highway 126, Quince Street, Bay Street, parts of Highway 101, 9th Street, and Rhodendron Drive. The zoning that is adjacent to these routes primarily includes: • Medium Density Residential • Professional Office/Institutional • High Density Residential • Main Street Area A and B • Old Town District • Commercial • Highway District • North Commercial A few small segments of these routes also run adjacent to the Low-Density Residential and Airport Development zones. **Recommendation:** The existing zoning designations near the City's transit routes meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, accessible, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	The TSP will make recommendations to the bicycle and pedestrian plan that are consistent with TPR -0020. 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) **Recommendation:** This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and is met by requiring improvements in developing areas consistent with adopted code provisions.
(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.	FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. There are no minimum right-of-way width standards for Arterial streets in the Code. **Recommendation:** The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities minimize pavement width and total right-of-way consistent with the operational needs of the facility. At a minimum, the City should adopt right-of-way width and cross-section design standards for general arterial development in addition to the existing standards that are specific segments of existing roads. Standards should be made consistent between the TSP and Street Improvement Standards.
OAR 660-12-0060	
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	FCC 10-1-3 authorizes amendments to zoning district boundaries and zoning regulations. The approval criteria do not contain specific requirements that ensures proposed amendments are consistent with planned facilities within the adopted TSP. **Recommendation:** FCC 10-1-3 should add provisions that address plan amendment consistency with transportation facilities.

ATTACHMENT B – LAND USE & TRANSPORTATION CODE CONCEPTS

Overview

This section includes general recommendations for potential future code amendments, or "Code Concepts." The City should consider these Code Concepts as potential strategies to implement strategies and recommendations from the Florence TSP update project.

Multimodal Transportation, Connectivity, and Access Standards. The TSP process recommends the City explore a number of transportation elements related to bicycle and pedestrian connectivity, transit improvements, intermodal route connectivity, and other improvements related to the City's multimodal network. The results of a regulatory review reveal that the City's Development Code currently includes a robust collection of standards and requirements related to bicycle, pedestrian, and transit access and connectivity. The City's current multimodal standards and compliance with State requirements are summarized in Attachment A, Regulatory Review – TPR Audit. The code audit also identifies a handful of improvements that would bring the City into closer compliance with State requirements. Specifically, the City should consider amending transportation-related conditions of approval criteria to include bicycle and pedestrian improvements. This change would strengthen the City's ability to implement and improve bicycle, pedestrian, and transit connectivity and access through future development approval.

Any other specific updates related to bicycle, pedestrian, and transit standards or requirements that emerge from the TSP recommendations should also be added to the list of possible Code amendments.

Emerging Technologies. The City should explore requirements and standards for electric vehicle (EV) charging/parking facility requirements for new construction and possibly for redevelopment. Some cities in Oregon have adopted "EV ready" code requirements that are intended to enable future retrofits of on-site parking and utilities to include EV charging stations. In addition, cities are increasingly incorporating standards for EV facilities to take advantage of recent amendments to the state building code to include provisions for EV charging capacity for certain building types.[2] The City may consider applying EV charging requirements to developments that exceed size or trip generation thresholds based on TIS/TIA findings. For example, the City of Portland is in the process of adopting code amendments as a part of their "EV Ready Code Project" that will include requirements for multi-family and mixed-use developments over a certain size to have a minimum percentage of their overall parking spaces be "EV Ready."[3] The City may also consider regulatory/code incentives for providing EV charging stations or EV-ready spaces, which could include minimum parking reductions in

[2] HB 2180 Enrolled. https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/HB2180
[3] EV Ready Code Project: https://www.portland.gov/bps/planning/ev-ready

exchange for EV-ready spaces, or providing height or density bonuses for sites that provide EV spaces.

If Florence is interested in adopting EV facility standards, siting and design criteria that is specific to EV charging stations may also be beneficial. Examples of standards to explore include electricity/utility capacity, signage, accessibility, and EV-ready spaces to conventional parking spaces ratios. The American Planning Association (APA) offers extensive guidance and research on the topic of zoning for EV facilities. A recent American Planning Association publication provides a summary table of EV development standards from a sampling of jurisdictions throughout the country, as shown in Table 2.[4]

Table 2: EV Parking Standards Throughout the Country

Jurisdiction	Multifamily Parking	Commercial Parking	Code Citation
Atlanta, GA	NA	20% of spaces must be EV-ready	Appendix B §101.8
Chicago, IL	20% of spaces must be EV-ready or EV-installed	20% of spaces must be EV-ready or EV-installed	§17-10-1011
Honolulu, HI	Buildings with 8+ spaces: 25% must be EV-ready	Buildings with 12+ spaces: 25% must be EV-ready	§32-1.1(20)
Issaquah, WA	10% of spaces must be EV-installed; 30% must be EV-ready	5% of spaces must be EV-installed; 10% must be EV-ready	§18.09.140
Madison, WI	2% of spaces must be EV-installed; 10% must be EV-ready (increases by 10% every 5 years)	1% of spaces must be EV-installed (increases by 1% every 5 years); 10% must be EV-ready (increases by 10% every 5 years)	§28.141(8)(e)
San Jose, CA	10% of spaces must be EV-installed; 20% must be EV-ready; 70% must be EV-capable	10% of spaces must be EV-installed; 40% must be EV-ready	§24.10.200
St. Louis, MO	2% of spaces must be EV-installed; 5% must be EV-ready (increases to 10% in 2025)	2% must be EV-installed; 5% must be EV-ready	§25.01.020-406.2.7
Washington, DC	Buildings with 3+ spaces: 20% must be EV-ready	Buildings with 3+ spaces: 20% must be EV-ready	§6-1451.03a

Select Findings from the 2022 Scan of EV Ordinances

Source: "Preparing for the Electric Vehicle Surge", American Planning Association, Zoning Practice

The City may consider other development standards to support emerging mobility and technology trends, such as siting and design standards for e-bike and e-scooter facilities. Such standards could follow a similar model as the EV charging requirements, standards, or incentives, such as requiring e-bike parking with charging ports for developments of a certain size (e.g., over 10,000 square feet, over a specified number of employees, over specified number of dwelling units, etc.).

Off-Street Parking. To create a compact and visually appealing environment in a downtown area, the amount of space dedicated to parking should be minimized. By removing off-street parking requirements, the City can give business owners and developers flexibility and freedom to determine the amount and type of parking that will meet the needs of their clients. Removing

[4] Preparing for the Electric Vehicle Surge: https://planning.org/publications/document/9257171/

off-street parking requirements can provide even more opportunity for future development or redevelopment. This could free up land currently used for parking lots to be developed over time into new buildings for business – an arguably more efficient use of valuable land. Removing off-street parking requirements does not mean that all off-street parking will go away, it simply allows the City and business owners to work together to meet the true parking needs of the Old Town district.

The City currently waives minimum parking requirements for changes of use in Old Town Subarea A that existed prior to October 2014. In addition, new construction (not including residential or lodging) may reduce off street parking by 50% of the minimum parking requirement. Although the minimum parking requirements in the Old Town district are relaxed compared to the rest of Florence, the City should still consider removing off-street parking minimums for both Old Town Subareas A and B altogether. As discussed, complete removal of off-street parking requirements will enable redevelopment of underutilized parking areas and would support a more walkable/bikeable, mixed-use environment.

The City's minimum off-street parking requirements are relatively consistent with requirements in other Oregon coastal communities. However, the City may consider reducing off-street parking requirements for single-family detached homes based on square footage or number of rooms to allow more flexibility for smaller units. For example, Lincoln City only requires one space per unit for dwellings under 1,000 square feet, and two spaces for any single-family dwellings over 1,000 square feet. In addition, Florence is currently considering reducing minimum parking requirements for duplexes to one space per unit and removing minimum parking for ADUs (as required by ORS 197.312).Consistent with parking requirements for duplexes, the City could also consider reducing minimum parking to one space per unit for other middle housing types (triplexes, quadplexes, townhomes), multi-family, and manufactured homes. These housing types generally provide housing for smaller households and tend to have lower vehicle-use rates than other large households and lower-density types of housing. Lowering off-street parking requirements can free up valuable land for more living space.[5]

Land Use and Transportation Coordination. Development Code requirements, standards, and procedures are critical for ensuring the City's land uses and transportation system are thoughtfully coordinated. The City should consider Code amendments to improve integration of land use and transportation standards, practices, and procedures. Chapter 660, Division 12 of the Oregon Administrative Rules (OAR 660-012) includes specific requirements and guidance to ensure coordinated transportation and land use planning. For example, the City should ensure consistency between land use/zoning amendments with TSP goals and policies. See the TPR Audit (Attachment A) for more details and recommendations related to land-use-transportation coordination amendments.

[5] Parking and Middle Housing https://www.oregon.gov/lcd/TGM/Documents/ParkingDemandsAcrossCities.pdf

Attachment 4

FLORENCE TSP IMPLEMENTING ORDINANCES

Date:	June 15, 2023
To:	Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation
From:	Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG | APG
Project:	City of Florence Transportation System Plan Update
Subject:	Florence TSP Draft Implementing Ordinances

Overview

This memo summarizes the Draft Implementing Ordinances for the Florence Transportation System Plan (TSP). Implementing Ordinances include recommendations for compliance with requirements of Oregon Administrative Rule (OAR) Chapter 660, Division 12 (OAR 660-012), otherwise known as the "Transportation Planning Rule" (TPR). The project team conducted a regulatory review, or "Code Audit," earlier in the TSP update process, which evaluates the City's compliance with the TPR. The audit is included as an attachment to this memo (Attachment A). The Code Audit informs which sections of the Florence City Code (FCC) the City needs to amend to comply with the TPR.

The project team shared some "Code Concepts" for the City to consider (Attachment B), which were delivered to the City in January 2023 along with the TPR Code Audit. The Code Concepts discuss potential TSP implementation strategies for Florence to consider. Some of the Code Concepts that were discussed include multimodal standards, emerging technologies, off-street parking updates, and land use-transportation coordination. Some of the code concepts are included in the recommended implementing ordinances, however most of them are intended as preliminary strategies for the City to consider. The recommended Implementing Ordinances in this memo are focused on bringing the City into compliance with the TPR and ensuring that local land use/zoning regulations are consistent with the TSP.

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	Comments and 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.	10-3-3	Add provisions to support the installation of electric vehicle charging stations	
3.	10-3-3	Add provisions for carpool and vanpool parking standards for employee parking.	OAR 660-012-0045(4)(d)
4.	10-35-2-7 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)
5.	10-35-2-6	Specify that transportation-related conditions of approval may include bicycle and pedestrian improvements.	OAR 660-012-0045(2)(e)
6.	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 TRANSPORTATIN 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. 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 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, 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.

3. 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:

E. Carpool and vanpool parking. Uses with at least 10 designated employee, student, or commuter 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."

3. 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.

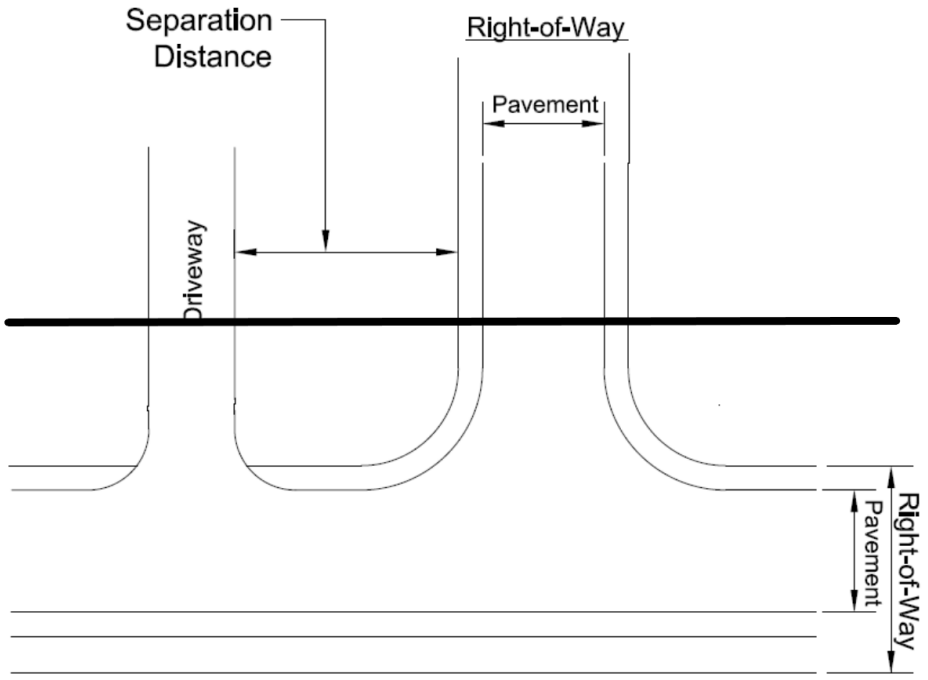
Separation Distance from Driveway to ~~Pavement~~Street

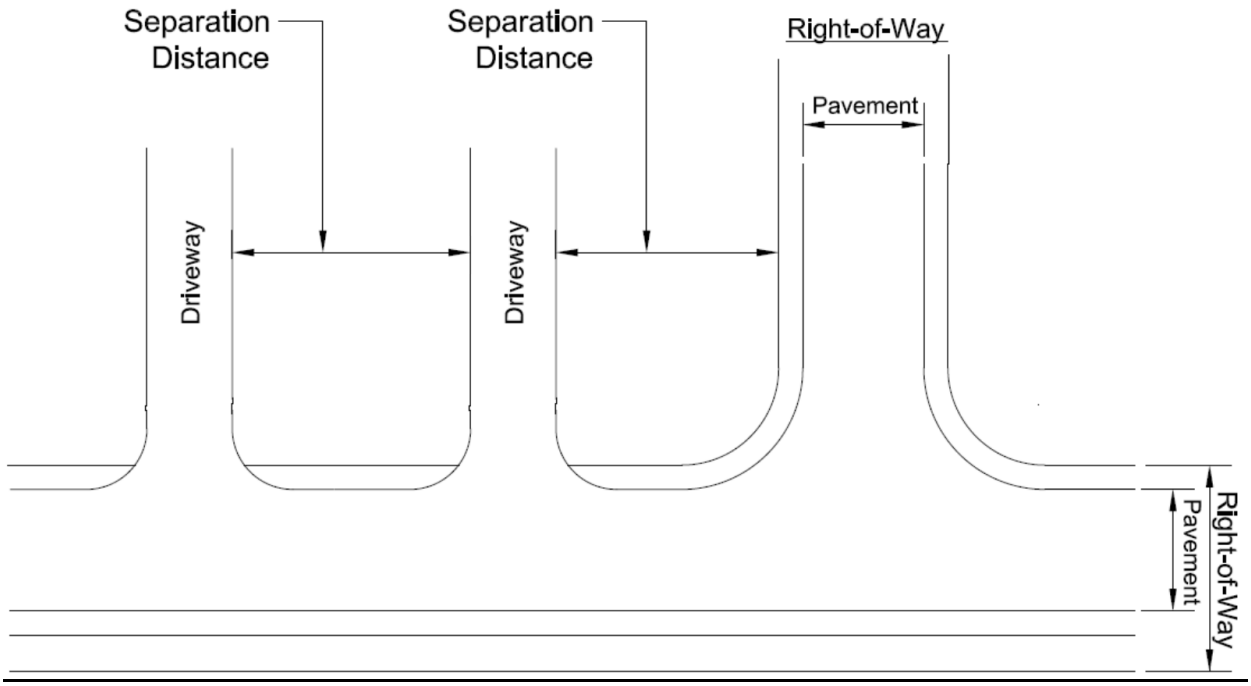
Alley	15 feet
Local Street	25 feet
Collector Street	30 feet
Arterial Street	50 feet

Separation Distance from Driveway to Driveway

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

Figure 10-36(1): Separation Distance from Driveway to Street and Driveway to Driveway





10-36-2-13: Street Alignment, Radii:

A. On Arterial and Collector Roadways, intersections shall be spaced at a minimum of 250 feet, as measured from the centerline of the street.

B. On Local Streets, street centerlines at intersections may not be offset by more than two feet. Intersections shall be spaced at a minimum of 125 feet, as measured from the centerline of the street.

C. Corner curb return radii shall be at least thirty-five (35) feet on Arterial Streets and at least twenty (20) feet on other streets, except where smaller radii are approved by the Public Works Director. Larger Radii may be required by the Director to accommodate emergency and freight vehicles.

4. 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. ~~T~~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.

5. 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).

ATTACHMENT A – REGULATORY REVIEW (TPR AUDIT)

Attachment A presents a review of applicable development ordinances from the City of Florence for compliance with the State of Oregon's Transportation Planning Rule (TPR), OAR 660 Division 12. The memorandum provides the intent, purpose, and requirements of the TPR, followed by a comprehensive review in the subsequent tables.

The purpose of the TPR is "…*to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.*" The TPR also establishes requirements for coordination among affected levels of government for preparation, adoption, refinement, implementation, and amendment of transportation system plans.

Specifically, Section -0045 of the TPR addresses implementation of the Transportation System Plan (TSP). TPR Section -0060 (Plan and Land Use Regulation Amendments) specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. Section -0060 establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

In summary, the TPR requires that local governments revise their land use regulations to implement the TSP in the following manner:

- Amend land use regulations to reflect and implement the TSP.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions, through:
    - access management and control;
    - protection of public use airports;
    - coordinated review of land use decisions potentially affecting transportation facilities;
    - conditions to minimize development impacts to transportation facilities;
    - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities; and
    - regulations ensuring that amendments to land use applications, densities, and design standards are consistent with the TSP.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

Tables 1 provides an assessment of TPR compliance for the City based on adopted ordinances regulating land development. Each table lists TPR implementation requirements, an assessment of existing City code and regulatory provisions that meet the requirements, and recommendations for changes that will likely be needed to fully implement the new TSP and bring city regulations in compliance with the TPR. Recommended changes to local regulatory documents are intended to provide guidance to project staff during the update the City's TSP.

Table 1 provides a review of the following ordinances for the City of Florence:

Public Ways and Property (Title 8)
Zoning Regulations (Title 10)
Subdivision Regulations (Title 11)

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
OAR 660-12-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use: (A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; (B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards; (C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and (D) Changes in the frequency of transit, rail and airport services.	The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations. Per FCC 10-2-12, the City permits the following uses and activities in all zones without review: • Operation, maintenance, and repair of public roads and highway facilities and existing transportation facilities identified in the TSP • Construction of facilities and improvements identified in the TSP or Public Facility Plan • Changes to transit or airport services **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;	See responses to -0045(1)(a)

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.	This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers. FCC 10-1-1-6-2.D and -3.B establish public notice requirements for Type II and Type III land use decisions. These provisions require notice to be sent to ODOT for any proposal located adjacent to a state roadway or that is expected to have an impact on a state transportation facility. In addition, these requirements apply to "(a)ny governmental agency that is entitled to notice under and intergovernmental agreement with the City or that is potentially affected by the proposal." This may include other transportation agencies or providers, such as local/regional transit agencies and the County. 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:	
(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;	FCC Chapter 10-36 – Public Facilities – includes provisions for access control measures, including: • Intersection spacing (FCC 10-36-2-13) • Right-of-way widths for functional street classifications and specific corridors (FCC 10-36-2-5) • Traffic signals and roundabouts (FCC 10-36-2-11) • Medians (FCC 10-36-2-12) • All newly created lots must have street frontage and approved street access (FCC 10-36-2-1) FCC 10-35-2-7 establishes spacing standards between driveways and intersections. The City does not have minimum spacing requirements specific to driveways alone. Requirements that regulate driveway, street, and intersection spacing are not provided in City ordinances. **Recommendation:** The TSP process will assess the adequacy of existing standards to meet current and future needs and may result in new or updated roadway and access management standards. The City should also amend FCC 10-35-2-7 to include minimum spacing between driveways based on street functional classification. Street Improvement Standards will need to be made consistent with TSP standards.
(b) Standards to protect future operation of roads, transitways 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 includes the required components of a Traffic Impact Study and authorizes the City to include conditions of approval. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(c) Measures 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	See response to -0045(1)(c).
(e) 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. The provision states that conditions of approval may include, but are not limited to the following: • Crossover/reciprocal easement agreements for all adjoining parcels to facilitate future access • Access adjustments where proposed access points do not meet access spacing standards • Right-of-way dedications for future improvements • Street improvements • Turn restrictions 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. **Recommendation:** Existing code provisions meet the TPR requirement. However, the City should consider specifying that transportation-related conditions of approval may include bicycle and pedestrian improvements.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications that affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations; and	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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards 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. **Recommendation:** 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. See recommendations for TPR Section -0060.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and that avoids wherever possible levels of automobile traffic that might interfere with or discourage pedestrian or bicycle travel.	
(a) Bicycle parking facilities as part of new multi-family residential developments 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(b) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers; (B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways; (C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section; (D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel; (E) Streets and accessways need not be required where one or more of the following conditions exist: (i) Physical or topographic conditions make a street or accessway connection impracticable. Such	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 or bike sharrows are required for collectors and other specific street segments, such as portions of Munsel Lake Road, Rhododendron Drive, and Heceta Beach Road. 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

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided; (ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or (iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.	require multi-use paths off cul-de-sacs to provide bicycle and pedestrian connections to adjacent development or paths. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors; *[Note: Subsection (d) defines safe and convenient]*	See response to Section -0045(2)(e).
(e) Internal pedestrian circulation within new office parks and commercial developments shall 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	LinkLane offers daily bus service between Eugene and Florence, with stops in Veneta, Mapleton and at Three Rivers Casino, as well as Monday through Saturday service between Florence and Yachats. The Rhody Express provides transportation around Florence and is part of the Lane Transit District.[1] FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting. FCC 7-1-7-5 prohibits on-street parking at a bus stop. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

[1] Lane Transit District, Rhody Express: https://www.ltd.org/system-map/route_901/

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below. (A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site; (B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property; (C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection; (ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to people with disabilities; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.	OAR 660-012-0005 defines "major transit stop" as "(e)xisting or planned transit stations" that "(h)ave or are planned for an above average frequency of schedule, fixed-route service when compared to region wide service." The Rhody Express operates hourly service between 10 AM and 5 PM on weekdays. This transit service is not more frequent than other transit services in the Lane Transit District. Nonetheless, FCC 10-35-4.A requires any development within ¼ mile of an existing transit stop (other than single-family residences or duplexes) to ensure that the proposed pedestrian circulation system provides a safe and direct route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop. In addition, FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting. **Recommendation:** The City largely complies with this TPR requirement.
(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);	The City does not have any major transit stops. Therefore, this TPR requirement does not apply.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	The City does not have any parking standards for carpools or vanpools. **Recommendation:** Add provisions for carpool and vanpool parking standards for employee parking to FCC 10-3. These standards should require a certain percentage of parking spaces be designated for carpool and vanpool parking for uses with over a certain number of employees. The carpool and vanpool spaces should be located closer to the employee entrance than any non-ADA parking spaces.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	FCC 10-3-3 allows transit-related parking reductions of up to 10% if 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. **Recommendation:** Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. **Recommendation:** The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities need to include pedestrian access to existing and identified future transit routes. Standards should be made consistent between the TSP and Street Improvement Standards.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	The Rhody Express mainly provides service along, Oak Street, Spruce Street, Highway 126, Quince Street, Bay Street, parts of Highway 101, 9th Street, and Rhodendron Drive. The zoning that is adjacent to these routes primarily includes: • Medium Density Residential • Professional Office/Institutional • High Density Residential • Main Street Area A and B • Old Town District • Commercial • Highway District • North Commercial A few small segments of these routes also run adjacent to the Low-Density Residential and Airport Development zones. **Recommendation:** The existing zoning designations near the City's transit routes meet this TPR requirement. No further changes to the code are recommended.

Table 1: City of Florence Ordinances – Regulatory Review	
Oregon Revised Statutes	**Comments & Recommendations**
(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, accessible, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	The TSP will make recommendations to the bicycle and pedestrian plan that are consistent with TPR -0020. 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) **Recommendation:** This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and is met by requiring improvements in developing areas consistent with adopted code provisions.
(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.	FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. There are no minimum right-of-way width standards for Arterial streets in the Code. **Recommendation:** The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities minimize pavement width and total right-of-way consistent with the operational needs of the facility. At a minimum, the City should adopt right-of-way width and cross-section design standards for general arterial development in addition to the existing standards that are specific segments of existing roads. Standards should be made consistent between the TSP and Street Improvement Standards.
OAR 660-12-0060	
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	FCC 10-1-3 authorizes amendments to zoning district boundaries and zoning regulations. The approval criteria do not contain specific requirements that ensures proposed amendments are consistent with planned facilities within the adopted TSP. **Recommendation:** FCC 10-1-3 should add provisions that address plan amendment consistency with transportation facilities.

ATTACHMENT B – LAND USE & TRANSPORTATION CODE CONCEPTS

Overview

This section includes general recommendations for potential future code amendments, or "Code Concepts." The City should consider these Code Concepts as potential strategies to implement strategies and recommendations from the Florence TSP update project.

Multimodal Transportation, Connectivity, and Access Standards. The TSP process recommends the City explore a number of transportation elements related to bicycle and pedestrian connectivity, transit improvements, intermodal route connectivity, and other improvements related to the City's multimodal network. The results of a regulatory review reveal that the City's Development Code currently includes a robust collection of standards and requirements related to bicycle, pedestrian, and transit access and connectivity. The City's current multimodal standards and compliance with State requirements are summarized in Attachment A, Regulatory Review – TPR Audit. The code audit also identifies a handful of improvements that would bring the City into closer compliance with State requirements. Specifically, the City should consider amending transportation-related conditions of approval criteria to include bicycle and pedestrian improvements. This change would strengthen the City's ability to implement and improve bicycle, pedestrian, and transit connectivity and access through future development approval.

Any other specific updates related to bicycle, pedestrian, and transit standards or requirements that emerge from the TSP recommendations should also be added to the list of possible Code amendments.

Emerging Technologies. The City should explore requirements and standards for electric vehicle (EV) charging/parking facility requirements for new construction and possibly for redevelopment. Some cities in Oregon have adopted "EV ready" code requirements that are intended to enable future retrofits of on-site parking and utilities to include EV charging stations. In addition, cities are increasingly incorporating standards for EV facilities to take advantage of recent amendments to the state building code to include provisions for EV charging capacity for certain building types.[2] The City may consider applying EV charging requirements to developments that exceed size or trip generation thresholds based on TIS/TIA findings. For example, the City of Portland is in the process of adopting code amendments as a part of their "EV Ready Code Project" that will include requirements for multi-family and mixed-use developments over a certain size to have a minimum percentage of their overall parking spaces be "EV Ready."[3] The City may also consider regulatory/code incentives for providing EV charging stations or EV-ready spaces, which could include minimum parking reductions in

[2] HB 2180 Enrolled. https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/HB2180
[3] EV Ready Code Project: https://www.portland.gov/bps/planning/ev-ready

exchange for EV-ready spaces, or providing height or density bonuses for sites that provide EV spaces.

If Florence is interested in adopting EV facility standards, siting and design criteria that is specific to EV charging stations may also be beneficial. Examples of standards to explore include electricity/utility capacity, signage, accessibility, and EV-ready spaces to conventional parking spaces ratios. The American Planning Association (APA) offers extensive guidance and research on the topic of zoning for EV facilities. A recent American Planning Association publication provides a summary table of EV development standards from a sampling of jurisdictions throughout the country, as shown in Table 2.[4]

Table 2: EV Parking Standards Throughout the Country

Jurisdiction	Multifamily Parking	Commercial Parking	Code Citation
Atlanta, GA	NA	20% of spaces must be EV-ready	Appendix B §101.8
Chicago, IL	20% of spaces must be EV-ready or EV-installed	20% of spaces must be EV-ready or EV-installed	§17-10-1011
Honolulu, HI	Buildings with 8+ spaces: 25% must be EV-ready	Buildings with 12+ spaces: 25% must be EV-ready	§32-1.1(20)
Issaquah, WA	10% of spaces must be EV-installed; 30% must be EV-ready	5% of spaces must be EV-installed; 10% must be EV-ready	§18.09.140
Madison, WI	2% of spaces must be EV-installed; 10% must be EV-ready (increases by 10% every 5 years)	1% of spaces must be EV-installed (increases by 1% every 5 years); 10% must be EV-ready (increases by 10% every 5 years)	§28.141(8)(e)
San Jose, CA	10% of spaces must be EV-installed; 20% must be EV-ready; 70% must be EV-capable	10% of spaces must be EV-installed; 40% must be EV-ready	§24.10.200
St. Louis, MO	2% of spaces must be EV-installed; 5% must be EV-ready (increases to 10% in 2025)	2% must be EV-installed; 5% must be EV-ready	§25.01.020-406.2.7
Washington, DC	Buildings with 3+ spaces: 20% must be EV-ready	Buildings with 3+ spaces: 20% must be EV-ready	§6-1451.03a

Select Findings from the 2022 Scan of EV Ordinances

Source: "Preparing for the Electric Vehicle Surge", American Planning Association, Zoning Practice

The City may consider other development standards to support emerging mobility and technology trends, such as siting and design standards for e-bike and e-scooter facilities. Such standards could follow a similar model as the EV charging requirements, standards, or incentives, such as requiring e-bike parking with charging ports for developments of a certain size (e.g., over 10,000 square feet, over a specified number of employees, over specified number of dwelling units, etc.).

Off-Street Parking. To create a compact and visually appealing environment in a downtown area, the amount of space dedicated to parking should be minimized. By removing off-street parking requirements, the City can give business owners and developers flexibility and freedom to determine the amount and type of parking that will meet the needs of their clients. Removing

[4] Preparing for the Electric Vehicle Surge: https://planning.org/publications/document/9257171/

off-street parking requirements can provide even more opportunity for future development or redevelopment. This could free up land currently used for parking lots to be developed over time into new buildings for business – an arguably more efficient use of valuable land. Removing off-street parking requirements does not mean that all off-street parking will go away, it simply allows the City and business owners to work together to meet the true parking needs of the Old Town district.

The City currently waives minimum parking requirements for changes of use in Old Town Subarea A that existed prior to October 2014. In addition, new construction (not including residential or lodging) may reduce off street parking by 50% of the minimum parking requirement. Although the minimum parking requirements in the Old Town district are relaxed compared to the rest of Florence, the City should still consider removing off-street parking minimums for both Old Town Subareas A and B altogether. As discussed, complete removal of off-street parking requirements will enable redevelopment of underutilized parking areas and would support a more walkable/bikeable, mixed-use environment.

The City's minimum off-street parking requirements are relatively consistent with requirements in other Oregon coastal communities. However, the City may consider reducing off-street parking requirements for single-family detached homes based on square footage or number of rooms to allow more flexibility for smaller units. For example, Lincoln City only requires one space per unit for dwellings under 1,000 square feet, and two spaces for any single-family dwellings over 1,000 square feet. In addition, Florence is currently considering reducing minimum parking requirements for duplexes to one space per unit and removing minimum parking for ADUs (as required by ORS 197.312).Consistent with parking requirements for duplexes, the City could also consider reducing minimum parking to one space per unit for other middle housing types (triplexes, quadplexes, townhomes), multi-family, and manufactured homes. These housing types generally provide housing for smaller households and tend to have lower vehicle-use rates than other large households and lower-density types of housing. Lowering off-street parking requirements can free up valuable land for more living space.[5]

Land Use and Transportation Coordination. Development Code requirements, standards, and procedures are critical for ensuring the City's land uses and transportation system are thoughtfully coordinated. The City should consider Code amendments to improve integration of land use and transportation standards, practices, and procedures. Chapter 660, Division 12 of the Oregon Administrative Rules (OAR 660-012) includes specific requirements and guidance to ensure coordinated transportation and land use planning. For example, the City should ensure consistency between land use/zoning amendments with TSP goals and policies. See the TPR Audit (Attachment A) for more details and recommendations related to land-use-transportation coordination amendments.

[5] Parking and Middle Housing https://www.oregon.gov/lcd/TGM/Documents/ParkingDemandsAcrossCities.pdf

Attachment 5

Updated Zoning Code Chapters

Title 10
Chapter 1 - Zoning Administration

Attachment 5

TITLE 10
CHAPTER 1

ZONING ADMINISTRATION

SECTION:

10-1-1: ADMINISTRATIVE REGULATIONS:

10-1-1-1: SHORT TITLE: This Title shall be known as the "Zoning Ordinance of the City of Florence", and the map herein referred to shall be known as the "Zoning Map of the City of Florence". Said Map and all explanatory matter thereon are hereby adopted and made a part of this Title.

10-1-1-2: SCOPE: No building or land shall hereafter be used and no building or part thereof shall be erected, moved or altered unless in conformity with the regulations herein specified for the district in which it is located, except as otherwise provided herein. No permit for the construction or alteration of any building shall be issued unless the plan, specifications and intended uses of such building conform in all respects with the provisions of this Title. The zoning regulations are not intended to abrogate, annul or impair easement, covenant or other agreements between parties, except that where the zoning regulations impose a greater restriction or higher standard than that required by such agreement, the zoning regulations shall control.

10-1-1-3: PURPOSE

A. **PURPOSE OF THIS TITLE:** The purpose of this Title is to establish for the City a Comprehensive Zoning Plan designed to protect and promote the public health, safety and welfare, and to provide the economic and social advantages which result from an orderly, planned use of land resources. Such regulations are designed to achieve the following objectives:

1. To fulfill the goals of Florence's Comprehensive Plan.

2. To advance the position of Florence as a regional center of commerce, industry, recreation and culture.

3. To provide for desirable, appropriately located living areas in a variety of dwelling types and at a suitable range of population densities, with adequate provision for sunlight, fresh air and usable open space.

4. Protect residential, commercial, industrial and civic areas from the intrusion of incompatible uses, and to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services.

5. To insure preservation of adequate space for commercial, industrial and other activities necessary for a healthy economy.

6. To promote safe, fast and efficient movement of people and goods without sacrifice to the quality of Florence's environment, and to provide adequate off-street parking.

7. To achieve excellence and originality of design in future developments and to preserve the natural beauty of Florence's setting.

8. To stabilize expectations regarding future development of Florence, thereby providing a basis for wise decisions with respect to such development.

B. **PURPOSE OF THIS CHAPTER:** The purpose of this chapter is to establish standard decision-making procedures that will enable the City, the applicant, and the public to reasonably review applications and participate in the local decision-making process in a timely and effective way. Table 10-1-1 provides a tool for determining the review procedure and the decision-making body for particular approvals.

10-1-1-4: APPLICATION:

A. Applications and Petitions required by Title 10 and 11 of this Code shall be on forms prescribed by the City and include the information requested on the application form.

B. Applicability of Review Procedures**:** All land use and development permit applications, petitions, and approvals shall be decided by using the procedures contained in this chapter. The procedure type assigned to each application governs the decision making process for that permit or approval. There are four types of approval procedures as described in subsections 1-4 below. Table 10-1-1 lists some of the City's land use and development approvals and corresponding review procedures. Others are listed within their corresponding procedure sections.

1. **Type I (Ministerial) Procedure (Staff Review – Zoning Checklist)**. Type I decisions are made by the City Planning Director, or his or her designee, without public notice and without a public hearing. A Type I procedure is used in applying City standards and criteria that do not require the use of discretion (i.e., clear and objective standards);

2. **Type II (Administrative) Review Procedure (Administrative/Staff Review with Notice).** Administrative decisions are made by the City Planning Director, with public notice and an opportunity for appeal to the Planning Commission. Alternatively the City Planning Director may refer an Administrative application to the Planning Commission for its review and decision in a public meeting;

3. **Type III (Quasi-Judicial) Procedure (Public Hearing).** Quasi-Judicial decisions are made by the Planning Commission after a public hearing, with an opportunity for appeal to the City Council; or in the case of a Quasi-Judicial zone change (e.g., a change in zoning on one property to comply with the Comprehensive Plan), a Quasi-Judicial decision is made by the City Council on recommendation of the Planning Commission. Quasi-Judicial decisions involve discretion but implement established policy.

4. **Type IV (Legislative) Procedure (Legislative Review).** Type IV procedures apply to legislative matters. The Legislative procedure applies to the creation or revision, or large-scale implementation, of public policy (e.g., adoption of regulations, zone changes, annexation, and comprehensive plan amendments). Legislative reviews are considered by the Planning Commission, who makes a recommendation to City Council. City Council makes the final decision on a legislative proposal through the enactment of an ordinance.

C. Except when this Code provides to the contrary, an application or petition regulated by Titles 10 and 11 of this Code:

1. Shall be reviewed by the Planning Director within thirty (30) days to determine if the application is complete, including required drawings, plans, forms, and statements.

2. Shall identify the public facilities and access which may be needed to support the development, including but not limited to utilities and transportation infrastructure, and how they will be financed.

3. Shall identify off-site conditions including property lines, utility locations and sizes, existing and future streets, land uses, significant grade changes and natural features such as streams, wetlands and sand dunes for an area not less than three hundred (300) feet from the proposed application site that is one (1) acre or larger and within 100 feet from the proposed application site that is less than one (1) acre in size. (Amd. By Ord. No. 4, Series 2011)

4. Shall be accompanied by a digital copy or two hard copies of required plans of dimensions measuring 11 inches by 17 inches or less. Costs of document reduction may be passed onto the applicant.

5. Shall be filed with a narrative statement that explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making. Additional information may be required under the specific application requirements for each approval.

6. Shall be accompanied by any other information deemed necessary by the City Planning Department.

7. Shall be accompanied by the required, non-refundable fee.

D. Evidence Submittal: Except when this Code expressly provides different time limitations, all documents and evidence relied upon by the applicant shall be submitted at least thirty (30) days prior to the hearing as provided in Subsection 10-1-1-6. (Amd. by Ord. No. 30 Series 1990)

E. Traffic Impact Studies:

1. Purpose of Traffic Impact Study: The purpose of a Traffic Impact Study is to determine:

a. The capacity and safety impacts a particular development will have on the City's transportation system;

b. Whether the development will meet the City's minimum transportation standards for roadway capacity and safety;

c. Mitigating measures necessary to alleviate the capacity and safety impacts so that minimum transportation standards are met; and

d. To implement section 660-012-0045(2)(e) of the State Transportation Planning Rule.

2. Criteria for Warranting a Traffic Impact Study: All traffic impact studies shall be prepared by a professional engineer in accordance with the requirements of the road authority. The City shall require a Traffic Impact Study (TIS) as part of an application for development; a proposed amendment to the Comprehensive Plan, zoning map, or zoning regulations; a change in use, or a change in access, if any of the following conditions are met:

   a. A change in zoning or plan amendment designation where there is an increase in traffic or a change in peak-hour traffic impact.

   b. Any proposed development or land use action that may have operational or safety concerns along its facility(s), as determined by the Planning Director in written findings.

   c. The addition of twenty-five (25) or more single family dwellings, or an intensification or change in land use that is estimated to increase traffic volume by 250 Average Daily Trips (ADT) or more, per the ITE Trip Generation Manual.

   d. A change in land use that may cause an increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicle trips or more per day

.

   e. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard.

   f. A change in internal traffic patterns that may cause safety problems, such as backed up onto a street or greater potential for traffic accidents.

   g. The Planning Director, based on written findings, determines that a TIS is necessary where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development. The City will consider the following criteria when determining the need for a TIS:

      i. If there exists any current traffic problems, such as high accident location, poor roadway alignment, or capacity deficiency that are likely to be compounded as a result of the proposed development.

      ii. If it is anticipated the current or projected level of service of the roadway system in the vicinity of the development will exceed minimum standards.

      iii. If it is anticipated that adjacent neighborhoods or other areas will be adversely impacted by the proposed development.

   h. A road authority with jurisdiction within the City may also require a TIS under their own regulations and requirements.

3. Traffic Study Requirements: In the event the City determines a TIS is necessary, the information contained shall be in conformance with FCC 10-35-2-5, Traffic Study Requirements.

F. Initiation of applications:

1. Applications for approval under this Chapter may be initiated by:

   a. Order of City Council

   b. Resolution of the Planning Commission

   c. The City Planning Official or designee

   d. A record owner of property (person(s) whose name is on the most recently recorded deed), or contract purchaser with written permission from the record owner.

2. Any person authorized to submit an application for approval may be represented by an agent authorized in writing to make the application on their behalf.

G. Changes in the law: Due to possible changes in federal, state, regional, and local law, the applicant is responsible for ensuring that the application complies with all applicable laws on the day the application is deemed complete.

Table 10-1-1 – Summary of Approvals by Review Procedure* ***Not a comprehensive list of City procedures**		
Approvals**	**Review Procedures**	**Applicable Regulations**
Zoning Checklist Review	Type I	Applicants are required to complete a Zoning Checklist before applying for any other permit or approval. See FCC 10-1-1-6.
Access to a Street	Type I	FCC 10-35 and the standards of the applicable roadway authority (City/County/ODOT)
Adjustment	Type II	See FCC 10-1-1-6
Annexation	Type IV	See Oregon Revised Statute 222 & FCC 10-1-3
Code Interpretation	Type I or II	See FCC 10-1-1-6. Routine interpretations that do not involve discretion & do not require a permit.
Code Text Amendment	Type IV	See FCC 10-1-1-6 and 10-1-3
Comprehensive Plan Amendment	Type IV	See FCC 10-1-1-6 and 10-1-3
Conditional Use Permit	Type III	See FCC 10-1-1-6 and 10-4
Agency Review Form	Type I	See FCC 10-1-4 and FCC 10-1-1-6
Flood Plain Permit	Type I	See FCC 10-1-4 and FCC 10-1-1-6
Home Occupation	Type I	See FCC 10-1-4 and FCC 10-1-1-6
Legal Lot Determination	Type I	See FCC 10-1-1-6
Planned Unit Development Preliminary Plan Final Plan	Type III	See FCC 10-1-1-6
Modification to Approval or Condition of Approval	Type I, II, or III	See FCC 10-1-1-6
Non-Conforming Use or Structure, Expansion of	Type II or III	See FCC 10-1-1-6
Partition or Re-plat of 2-3 lots Tentative Plan Final Plat	 Type II Type I	 See FCC Title 11 See FCC Title 11, FCC 10-1-1-6
Property Line Adjustments, including Lot Consolidations	Type I	See FCC Title 11
Site Design Review	Type II or III	See FCC 10-1-1-6 and FCC 10-6
Subdivision or Replat of >3 lots Tentative Plan Final Plat	 Type II Type I or III	 See FCC Title 11 See FCC Title 11 and FCC 10-1-1-6
Variance Zoning District Map Change	Type III Type III or IV	See FCC 10-5 See FCC 10-1-1-6 and 10-1-3

** The applicant may be required to obtain building permits and other approvals from other agencies, such as a road authority or natural resource regulatory agency. The City's failure to notify the applicant of any requirement or procedure of another agency shall not invalidate a permit or other decision made by the City under this Code.

10-1-1-5: GENERAL PROVISIONS

A. 120-Day Rule: The City shall take final action on Type I, II, and III permit applications that are subject to this Chapter, including resolution of all appeals, within 120 days from the date the application is deemed as complete, unless the applicant requests an extension in writing. Any exceptions to this rule shall conform to the provisions of ORS 227.178. (The 120-day rule does not apply to Type IV legislative decisions – plan and code amendments – without an applicant under ORS 227.178.)

1. The City shall take final action on housing applications meeting the criteria of ORS 197.311 within 100 days.

B. Consolidation of proceedings: When an applicant applies for more than one type of land use or development permit (e.g., Type II and III) for the same one or more parcels of land, the proceedings shall be consolidated for review and decision.

1. If more than one approval authority would be required to decide on the applications if submitted separately, then the decision shall be made by the approval authority having original jurisdiction over one of the applications in the following order of preference: the Council, the Commission, or the City Planning Official or designee.

2. When proceedings are consolidated:

a. The notice shall identify each application to be decided.

b. The decision on a plan map amendment shall precede the decision on a proposed land use district change and other decisions on a proposed development. Similarly, the decision on a zone map amendment shall precede the decision on a proposed development and other actions.

c. When appropriate, separate findings shall be prepared for each application. Separate decisions shall be made on each application.

C. Check for acceptance and completeness. In reviewing an application for completeness, the following procedure shall be used:

1. Acceptance. When an application is received by the City, the City Planning Official or designee shall immediately determine whether the following essential items are present. If the following items are not present, the application shall not be accepted and shall be immediately returned to the applicant.

a. The required forms.

b. The required, non-refundable fee.

c. The signature of the applicant on the required form and signed written authorization of the property owner of record if the applicant is not the owner.

2. Completeness.

a. Review and notification. After the application is accepted, the City Planning Official or designee shall review the application for completeness. If the application is incomplete, the City Planning Official or designee shall notify the applicant in writing of exactly what information is missing within 30 days of receipt of the application and allow the applicant 180 days from the date that the application was submitted to submit the missing information. Applications which have been deemed incomplete and for which the applicant has not submitted required information or formally

refused to submit additional information shall be deemed void on the 181st day after original submittal.

b. Application deemed complete for review. In accordance with the application submittal requirements of this Chapter, the application shall be deemed complete upon the receipt by the City Planning Official or designee of all required information. The applicant shall have the option of withdrawing the application, or refusing to submit information requested by the City Planning Official or designee in section 10-1-1-5-C-2-a, above.

c. Standards and criteria that apply to the application. Approval or denial of the application shall be based upon the standards and criteria that were applicable at the time it was first accepted.

d. Coordinated review. The City shall also submit the application for review and comment to the City Engineer, road authority, and other applicable County, State, and federal review agencies.

D. City Planning Official's Duties. The City Planning Official (Director) or designee shall:

1. Prepare application forms based on the criteria and standards in applicable state law, the City's comprehensive plan, and implementing ordinance provisions.

2. Accept all development applications that comply with the requirements of this Chapter.

3. Prepare a staff report that summarizes the application(s) and applicable decision criteria, and provides findings of conformance and/or non-conformance with the criteria. The staff report and findings may also provide a recommended decision of: approval, denial; or approval with specific conditions that ensure conformance with the approval criteria.

4. Prepare a notice of the proposal decision:

a. In the case of an application subject to a Type I or II review process, the City Planning Official or designee shall make the staff report and all case-file materials available at the time that the notice of decision is issued.

b. In the case of an application subject to a hearing (Type III or IV process), the City Planning Official or designee shall make the staff report available to the public at least seven (7) days prior to the scheduled hearing date, and make the case-file materials available when notice of the hearing is mailed, as provided by Sections 10-1-1-6-1 (Type I), 10-1-1-6-2 (Type II), 10-1-1-6-3 (Type III), or 10-1-1-6-4 (Type IV).

5. Administer the hearings process.

6. File notice of the final decision in the City's records and mail a copy of the notice of the final decision to the applicant; all persons who provided comments or testimony; persons who requested copies of the notice; and any other persons entitled to notice by law.

7. Maintain and preserve the file for each application for the time period required by law. The file shall include, as applicable, a list of persons required to be given notice and a copy of the notice given; the affidavits of notice; the application and all supporting information; the staff report; the final decision including the findings, conclusions and condition, if any; all correspondence; minutes of any meeting at which the application was considered; and any other exhibit, information, or documentation that was considered by the decision-maker(s) on the application.

8. Administer the appeals and review process.

E. Amended Decision Process.

1. The purpose of an amended decision process is to allow the City Planning Official or designee to correct typographical errors, rectify inadvertent omissions and/or make other minor changes that do not materially alter the decision.

2. The City Planning Official or designee may issue an amended decision after the notice of final decision has been issued but before the appeal period has expired. If such a decision is amended, the decision shall be issued within 14 business days after the original decision would have become final, but in no event beyond the 120-day period required by state law. A new appeal period shall begin on the day the amended decision is issued.

3. Notice of an amended decision shall be given using the same mailing and distribution list as for the original decision notice.

4. Modifications to approved plans or conditions of approval requested by the application shall follow the procedures outlined in section 10-1-1-6. All other changes to decisions that are not modifications under 10-1-1-6 follow the appeal process.

F. Re-submittal of Application Following Denial. An application that has been denied, or an application that was denied and on appeal or review has not been reversed by a higher authority, including the Land Use Board of Appeals, the Land Conservation and Development Commission, or the courts, may not be resubmitted as the same or a substantially similar proposal for the same land for a period of at least 6 months from the date the final City action is made denying the application, unless there is substantial change in the facts or a change in City policy that would change the outcome, as determined by the City Planning Official or designee.

10-1-1-6: TYPES OF REVIEW PROCEDURES:

10-1-1-6-1 TYPE I REVIEWS - MINISTERIAL/STAFF REVIEW AND ZONING CHECKLIST:

A. Type I (Ministerial/Staff Review): The City Planning Director or designee, without public notice and without a public hearing, makes Type I decisions through the staff review (over-the-counter) procedure. Type I decisions are those where City standards and criteria do not require the exercise of discretion (i.e., clear and objective standards). Decisions which require the exercise of discretion must be reviewed as part of procedure which includes public notice. Type I decisions include:

1. Access to a Street

2. Parking Lot Improvements, such as initial surfacing, striping, or changes to accesses or stormwater facilities, but not including parking lot resurfacing or restriping which meets current code requirements.

3. Building fascia changes to include but not limited to additions, substitutions, changes of windows, doors, fascia material, building, roof, and trim colors, awnings,

4. Property Line Adjustments, including lot consolidations

5. Final Plat (Partition or Subdivision)

6. Modification to an Approval or Condition of Approval

7. Legal Lot Determination

8. Home Occupations

9. Hazard Tree Removal

10. A change in the type and/or location of access-ways, drives or parking areas not affecting off-site traffic.

11. Landscape Plan Modifications that exclusively include one or more of the following:

    a. Plant or tree substitutions (e.g. shrub for shrub, tree for tree),

    b. Ground cover substitutions,

    c. Trading plant locations if planting beds remain the same, or

    d. Change in the location of planting beds (site plan) up to a maximum of 10% of the landscaping area. (Amended Ord. No. 9, Series 2009)

12. Change of use from a less intensive use to a greater intensive use, which does not increase the building's square footage and does not require more than five additional parking spaces.

13. Modification to an approved Design Review of a conforming use or structure up to and including 1,500 square feet or up to and including 25% of the building square footage, whichever is less.

14. Within the Limited Industrial District and Pacific View Business Park District: A change in setbacks or lot coverage by less than 10 percent provided the resulting setback or lot coverage does not exceed that allowed by the land use district.

15. A change in the type and/or location of access-ways, drives or parking areas not affecting off-site traffic.

16. Changes to or the addition of on-site stormwater facilities not reviewed as part of another process.

17. Cluster Housing in the High Density Residential District.

18. Other proposals that do not require the exercise of discretion.

B. Zoning Checklist: The City Planning Official reviews proposals requiring a staff review using a Zoning Checklist. The Zoning Checklist is a preliminary review that is intended to ensure a project proposal meets the basic requirements of Title 10 (Zoning) before more detailed plans are prepared and before the City authorizes the Building Official to issue a building permit.

C. Application Requirements: Approvals requiring Type I review, including Zoning Checklists, shall be made on forms provided by the City.

D. Requirements: The City shall not act upon an application for land use approval and a building permit shall not be issued until the City Planning Official has approved a Zoning Checklist for the proposed project.

E. Criteria and Decision: The City Planning Official's review of a Zoning Checklist is intended to determine whether minimum code requirements are met and whether any other land use permit or approval is required prior to issuance of a building permit.

F. Effective Date. A Zoning Checklist decision is final on the date it is signed by the City Planning Director. It is not a land use decision as defined by ORS 197.015, and therefore is not subject to appeal to the State Land Use Board of Appeals. A Type I decision is the final decision of the City. It cannot be appealed to City officials through a Type I process.

10-1-1-6-2: TYPE II REVIEWS – ADMINISTRATIVE REVIEWS:

A. The Planning Director, or designated planning staff may make administrative decisions (limited land use). The Type II procedure is used when there are clear and objective approval criteria and applying City standards requires limited use of discretion.

B. Type II (Administrative) Decisions are based upon clear compliance with specific standards. Such decisions include, but are not limited to the following:

1. Vegetation clearing permits.

2. Change of use from a less intensive use to a greater intensive use, which does not increase the building's square footage and does not require more than five additional parking spaces.

3. Modification of a non-conforming use or structure up to and including 1,500 square feet or up to and including 25% of the building square footage, whichever is less.

4. An increase in residential density by less than 10 percent, provided the resulting density does not exceed that allowed by the land use district.

5. A change in setbacks or lot coverage by less than 10 percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district.

6. Type II review is required for modifications to an approved landscaping plan except those changes permitted under the ministerial process, provided the proposed landscaping plan is consistent with the intent and character of the original approval.

7. Special Use Permit

8. Type II Review is required for all new construction, expansions, change of use and remodels within the Limited Industrial District and Pacific View Business Park District, except certain changes may be approved as indicated under the ministerial process.

9. Adjustments as permitted in Title 10 Chapter 5.

10. Design Review for the following residential development types:

    a. Single-family attached dwellings in Medium Density Residential and Manufactured Home Park Districts.

    b. Multi-family residential development in the High Density Residential District.

    c. Second-floor residential development in the Old Town, Mainstreet, Commercial and North Commercial Districts.

11. Partitions, tentative plans, not utilizing Title 11 Chapter 7.

12. Subdivisions, tentative plans, not utilizing Title 11 Chapter 7.

13. Replats of recorded partition or subdivision plats, not utilizing Title 11 Chapter 7.

C. The Director may refer a request for administrative review to the Planning Commission/for decision. If such a referral is made, the request shall be scheduled on the next available Planning Commission agenda, providing that time allows and subject to proper notice requirements.

D. Notice - Information:

1. Type II Decisions: The City will post a notice on the subject property and provide Notice of Application to owners of property within 100 feet of the entire contiguous site for which the application is made. The list of property owners will be compiled from the most recent property tax assessment roll.

   a. Notice shall also be provided to the airport as required by ORS 227.175 and FCC 10-21-2-4 and any governmental agency that is entitled to notice under an intergovernmental agreement with the City or that is potentially affected by the proposal. For proposals located adjacent to a state roadway or where proposals are expected to have an impact on a state transportation facility, notice of the application shall be sent to the Oregon Department of Transportation.

2. Property Owner Notice shall:

   a. Provide a 14 day period of submission of written comments prior to the decision;

   b. List applicable criteria for the decision;

   c. Set forth the street address or other easily understood geographical reference to the subject property;

   d. State the place, date and time that comments are due, and the person to whom the comments should be addressed;

   e. State that copies of all evidence relied upon by the applicant are available for review at no cost, and that copies can be obtained at a reasonable cost;

   f. Include the name and phone number of local government representative to contact and the telephone number where additional information may be obtained.

E. Request for referral by the Planning Commission Chair: The Chair of the Planning Commission may, within the 14 days notice period, request that staff refer any application to the Planning Commission for review and decision.

F. Type II decision requirements: The Director's decision shall address all of the relevant approval criteria. Based on the criteria and the facts contained within the record, the Director shall approve with or without conditions or deny the request, permit or action.

G. Notice of Decision: A notice of the action or decision and right of appeal shall be given in writing to the applicant. Any party who submitted written testimony must provide a mailing address in order to be noticed. The notice may be served personally, or sent by mail. The notice shall be deemed served at the time it is deposited in the United States mail.

H. Appeal process: As set forth in 10-1-1-7 or appealed by the Planning Commission.

I. Fee: A fee shall be established to cover at least direct costs of the application. (Ord. No. 15, 2002)

10-1-1-6-3: TYPE III REVIEWS – QUASI-JUDICIAL LAND USE HEARINGS:

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

1. Limited land use decisions for non-residential uses made by staff, for which a request for referral to Planning Commission by the Planning Commission Chairperson or Planning Director has been made.

2. Change of use from a less intensive use to a greater intensive use, which does not increase the building's square footage, but requires more than five additional parking spaces.

3. Modification of greater than 1,500 square feet or greater than 25% of the building square footage, whichever is less.

4. An increase in residential density by more than 10 percent, or where the resulting density exceeds that allowed by the land use district.

5. New construction requiring Design Review by the Planning Commission.

6. Planned Unit Developments, preliminary and final plans.

7. Conditional Use Permits.

8. Variances.

9. Quasi-Judicial Zone Changes.

10. Other applications similar to those above which require notice to surrounding property owners and a public hearing.

B. Notification of Hearing:

1. At least twenty (20) days prior to a Type III (quasi-judicial) hearing, notice of hearing shall be posted on the subject property and shall be provided to the applicant and to all owners of record of property within 100 feet of the subject property, except in the case of hearings for Conditional Use Permits, Variance, Planned Unit Development and Zone Change, which notice shall be sent to all owners of record of property within 300 feet of the subject property.

   a. Notice shall also be provided to the airport as required by ORS 227.175 and FCC 10-21-2-4 and any governmental agency that is entitled to notice under an intergovernmental agreement with the City or that is potentially affected by the proposal. For proposals located adjacent to a state roadway or where proposals are expected to have an impact on a state transportation facility, notice of the hearing shall be sent to the Oregon Department of Transportation.

   b. For a zone change application with two or more evidentiary hearings, notice of hearing shall be mailed no less than ten (10) days prior to the date of the Planning Commission hearing and no less than ten (10) days prior to the date of the City Council hearing.

   c. For an ordinance that proposes to rezone property, a notice shall be prepared in conformance with ORS 227.186 and ORS 227.175(8).

   d. Notice shall be mailed to any person who submits a written request to receive notice.

   e. For appeals, the appellant and all persons who provided testimony in the original decision.

2. Prior to a Type III (quasi-judicial) hearing, notice shall be published one (1) time in a newspaper of general circulation. The newspaper's affidavit of publication of the notice shall be made part of the administrative record.

C. Notice Mailed to Surrounding Property Owners - Information provided:

1. The notice shall:

a. Explain the nature of the application and the proposed use or uses which could be authorized;

b. List the applicable criteria from the ordinance and the plan that apply to the application at issue;

c. Set forth the street address or other easily understood geographical reference to the subject property;

d. State the date, time and location of the hearing;

e. State that failure of an issue to be raised in a hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes further appeal based on that issue;

f. State that application and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;

g. State that a copy of the staff report will be available for inspection at no cost at least 7 days prior to the hearing and will be provided at reasonable cost;

h. Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings.

i. Include the name of a local government representative to contact and the telephone number where additional information may be obtained.

D. Hearing Procedure: All Type III hearings shall conform to the procedures of Florence City Code Title 2, Chapters 3 and 10.

E. Action by the Planning Commission:

1. At the public hearing, the Planning Commission shall receive all evidence deemed relevant to the issue. It shall then set forth in the record what it found to be the facts supported by reliable, probative and substantive evidence.

2. Conclusions drawn from the facts shall state whether the ordinance requirements were met, whether the Comprehensive Plan was complied with and whether the requirements of the State law were met.

3. In the case of a rezoning request, it shall additionally be shown that a public need exists; and that the need will be best served by changing the zoning of the parcel of land in question.

4. There is no duty upon the Planning Commission to elicit or require evidence. The burden to provide evidence to support the application is upon the applicant. If the Planning Commission determines there is not sufficient evidence supporting the major requirements, then the burden has not been met and approval shall be denied.

F. Notice of Decision by the Planning Commission: A notice of the action or decision of the Planning Commission, and right of appeal shall be given in writing to the applicant. Any party who testified either in writing or verbally at the hearing must provide a mailing address in order to be noticed. The notice may be served personally, or sent by mail. The notice shall be deemed served at the time it is deposited in the United States mail.

G. Limitations on Refiling of Applications: Where an application has been denied, no new application for the same purpose shall be filed within six (6) months of the date the previous denial became final unless the Planning Commission can show good cause for granting permission to do so.

H. Consolidated Procedures: Whenever possible an application for development such as a Conditional Use, Variance, or other action requiring Planning Commission approvals be consolidated to provide faster service to the applicant. (ORS 227.175(2)), (Amd. by Ord. No. 4, Series 2011)

10-1-1-6-4: TYPE IV PROCEDURE (LEGISLATIVE)

A. 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.

B. Pre-Application Conference: A pre-application conference is required for all Type IV applications initiated by a party other than the City of Florence.

C. Timing of Requests: The City Council may establish a calendar for the purpose of accepting Type IV requests only at designated times. The City Council may initiate its own legislative proposals at any time.

D. Notice of Hearing:

1. Required hearings. A minimum of two hearings, one before the Planning Commission and one before the City Council, are required for all Type IV applications (e.g., re-zonings and comprehensive plan amendments).

2. Notification requirements. Notice of public hearings for the request shall be given by the Planning Department in the following manner:

a. At least 20 days, but not more than 40 days, before the date of the first hearing on an ordinance that proposes to amend the comprehensive plan or any element thereof, or to adopt an ordinance that proposes to rezone property, a notice shall be prepared in conformance with ORS 227.186 and mailed to:

1. Each owner whose property would be rezoned in order to implement the ordinance (including owners of property subject to a comprehensive plan amendment shall be notified if a zone change would be required to implement the proposed comprehensive plan amendment.

2. Any affected government agency.

3. Any person who requests notice in writing.

4. For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.

5. Owners of airports shall be notified of a proposed zone change in accordance with ORS 227.175.

b. At least 10 days before the scheduled Planning Commission hearing date, and 14 days before the City Council hearing date, public notice shall be published in a newspaper of general circulation in the City.

c. The City Planning Official or designee shall:

1. For each mailing of notice, file an affidavit of mailing in the record as provided by subsection.

2. For each published notice, file in the record the affidavit of publication in a newspaper that is required in subsection b.

d. The Oregon Department of Land Conservation and Development (DLCD) shall be notified in writing of proposed comprehensive plan and zoning code amendments at least 35 days before the first evidentiary hearing.

3. Content of notices. The mailed and published notices shall include the following information:

a. The number and title of the file containing the application, and the address and telephone number of the City Planning Official or designee's office where additional information about the application can be obtained.

b. The proposed site location, if any.

c. A description of the proposed site and the proposal and the place where all relevant materials and information may be obtained or reviewed.

d. The time(s), place(s), and date(s) of the public hearing(s).

e. A statement that public oral or written testimony is invited.

f. Each mailed notice required by this section shall contain the following statement: "Notice to mortgagee, lien holder, vendor, or seller: The City of Florence Zoning Code requires that if you receive this notice that it shall be promptly forwarded to the purchaser.

4. Failure to receive notice. The failure of any person to receive notice shall not invalidate the action, providing:

a. Personal notice is deemed given where the notice is deposited with the United States Postal Service.

b. Published notice is deemed given on the date it is published.

5. Notice of Decision. Notice of a Type IV decision shall be mailed to the applicant, all participants of record, and the Department of Land Conservation and Development. The City shall also provide notice to all persons as required by other applicable laws. Failure of any person to receive mailed notice shall not invalidate the decision, provided that a good faith attempt was made to mail the notice.

E. Final Decision and Effective Date. A Type IV decision, if approved, shall take effect and shall become final as specified in the enacting ordinance, or if not approved, upon mailing of the notice of decision to the applicant.

10-1-1-7: APPEALS: Under this Title, any limited land use or quasi-judicial decision may be appealed in accordance with the procedure listed below. Administrative decisions may be appealed to the Planning Commission. Planning Commission decisions may be appealed to the City Council.

A. A notice of intent to appeal must be filed by an affected party, which includes persons testifying orally or in written form at the hearing held on the matter.

B. Such appeal shall be initiated within twelve (12) calendar days of the date of the mailing of the decision by filing written notice of appeal with the City of Florence Community Development Department. The person filing the notice of intent to appeal shall also certify the date that a copy of the notice was delivered or mailed by first class mail postage prepaid to all other affected parties. If an appeal is not received by the city no later than 4:00 pm of the 12th day after the notice of decision is mailed, the decision shall be final.

C. If the applicant has signed an "Agreement of Acceptance" and there is no other party who could appeal the decision, the appeal period is waived.

D. The written petition on appeal shall include:

1. A statement of the interest of the petitioner to determine standing as an affected party.

2. The date of the decision of the initial action.

3. The specific errors, if any, made in the decision of the initial action and the grounds therefore.

4. The action requested of the Planning Commission or Council and the grounds therefore.

5. A certification of the date that a copy of the written petition on appeal was delivered or mailed by first class mail postage prepaid to all affected parties.

E. The review of the initial action shall be confined to the issues raised upon appeal and be based on the record of the proceeding below, which shall include:

1. All materials, pleadings, memoranda, stipulations and motions submitted by any party to the proceeding and received or considered as evidence.

2. All materials submitted by the City staff with respect to the application.

3. The minutes of the hearing (if applicable).

4. The Findings on which the decision is based.

5. The notice of intent to appeal or the requests for review and the written petitions on appeal.

6. Argument by the parties or their legal representatives.

F. The Body hearing the appeal may affirm, reverse or amend the decision and may reasonably grant approval subject to conditions necessary to carry out the Comprehensive Plan and ordinances. The Council may also refer the matter back to the Planning Commission for additional information. When rendering its decision, the Body hearing the appeal shall make findings based on the record before it and any testimony or other evidence received by it.

G. Whenever two members of the City Council submit to the Community Development Department a written request for review within twelve (12) days of the date of the mailing of the Planning Commission decision, the Council shall review the decision of the Planning Commission. Each request for review shall identify the issues that the affected parties are to address. The Community Development Department shall deliver or mail by first class mail a copy of the requests for review to all affected parties and to the other members of the Council. Such requests for review shall be considered an appeal, with all affected parties allowed an opportunity to submit written petitions on appeal within the time specified in paragraph A of this subsection. Each person filing a written petition on appeal shall be heard by the Council. The Council shall review the record to determine whether there is sufficient evidence to support the findings, whether the finds are sufficient to support the Planning Commission decision, and where appropriate, whether the decision of the Commission is a proper interpretation of the applicable ordinances.

H. Any action or decision by the City Council arising from an appeal, except a referral back to the Planning Commission, shall be final and conclusive.

I. The Council, by resolution shall establish a schedule of filing fees for all appeals from final decisions of the Planning Commission. Council shall use the following criteria in establishing such a fee schedule; that the fee charged bear some relation to the City's cost in processing the appeal; and that the fee or fees charged be consistent in amount with fees charged by similar municipalities or agencies. (Amd. by Ord. No. 30, Series 1990).

10-1-1-8: ENFORCEMENT:

A. Enforcement Responsibility: It shall be the duty of the City Manager and/or Building Official to see that this Title is enforced through the proper legal channels. There shall be no permit issued for the construction or alteration of any building, or part thereof, unless the plans, specifications and intended use of such building conforms in all respects to the provisions of this Title.

B. Abatement: Any use which is established, operated, erected, moved, altered, enlarged or maintained contrary to the zoning regulations shall be, and is hereby declared to be unlawful and a public nuisance and may be abated as such. (Ord. 625, 6-30-80).

C. Final Action on Permits: Final action on permit applications and zone changes shall take place within 120 days of filing a complete application, except where the applicant requests a longer time, in compliance with ORS 227.178. (Amd. by Ord. No. 30, Series 1990).

10-1-2: USE DISTRICTS AND BOUNDARIES:

10-1-2-1: DISTRICTS ESTABLISHED: For the purpose of this Title, the City is hereby divided into the zoning districts, as established within this Title 10.

10-1-2-2: CHANGE OF BOUNDARIES ON ZONING MAP: The basic purpose of this Title is to indicate the zoning districts into which the City is divided and to set forth the uses permitted in each zone. The zoning districts are shown on the Zoning Map which is an integral part of this Title. The map shall be prepared from base maps which clearly indicate property lines as well as lot, block and street lines. Once adopted, one copy of the Zoning Map shall be filed with the City Recorder and never destroyed or altered in any way. Amendments to the map (zone boundary changes) shall be indicated on subsequent maps, dated and filed with the map originally adopted. Each map shall bear the signature of the Planning Commission chairman who shall testify to their authenticity. (Amd. by Ord. 30, 1990).

10-1-2-3: ZONING OF ANNEXED AREAS: The City Council may establish zoning and land use regulations that become effective on the date of annexation. This zoning district shall be consistent with the objectives of the Florence Comprehensive Plan and Zoning Code. When zoning is not established at the time of annexation, an interim zoning classification most nearly matching the existing County zoning classification shall be automatically applied until the City Council establishes zoning and land use regulations in accordance with the conditions and procedures of Chapter 1 of this Title. (Amd. by Ord. 30, Series 1990).

10-1-3: AMENDMENTS AND CHANGES:

A. Purpose: As the Comprehensive Plan for the City is periodically reviewed and revised, there will be a need for changes of the zoning district boundaries and the various regulations of this Title. Such changes or amendments shall be made in accordance with the procedures in this Section.

B. Type III (Quasi-Judicial) Changes:

1. Initiation: A quasi-judicial zoning change and related Comprehensive Plan changes may be initiated by application of a property owner within the affected area, by a person having substantial ownership interest in the property, by resolution of the Planning Commission or motion of the City Council, and also by individual citizens or citizen groups during Plan update as provided in The Comprehensive Plan.

2. Application Fees: When proceedings are initiated by a property owner, filing fees shall be collected. The schedule of application fees shall be established by the City Council by resolution. The fee charged shall be no more than the average cost of providing service.

3. Notice and Public Hearing: Notice and public hearing for quasi-judicial changes to this Code and the Comprehensive Plan shall be in accordance with Code Section 10-1-1-6.

4. Planning Commission Review: The Planning Commission shall review the application for quasi-judicial changes and shall receive pertinent evidence and testimony as to why or how the proposed change is consistent or inconsistent with and promotes the objectives of the Florence Comprehensive Plan and Zoning Ordinance and is or is not contrary to the public interest. The applicant shall demonstrate that the requested change is consistent with the Comprehensive Plan and Zoning Ordinance and is not contrary to the public interest.

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.

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).

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.

Amended by Ord. No. 15, Series 1988
Amended by Ord. No. 18, Series 1990
Amended by Ord. No. 30, Series 1990
Amended by Ord. No. 7, Series 1994
Amended by Ord. No. 13, Series 2002
Amended by Ord. No. 15, Series 2002
Amended by Ord. No. 26, Series 2008 – See Exhibit B
Amended by Ord. No. 10, Series 2009 – See Exhibit C
Amended by Ord. No. 9, Series 2009 – See Exhibit G
Amended by Ord. No. 4, Series 2010 – See Exhibit C (effective 4-5-10)
Amended by Ord. No. 2, Series 2011 (effective 3-11-11)
Sections 10-1-1-4, 10-1-1-5, and 10-1-4 Amended by Ord. No. 4, Series 2011 – See Exhibit 4E (effective 4-22-11)
Section 10-1-4 “Dwelling” & “Recreational Vehicle” Amended by Ord. No. 21, Series 2011 – See Exhibit C (effective 1-5-12)
Section 10-1-1-4-D, 10-1-1-5-B-1-a and 10-1-1-6-D-1-a Amended by Ord. No. 5, Series 2012 – See Exhibit C (effective 1-16-13)
Section 10-1-1-6, 10-1-1-7, and 10-1-5 Amended by Ord. No. 3, Series 2013 – See Exhibit B (effective 7-31-13)
Section 10-1-4 “Lighting” added by Ord. No. 12, Series 2014
Section 10-1-4 amended by Ord. No. 1, Series 2015 (effective 3-17-15)
Sections 10-1-1-3, -1-1-4, -1-1-5, -1-1-6, and 10-1-3 amended, and Sections 10-1-4 and 10-1-5 deleted by Ord. 11, Series 2016 (effective 11-16-16)
Section 10-1-1-5 amended by Ord. No. 4, Series 2018 (effective 6-21-18)

Table 10-1-1 and Sections 10-1-1-6-1, 10-1-1-6-2-B, 10-1-1-6-3-A and 10-1-1-4-B amended by Ord. No. 7, series 2019 (effective 12-18-19)

Section 10-1-3 “Amendments and Changes” Amended by Ord. No. X, series 2023 (effective XX-XX-XX)

Title 10
Chapter 2 - General Zoning Provisions

Attachment 5

TITLE 10
CHAPTER 2

GENERAL ZONING PROVISIONS

SECTION:

10-2-1: CONFORMANCE AND PERMITS: No building or structure shall be erected, reconstructed, structurally altered, enlarged, moved or maintained, nor shall any building, structure or land be used or designed to be used for any use other than is permitted in the district in which such building, structure or land is located and there only after applying for and securing all permits and licenses required by all laws and ordinances of the City.

10-2-2: SIMILAR USES: When the term "other uses similar to the above" is mentioned, it shall be deemed to mean other uses which, in the judgment of the Planning Commission, are similar to and not more objectionable to the general welfare than the uses listed in the same section.

10-2-3: BUILDING SETBACK REQUIREMENTS: When the Master Road Plan or Zoning Plan indicate that a right of way will be widened, the setbacks required (front, side and rear yards) shall be measured from the proposed expanded right of way.

A. Front Yard: Where front yards are required, no buildings or structures shall be hereafter erected or altered so that any portion thereof shall extend into the required front yard; except that eaves, cornices, steps, terraces, platforms and porches having no roof covering and being not over three and one-half feet (3 1/2') high may be built within a front yard.

B. Side Yards:

1. No building or structure shall be hereafter erected or altered so that any portion thereof shall be nearer to the side lot line than the distance indicated under the district or zone classification, except that eaves or cornices may extend over the required side yard for a distance of not more than two feet (2').

2. The Planning Commission may, upon the joint request of the owners of the adjoining property, permit the erection of private garages, or other buildings, except buildings housing animals, upon or immediately adjacent to the division line between the two (2) properties after an examination of the location and findings have revealed that the granting of such permission will not be unduly detrimental to adjacent and surrounding property nor the district in which such permission is granted. The foregoing provision shall be limited to the life of the structure or structures for which the permit is issued.

10-2-4: HEIGHT: Roof structures such as housing for elevators, tanks, ventilating fans, towers, steeples, flagpoles, chimneys, smokestacks, wireless masts or similar structures may exceed the height limit herein prescribed.

10-2-5: COMPLETION OF BUILDINGS: Nothing in this Title shall require any change of plans, construction, alteration or designated use of a building upon which construction has actually begun any time previous to the effective date hereof and the ground story framework of which, including the second tier of beams, shall have been completed. However, such entire building must be completed in accordance with the original plans within one year from the date of commencing construction, to be in compliance with this Title.

10-2-6: WHO MAY APPLY: In general, only the owner of a subject property may apply for action by the Planning Commission under the provisions of this Title. Others may also apply for action as long as the owner has indicated consent with the application by either signing the application or by submitting a letter or lease to that effect. An individual who has entered into an earnest money agreement to buy a property is considered to have an ownership interest for the purposes of this Title.

10-2-7: CONTRACT PURCHASERS DEEMED OWNERS: A person or persons purchasing property under contract, for the purpose of this Title, shall be deemed to be the owner or owners of the property covered by the contract. The City may require satisfactory evidence of such contract of purchase.

10-2-8: GUARANTEE OF PERFORMANCE: The City may require that a cash deposit, surety bond or other such guarantee be posted to insure that full and faithful performance by the parties involved.

10-2-9: SITING EMERGENCY HOUSING:

A. In the event of a disaster situation, the City Council may designate sites or allow the siting of RVs, motorhomes, park models, and similar self-contained mobile structures in areas in which these uses were previously excluded, to provide housing on a temporary basis for disaster victims and relief workers until said conditions have been alleviated as determined by the City Manager.

B. The City Council may allow emergency shelter by any nonprofit organization or religious institution entity when low temperatures and adverse weather conditions endanger human life.

10-2-10: PUBLIC USES: Land within any zoning district which is designated public in the Florence Comprehensive Plan shall be limited to uses which are consistent with that land use designation. Where public uses are designated in the plan and are implemented as a conditional use, such uses shall be permitted with the requirement of development standards by the City as provided for in the conditional use section of this Title.[3] (Ord. 669, 5-17-82)

10-2-11: EXEMPTION FROM PARTITIONING REQUIREMENTS: Public road and highway right-of-way acquisitions are exempt from the minor land partition regulations of this ordinance, providing the remainder of the property meets minimum lot size and setback requirements.*

10-2-12: USES AND ACTIVITIES PERMITTED IN ALL ZONES: The following uses and activities are permitted in all zones without review unless specifically required otherwise:

A. Operation, maintenance, repair or preservation of public roads and highway facilities, including, but not limited to sewer, water line, electrical power, or telephone or television cable system;

B. Operation, maintenance, and repair of existing transportation facilities identified in the Transportation System Plan, such as bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

C. Authorization of construction and the construction of facilities and improvements identified in the Transportation System Plan or other Public Facilities Plan, where the improvements are consistent with clear and objective dimensional standards; and

D. Changes to the frequency of transit or airport service.

E. Exceptions: The following uses and activities require land use approval:

1. Reconstruction or modification of an historic building or other historic structure.

2. Development that requires acquisition of additional property other than the following widening of a public road or highway right-of-way.

(a) Right-of-way identified for acquisition on an official map or that is consistent with an established special setback.

* Oregon Attorney General OP-5715, August 23, 1984 states that a county may exempt highway right-of-way acquisitions from the county's land partition regulations except those that partition land located in "exclusive farm use zones" established under ORS 215.203 to 215.263.

(b) A minor right-of-way acquisition to permit public road or highway safety improvement or modernization that complies with Section 10-2-12.

3. Temporary location of industrial activities, such as sand and gravel extraction or processing and asphalt or concrete batch plants in, or adjacent to, residential development or sensitive resource areas.

4. Development or activities involving reconstruction or modernization in a location identified as environmentally or culturally sensitive, such as floodplains, estuarine areas, wetlands, and archeological sites.

10-2-13: DEFINITIONS: For the purpose of this Title, certain words, terms and phrases are defined below. Words used in the present tense include the future; the singular number includes the plural; and the word "shall" is mandatory and not directory. Whenever the term "this Title" is used herewith it shall be deemed to include all amendments thereto as may hereafter from time to time be adopted. Definition contained in the Florence Comprehensive Plan shall also be used to define terms used in this Title of the Florence City Code, and, where conflicts exist, the terms used in this Code shall apply to the respective Code requirements. Terms not defined in this Code shall have their ordinary accepted meanings within the context in which they are used. Webster's Third New International Dictionary of the English Language, Unabridged, shall be considered a standard reference.

ABUT	Contiguous to; for example, two (2) lots with a common property line are considered to be abutting.
ACCESS	The place, means or way by which pedestrians or vehicles shall have safe, adequate and useable ingress and egress to a property, use or parking space.
ACCESS EASEMENT	An easement recorded for the purpose of providing vehicle, bicycle, and/or pedestrian access cross property under separate ownership from the parcel being provided access. **Cross access** is a service drive providing vehicular access between two or more separate sites, so that the driver need not enter the public street system between sites.
ACCESSORY BUILDING	Any detached subordinate building the use of which is incidental, appropriate and subordinate to that of the main building.

ACCESSORY DWELLING	An accessory building specifically designed and permitted as an additional dwelling, which is incidental, appropriate, and subordinate to a primary dwelling on a property. Accessory dwelling units or ADUs may be part of the same structure as the primary dwelling as an interior dwelling unit, attached dwelling unit, or a detached dwelling unit on the same lot. Also known as a secondary dwelling unit, granny-flat, or in-law suite.
ACCESSWAYS	A walkway or multi-use pathway providing a through connection for pedestrians between two streets, between two lots, or between a development and adjoining public right-of-way. It may be an access way for pedestrians and bicyclists (with no vehicle access), or a walk way on public or private property (i.e., with a public access easement).
AFFORDABLE HOUSING	Dwellings available for rent or purchase, with or without government assistance, by households who meet applicable maximum income limits, not to exceed 80 percent of the Lane County median income, adjusted for family size, as determined based on data from the United States Department of Housing and Urban Development or its successor agency, and in a manner so that no more than 40 percent of the household's gross income will be spent on rent and utilities or on home loan or mortgage payments, amortized interest, property taxes, insurance, and condominium or association fees, if any.
AFFORDABLE HOUSING UNIT	A dwelling that meets the definition of affordable housing.
AGED PERSON	An individual 65 years of age or older. (Ord. 711, 1-24-84)
ALLEY	A narrow passage through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.
ALTER	Any change, addition or modification of construction or occupancy of a building or structure.
ALTER THE ESTUARY	Actions which would potentially alter the estuarine ecosystem include dredging, fill, in-water structures, riprap, log storage, application of pesticides and herbicides, water intake or withdrawal and effluent discharge, flow-land disposal of dredged material, and other activities which could affect the estuary's physical processes or biological resources.
ALTERATION	For the purpose of administering Chapters 7, 18, 19, and 24, alteration shall mean any human-caused change in the environment, including physical, topographic, hydraulic, biological, or other similar environmental changes, or changes which affect water quality.
ALTERED SHORELANDS	Include shorelines with bulkheads, seawalls, riprap, or other physical structures, but do not include earthen, vegetated dikes.
AMENDMENT	A change in the wording, context or substance of this Title, or a change in the zone boundaries or area district boundaries upon the zoning map.
APARTMENT	See "Dwelling, Multiple"

ARTERIAL STREET	The highest order classification of streets; includes highways and other major streets with limited or no direct access from adjoining properties.
AREAS MANAGED FOR WATER DEPENDENT ACTIVITIES	The Federal Navigation channel, the north jetty, and the estuary where it is adjacent to Water Dependent Sites.
AWNING	Any stationary structure, permanent or demountable, other than a window awning, for the purpose of providing shelter from the sun and rain and having a roof with supports and not more than one wall or storage cabinet substituting for a wall.
BASE ZONING DISTRICT	The zoning district applied to individual properties as depicted on the City of Florence Zoning Map. The base zoning district may underlie an Overlay Zoning District, as described in the definition for Overlay District. "Single-family Residential" is an example of a base zoning district.
BASEMENT	A story partly or wholly underground. A basement shall be counted as a story for purposes of height measurement where more than one-half (1/2) its height is above the average level of the adjoining ground.
BED AND BREAKFAST	A Bed and Breakfast facility means a single-family dwelling containing rooms for rent in accordance with Title 10, Chapter 4 (Conditional Uses).
BICYCLE FACILITY	There are different types of bicycle facilities: In general, a bicycle facility is a public or private way designed for and dedicated to bicycle use. It may consist of a road, a lane within or on the shoulder of a road, a path, multi-use path, or other way that is specifically designated for bicycle travel or shared bicycle/pedestrian travel.
BOARD	The Florence Planning Commission or "Florence Design Review Board".
BOARDING HOUSE	A building with a single kitchen where lodging, with or without meals, is provided for compensation for 10 or fewer occupants, not open to transient and/or overnight guests, in contradistinction to hotels and motels open to transients and/or overnight guests, but, a Boarding House / Dormitory is not occupied as a single-family unit and it shall not include assisted living facilities, or senior housing, group care homes, homes for the aged or nursing homes.
BRIDGE CROSSINGS	The portion of a bridge spanning a waterway not including supporting structures or fill located in the waterway or adjacent wetlands.
BRIDGE CROSSING SUPPORT STRUCTURES	Piers, piling, and similar structures necessary to support a bridge span but not including fill for causeways or approaches.
BUFFER ZONE	A physical setback from a sensitive area used to protect the water quality, the aquatic and riparian wildlife communities, and the habitat value within the sensitive area. The start of the buffer starts at the edge of the defined channel (bank full stage) for streams/rivers, delineated wetland boundary, delineated spring boundary, or average high water for lakes.

BUILDABLE AREA — The portion of a development site not required by this Title or specific conditions, as a yard, open space or easement.

BUILDING — Any temporary or permanent structure constructed and maintained for the support, shelter, or enclosure of people, motor vehicles, animals, chattels or personal or real property of any kind. The words “building” and “structure” shall be synonymous.

BUILDING HEIGHT — The vertical distance from the average finished grade at the front of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the peak height of the highest gable of a pitch, shed, or hip roof.

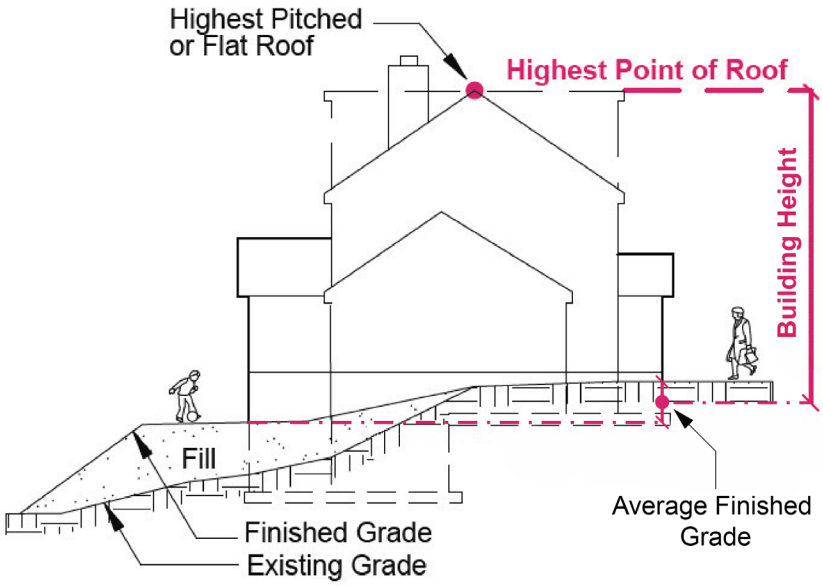


Figure 10-2-13-1: An illustration depicting building height.
Image courtesy of the City of Bellevue, WA.

BULKHEAD — A structure or partition to retain or prevent sliding of the land. A secondary purpose is to protect the upland against damage from wave action.

BURN TO LEARN — A training burn exercise that allows firefighters to practice tactics and strategies under controlled conditions.

CALIPER — Diameter of the trunk of a tree measured 6 inches above the ground (up to and including 4 inch caliper size).

CARPORT — A stationary structure consisting of a roof, its supports, not more than one wall, or storage cabinets substituting for a wall, used to shelter motor vehicles, recreation vehicles or boats.

CARRYING CAPACITY — Level of use which can be accommodated and continued without irreversible impairment of natural resources productivity, the ecosystem and the quality of air, land, and water resources.

CEMETERY — Land uses or intended to be used for the burial of the dead or dedicated for such purposes, including columbarium, crematories, mausoleums and mortuaries, when operated in conjunction with and within the boundary of such cemetery.

CHARGING LEVEL	The amount of voltage provided to charge an electric vehicle varies depending on the type equipment as follows: A. Level 1 operates on a fifteen (15) to (20) amp breaker on a one hundred twenty (12) 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.
CHURCH	A building together with its accessory buildings and uses, where persons regularly assemble for worship and which is maintained and controlled by a religious body organized to sustain public worship.
CITY	The City of Florence, Oregon, and its officials or authorized agents.
CITY RECORDER	As used in this Title and Title 11, the person so designated by the City Manager.
CLINIC	Single or multiple offices of physicians, surgeons, dentists, chiropractors, osteopaths, optometrists, ophthalmologists and other members of the healing arts, including a dispensary in each such building to handle merchandise of a nature customarily prescribed by the occupants in connection with their practices.
CLINIC, SMALL ANIMAL	A business establishment in which veterinary services are rendered to small domestic pets on an outpatient basis with overnight boarding allowed.
CLUB	Any organization, group or association supported by the members thereof, the purpose of which is to render a service but not carried on as a business.
COASTAL LAKES	Lakes in the coastal zone that are bordered by a dune formation or that have a direct hydrologic surface or subsurface connection with saltwater.
COASTAL SHORELANDS	Those areas immediately adjacent to the ocean, all estuaries and associated wetlands, and all coastal lakes.
COASTAL STREAM	Any stream within the coastal zone.
COLLECTOR	A type of street that serves traffic within commercial, industrial, and residential neighborhood areas, connecting local neighborhood or district streets to the arterial network and is part of the street grid system.
COMMISSION	The Florence Planning Commission
COMPREHENSIVE	The current adopted Comprehensive Plan for the City of Florence.

PLAN	
CONSERVE	To manage in a manner which avoids wasteful or destructive uses and provides for future availability.
CORNER LOT	See “Lot Types”
COTTAGE	A small, detached dwelling clustered around a central outdoor common space.
CLUSTER HOUSING	A cluster of dwellings on a lot. Cluster housing provides common outdoor spaces and common community facilities.
COURT OR COURTYARD	An open unoccupied space, other than a yard, on the same lot with a building.
CROSSWALK	A path marked off on a street to indicate where pedestrians should cross.
CUTBANKS	River terraces possessing steep slopes and subject to erosion and sloughing. Very active erosion usually occurs where the active flow of the main channel is directed toward the bank.
DEDICATE / DEDICATION	The gift of land or an easement by a private person or entity to the City as part of, and a condition of, a real estate development. The City must accept the dedication before it is complete. The owner of the land does not retain any rights that are inconsistent with the complete exercise and enjoyment of the public uses to which the property has been committed. (Ord. 2, Series 2011)
DAY NURSERY	An institution, establishment or place in which are commonly received at one time three (3) or more children not of common parentage, under the age of six (6) years, for the purpose of being given board, care or training apart from their parents or guardians for compensation or reward.
DEFLATION PLAIN	The broad interdune area which is wind-scoured to the level of the summer water table.
DENSITY	Density, Gross: The number of dwelling units per each acre of land, including areas devoted to dedicated streets, neighborhood parks, sidewalks, and other public facilities. Density, Net: The number of dwelling units per each acre of land, excluding from the acreage dedicated streets, neighborhood parks, sidewalks, and other public facilities.
DEVELOP	To bring about growth or availability; to construct or alter a structure, to conduct a mining operation, to make a physical change in the use or appearance of land, to divide land into parcels, or to create or terminate rights to access. “Develop” also includes, but is not limited to, new building, building alterations or additions, site improvements, or a change in use.
DEVELOPMENT	The act, process or result of developing.
DIAMETER BREAST HEIGHT	Diameter of the trunk of a tree measured at 4.5 feet above the ground

(DBH)

DIVERSITY	The variety of natural, environmental, economic, and social resources, values, benefits, and activities.
DOCK	A deck, whether floating or on pilings, that serves as a landing place, recreational facility, etc.
DOLPHIN	A cluster of piles.
DORMITORY	One or more buildings used principally for sleeping purposes by occupants for more than 30 continuous days where such building is, related to an educational or pubic institution. One common kitchen and some common gathering rooms for social purposes may also be provided.
DRAINAGEWAY	The bed and banks of a waterway used to discharge surface waters from a given area. It also includes adjacent areas necessary to preserve and maintain the drainage channel.
DRIVEWAY	Unless otherwise specified in this Title, driveway means the area that provides vehicle access to a site from a street or that provides vehicular circulation between two or more noncontiguous parking areas.
DUNE	A hill or ridge of sand built up by the wind along sandy coasts.
DUNE, ACTIVE	A dune that migrates, grows and diminishes from the effect of wind and supply of sand. Active dunes include all open sand dunes, active hummocks, and active foredunes.
DUNE, CONDITIONALLY STABLE	A dune presently in a stable condition, but vulnerable to becoming active due to fragile vegetative cover.
DUNE, OLDER STABILIZED	A dune that is stable from wind erosion, and that has significant soil development and that may include diverse forest cover. They include older foredunes.
DUNE, OPEN SAND	A collective term for active, un-vegetated dune landforms.
DUNE, RECENTLY STABILIZED	A dune with sufficient vegetation to be stabilized from wind erosion, but with little, if any development of soil or cohesion of the sand under the vegetation. Recently stabilized dunes include conditionally stable foredunes, conditionally stable dunes, dune complexes, and younger stabilized dunes.
DUNES, YOUNGER STABLIZED	A wind-stable dune with weakly developed soils and vegetation.
DUNE COMPLEX	Various patterns of small dunes with partially stabilized intervening areas.
DUET	A Duplex as defined under ‘DWELLING, DUPLEX’ in which each unit is on a separate lot and can be owned separately.
DWELLING	A building or portion thereof which is occupied in whole or in part as a

residence, either permanently or temporarily by one or more families; but excluding Coast Village, hotels, motels, and tourist courts; with permanent provision for living, sleeping, eating, food preparation, and sanitation. Dwellings include both buildings constructed on-site and manufactured homes.

DWELLING, ATTACHED — A dwelling that shares a common wall or walls, roof, or foundation with adjacent dwellings. Attached dwellings may be on a common lot or with each dwelling on its own lot.

DWELLING, DUPLEX — A building designated or used exclusively for the occupancy of two (2) families on a single lot living independently from each other and having separate facilities for each family as defined under “DWELLING” above.

DWELLING, FOUR-PLEX / QUAD-PLEX — A building designed and used for occupancy by four (4) families on a single lot, all living independently of each other and having certain separate facilities for each family as defined under ‘DWELLING’ above.

DWELLING, MULTIPLE MULTI-FAMILY — A building designed and used for occupancy by five (5) or more families on a single lot, all living independently of each other and having certain separate facilities for each family as defined under “DWELLING” above and certain shared facilities such as laundry, open space and other amenities.

DWELLING, SECONDARY — See ACCESSORY DWELLING.

DWELLING, SINGLE-FAMILY DETACHED

A. A dwelling on a single lot either constructed on-site or a modular constructed in accordance with Oregon Building Codes and assembled on site, and designed or used exclusively for the occupancy of one family and having separate facilities for only one family as defined under “DWELLING” above; or

B. A manufactured home designed and used exclusively for the occupancy of one family as defined under “DWELLING” above and which is located and maintained in compliance with Section 10-12 of this Title.

C. Except as authorized in A and B of this definition, in determining compliance with the provisions and uses of this Code, a mobile home, manufactured home, or a modular resembling a mobile home or manufactured home, is not considered a single-family dwelling. (Ord. No. 7, Series 1994)

DWELLING, SINGLE-FAMILY ATTACHED — A dwelling constructed in a row of two or more attached dwellings, where each dwelling is located on its own lot and shares a common wall or walls, roof, or foundation with adjacent dwellings. Commonly referred to as a townhouse or row house.

DWELLING, TRI-PLEX — A building designed and used for occupancy by three (3) families on a single lot, all living independently of each other and having certain separate facilities for each family as defined under ‘DWELLING’ above.

EASEMENT, PUBLIC — A right of use of a property given by the owner to the City for public use, and accepted for such use by or on behalf of the public. (Ord. No. 2, Series 2011)

ECOSYSTEM	The living and non-living components of the environment which interact or function together, including plant and animal organisms, the physical environment, and the energy systems in which they exist. All the components of an ecosystem are inter-related.
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.
ENCOURAGE	Stimulate; give help to; foster.
ENHANCEMENT	An action which results in a long-term improvement of existing functional characteristics and processes that is not the results of a creation or restoration action.
ESSENTIAL FACILITIES	Buildings and facilities necessary for the provision of basic services to the community and immediate response in the event of emergencies. These facilities typically include (per ORS 455.446): A. Hospitals and other medical facilities having surgery and emergency treatment areas; B. Fire and police stations; C. Tanks or other structures containing, housing or supporting water or fire-suppression materials or equipment required for the protection of essential or hazardous facilities or special occupancy structures; D. Emergency vehicle shelters and garages; E. Structures and equipment in emergency preparedness centers; and F. Standby power generating equipment for essential facilities.
ESTUARY	The portion of the Siuslaw River that is semi-enclosed by land, connected with the open ocean, and within which salt water is usually diluted by freshwater derived from the land. The estuary includes: (a) estuarine water; (b) tidelands; (c) tidal marshes; and (d) submerged lands. The Siuslaw River's estuary extends upstream to the head of tidewater.
ESTUARINE IMPACT ASSESSMENT	An evaluation of uses or activities which are major in nature and which could potentially alter the integrity of the estuarine ecosystem. The Estuarine Impact Assessment is required for Special Use Permits and Conditional Use Permits in the Natural Estuary and Conservation Estuary Zoning Districts, in place of a Resource Capabilities Assessment, when an Environmental Impact Statement (EIS) is required through the Corps of Engineers Section 10/404 permit process.
FAMILY	A person living alone or any of the following groups living together as a single non-profit unit and sharing common living area:

A. Any number of persons related by blood, marriage, adoption, guardianship or other duly-authorized custodial relations.

B. A maximum of 5 unrelated persons.

FILL	For the purposes of this Code and the Comprehensive Plan, the definition of fill shall be the definition used in the Statewide Planning Goals: The placement by man of sand, sediment, or other material, usually in submerged lands or wetlands, to create new uplands or raise the elevation of land.[a]
FINANCE OFFICER	As used in this Title and Title 11, the person so designated by the City Manager.
FLOODFRINGE	The area of the floodplain lying outside of the floodway, but subject to periodic inundation from flooding.
FLOODPLAIN	The area adjoining a stream, tidal estuary or coast that is subject to regional flooding.
FLOOD, REGIONAL (100 YEAR)	A standard statistical calculation used by engineers to determine the probability of server flooding. It represents the largest flood which has a one-percent chance of occurring in any one year in an area as a result of periods of higher-than-normal rainfall or streamflows, extremely high tides, high winds, rapid snowmelt, natural stream blockages, tsunamis, or combinations thereof.
FLOODWAY	The normal stream channel and that adjoining areas of the natural floodplain needed to convey the waters of a regional flood while causing less than one foot increase in upstream flood elevations.
FOREDUNE, ACTIVE	An unstable barrier ridge of sand paralleling the beach and subject to wind erosion, water erosion, and growth from new sand deposits. Active foredunes may include areas with beach grass, and occur in sand spits and at river mouths as well as elsewhere.
FOREDUNE, CONDITIONALLY STABLE	An active foredune that has ceased growing in height and that has become conditionally stable with regard to wind erosion.
FOREDUNE, OLDER	A conditionally stable foredune that has become wind stabilized by diverse vegetation and soil development.
FOREST LANDS	See definition of commercial forest lands and uses in the Oregon Forest Practices Act and the Forest Lands Goal.
GARAGE, PRIVATE	A publicly or privately owned structure having one or more tiers of height, used for the parking of automobiles for the tenants, employees or owners of the property for which the parking spaces contained in or on said garage are required by this Title and are not open for use by the general public.
GARAGE, PUBLIC PARKING	A publicly or privately owned structure having one or more tiers of height, used for the parking of automobiles and open for use by the

[a] Note that the Army Corps of Engineers' (ACOE) and the Department of State Lands' (DSL) definitions are different from this Statewide Planning Goals definition and the definitions of this federal and other state agency have been interpreted to include pilings and riprap in the estuary.

	general public, either free or for remuneration. Public parking garages may include parking spaces for customers, patrons or clients as required by this Title, provided said parking spaces are clearly identified as free parking spaces for the building or use required to provide said spaces.
GARAGE, REPAIR	A building used for the storage, parking, care and repair of motor vehicles, or where such vehicles are kept for remuneration, hire or sale, provided the selling of motor fuel and oil for motor vehicles, shall not be conducted.
GEOLOGIC	Relating to the occurrence and properties of earth. Geologic hazards include faults, land and mudslides, and earthquakes.
GRADE (ADJOINING GROUND LEVEL)	The average of the finished ground level at the center of all walls of a building. If walls are parallel to and within five feet (5') of a sidewalk, alley or other public way, the above ground level shall be measured at the elevation of the sidewalk, alley or public way.
GROIN	A small structure extending from a shore to protect a beach against erosion or to trap shifting sands.
GROUNDWATER	Water in the zone of saturation beneath the surface of the earth.
GROUP CARE HOME	Any home or institution maintained and operated for the care of more than five (5) physically or mentally handicapped persons or aged persons and attendants residing at this address. (Ord. 711, 1-24-84)
HALF STORY	That part of any building wholly or partly within the roof frame and not occupying more than two-thirds (2/3) of the floor area immediately below it.
HARDPAN	A layer of hard soil usually formed by clay particles cemented by iron oxide or calcium carbonate.
HAZARDOUS FACILITY	Structures housing, supporting or containing sufficient quantities of toxic or explosive substances to be of danger to the safety of the public if released (per ORS 455.446).
HEADLANDS	Bluffs, promontories or points of high shoreland jutting out into the ocean, generally sloping abruptly into the water. Oregon headlands are generally identified in the report on Visual Resource Analysis of the Oregon Coastal Zone, OCCDC, 1974.
HISTORICAL RESOURCES	Those districts, sites, buildings, structures, and artifacts which have a relationship to events or conditions of the human past. (See Archaeological Resources definition).
HOME OCCUPATION	Any use customarily conducted entirely within a dwelling or accessory building and carried on by the inhabitants thereof, which use is clearly incidental and secondary to the use of the structure for dwelling purposes and which does not change the character thereof or does not adversely affect the uses permitted in the district of which it is a part. Home occupations are permitted by this Title, provided they conform with the following criteria: A. No employment of help other than the members of the resident family.

B. No use of material of mechanical equipment that is inconsistent with the residential character of the neighborhood.

C. No sales of products or services not produced on the premises.

D. The use shall not generate pedestrian or vehicular traffic beyond that normal to the district in which it is located.

E. It shall not involve the use of commercial vehicles for delivery of materials to or from the premises.

F. No storage of materials/supplies outdoors.

G. It shall not involve the use of signs and/or structures other than those permitted in the district of which it is a part.

H. In no way shall the appearance of the structure be so altered or the conduct of the occupation within the structure be such that the structure may be reasonably recognized as serving a nonresidential use (either by Home Occupations color, materials, construction, lighting, signs, sounds, noises or vibrations).

I. There shall be no use of utilities or community facilities beyond that normal to residential purposes.

HOSPITAL	Any building or institution providing healing, curing and nursing care, and which maintains and operates facilities for the diagnoses, treatment and care of two (2) or more non-related individuals suffering from illness, injury or deformity or where obstetrical or other healing, curing and nursing care is rendered over a period exceeding twenty-four (24) hours.
HOSTEL	A building with dormitory accommodation and shared facilities used for transient residential purposes permitting up to twenty (20) occupants to live for not more than 30 continuous days. Hostels shall meet the requirements of the Oregon Building Code for maximum occupancy.
HOTEL	Any building or group of buildings used for transient residential purposes containing four (4) or more guest units with or without housekeeping facilities.
HUMMOCK, ACTIVE	Partially vegetated (usually with beach grass), circular, and elevated mounds of sand which are actively growing in size.
HYDRAULIC	Related to the movement or pressure of water. Hydraulic hazards are those associated with erosion or sedimentation caused by the action of water flowing in a river or streambed, or oceanic currents and waves.
HYDRAULIC PROCESSES	Actions resulting from the effect of moving water or water pressure on the bed, banks, and shorelands of water bodies (oceans, estuaries, streams, lakes, and rivers).
HYDROGRAPHY	The study, description and mapping of oceans, estuaries, rivers and lakes.
HYDROLOGIC	Relating to the occurrence and properties of water. Hydrologic hazards include flooding (the rise of water) as well as hydraulic hazards

	associated with the movement of water.
IMPACT	The consequences of a course of action; effect of a goal, guideline, plan or decision.
INSURE	Guarantee; make sure or certain something will happen.
INTEGRITY	The quality or state of being complete and functionally unimpaired; the wholeness or entirety of a body or system, including its parts, materials, and processes. The integrity of an ecosystem emphasizes the interrelatedness of all parts and the unity of its whole.
INTERDUNE AREA	Low-lying areas between higher sand landforms and which are generally under water during part of the year. (See also Deflation Plain.)
INTERTIDAL	Between the levels of mean lower low tide (MLLT) and mean higher high tide (MHHT).
JETTY	A structure extending seaward from the mouth of a river designed to stabilize the rivermouth by preventing the buildup of material at the river's mouth, and to direct or confine the stream or tidal flow
KEY FACILITIES	Basic facilities that are primarily planned for by local government but which also may be provided by private enterprise and are essential to the support of more intensive development, including public schools, transportation, water supply, sewage and solid waste disposal.
LCDC	The Land Conservation and Development Commission of the State of Oregon. The members appointed by the Governor and confirmed by the Oregon Senate in accordance with the requirements of ORS 197.030.
LEVEL OF SERVICE	A quantitative standard for transportation facilities describing operational ("LOS") conditions. Level of Service may be described for intersections (signalized or unsignalized) or street segments (between signalized intersections).
LIGHTING	Refer to Chapter 37 of this Title for all definitions relating to lighting regulations.
LITTORAL DRIFT	The material moved, such as sand or gravel, in the littoral (shallow water nearshore) zone under the influence of waves and currents.
LOADING SPACE	An off-street space or berth on the same lot with a main building or contiguous to a group of buildings, for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials, and which has access on a street or alley, or other appropriate means of access.
LOCAL STREET	A street primarily for access of abutting properties.
LOT	Land occupied or to be occupied by a building and its accessory buildings, including such open spaces as are required under this Title and having frontage upon a street.
LOT AREA	The total area within the lot lines of a lot measured on a horizontal plane.

LOT COVERAGE

That portion of a lot which, when viewed directly from above, would be covered by buildings, access ways, parking spaces and surfaced areas.

LOT LINE

A. Front: The lot or parcel line abutting a street. For corner lots or parcels the lot or parcel front line is that with the narrowest street frontage except that, in the case of a lot or parcel which adjoins the point of intersections of two streets as defined in "Lot Type, Corner," both lot or parcel lines are the front line. For double frontage lots or parcels the lot or parcel front line is that having frontage on a street which is so designated by the land divider and approved as part of a subdivision or partition as provided for in this Code.

B. Rear: The property line which is opposite to and most distant from the front lot or parcel line. In the case of triangular shaped lot, the rear lot line for building purposes shall be assumed to be a line ten feet (10') in length within the lot, parallel to and at the maximum distance from the front lot line.

C. Side: Any property line which is not a front of rear lot line.

LOT MEASUREMENTS

A. Depth: The horizontal distance between the front and rear lot lines measured in the mean direction of the side lot lines.

B. Width: The horizontal distance between the side lot lines measured at right angles to the lot depth at a point midway between the front and rear lot lines.

LOT TYPES

A. Corner: A lot or development site bounded entirely by streets, or a lot having only one side not bounded by a street, or a lot which adjoins the point of intersections of two (2) or more streets and in which the interior angle formed by the extensions of the street lines in the direction which they take at their intersections with side lot lines forms an angle of one hundred thirty five degrees (135) or less. In the event that any street line is a curve at its point of intersection with a side lot line, the tangent to the curve at the point of intersection shall be considered the direction of the street line.

B. Double Frontage or Through: A lot development site other than a corner lot with frontage on more than one street. A lot or parcel having frontage on two (2) parallel or approximately parallel streets other than alleys.

C. Interior Lot: A lot or development site other than a corner having frontage only on one street. A lot or parcel having frontage only on one street.

D. Flag Lot: A lot or parcel that has a narrow frontage on a public street with access provided via a narrow accessway or "pole" to the main part of the lot used for building, which is located behind another lot that has street frontage. There are 2 distinct parts to the flag lot; the development area or "flag" which comprises the actual building site, and the access strip or "pole" which provides access from the street to the flag.

E. Butt Lot: A lot or parcel, the lot or parcel side line of which abuts the lot or parcel rear line of two (2) or more adjoining lots or parcels.

F. Key Lot: A lot or parcel the rear line of which abuts the lot side line of two (2) or more adjoining lots or parcels.

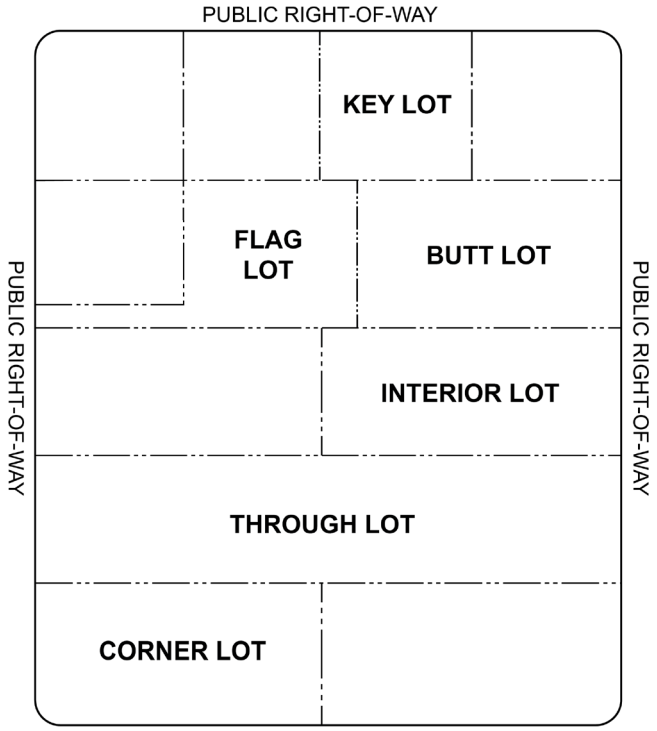


Figure 10-2-13-2: An illustration depicting lot types.

MAIN BUILDING — A building within which is conducted the principal use permitted on the lot, as provided by this Title.

MAIN CHANNEL — That part of a waterway which extends upstream from the entrance channel into the estuary proper (also called "inner channel"). All or segments of the main channel may be maintained by dredging. The main channel does not include auxiliary channels or waterways.

MAINTAIN — Support, keep, and continue in an existing state or condition without decline.

MANAGEMENT UNIT — A discrete geographic area, defined by biophysical characteristics and features, within which particular uses and activities are promoted, encouraged, protected, or enhanced, and others are discouraged, restricted, or prohibited.

MANUFACTURED HOME — A structure, transportable in one or more sections, which in the traveling mode, is eight body feet or more in width or forty or more body feet in length, or when erected on site is three hundred twenty or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without permanent foundation when connected to the required utilities, and includes plumbing, heating, air conditioning and electrical systems herein. A manufactured home is a home built on or after June 15, 1976, to the standards and requirements

	of the National Manufactured Home Construction and Safety Standards Act of 1974
MARKET RATE HOUSING UNIT	A single-family unit, or single space in a manufactured dwelling park, that does not qualify as affordable housing.
MEDICAL MARIJUANA FACILITY	A medical marijuana dispensary business required to register with the Oregon Health Authority under ORS 475.314.
MINING	All or any part of the process of mining by the removal of overburden and the extraction of natural mineral deposits thereby exposed by any method including open-pit mining operations, auger mining operations, processing, surface impacts of underground mining, production of surface mining refuse and the construction of adjacent or off-site borrow pits except those constructed for use as access roads. The term does not include excavations of sand, gravel, clay, rock or other similar materials conducted by a landowner or tenant on the landowner's or tenant's property for the primary purpose of reconstruction or maintenance of access roads and excavation or grading operations conducted in the process of farming or cemetery operations, onsite road construction or other onsite construction or non-surface impacts of underground mines.
MINOR NAVIGATIONAL IMPROVEMENTS	Alterations necessary to provide water access to existing or permitted uses in Conservation Management units, including dredging for access channels and for maintaining existing navigation but excluding fill and in-water navigational structures other than floating breakwaters or similar permeable wave barriers.
MITIGATION	The creation, restoration, or enhancement of an estuarine area to maintain the functional characteristics and processes of the estuary, such as its natural biological productivity, habitats, and species diversity, unique features and water quality.
MOBILE HOME	A vehicle or structure constructed for movement on the public highways, that has sleeping, cooking, and plumbing facilities, is intended for human occupancy and is being used for residential purposes which was built prior to June 15, 1976 under the State Mobile Home Code in effect at the time of construction.
MOBILE HOME/ MANUFACTURED HOME PARK	A place where four (4) or more mobile homes/manufactured homes are located within five hundred feet (500') of one another on a lot, tract or parcel of land under the same ownership.
MOBILE HOME SPACE	A plot of ground within a mobile home park that is designed for the accommodation of one mobile home
MODULAR BUILDING	A building constructed off-site which does not have axles or a frame, but which conforms to all local building codes.
MOTEL	See "Hotel".
MULTI-USE PATH	A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; shared with pedestrians, skaters, bicycles, and other non-motorized users. Other motorized vehicles shall not exclude e-bikes, e-scooters, and other forms of e-micro mobility. (Ord. No. 2, Series 2011)

~~MULTI-USE PATHWAY~~	~~A transportation facility serving pedestrians, bicycles and, where allowed, equestrian usage.~~
MULTI-USE TRAIL	An unpaved path that accommodates pedestrians; shared with other non-motorized users. (Ord. No. 2, Series 2011)
NATURAL AREAS	Includes land and water that has substantially retained its natural character, which is an important habitat for plant, animal, or marine life. Such areas are not necessarily completely natural or undisturbed, but can be significant for the study of natural, historical, scientific, or paleontological features, or for the appreciation of natural features.
NATURAL HAZARDS	Natural events that are known to result in death or endanger the works of man, such as stream flooding, ocean flooding, groundwater, erosion and deposition, landslides, earthquakes, weak foundation soils and other hazards unique to local or regional areas.
NATURAL RESOURCES	Air, land and water and the elements thereof which are valued for their existing and potential usefulness to humans.
NEIGHBORHOOD COMMERCIAL	The following uses are defined as neighborhood commercial: grocery stores or markets, banks, drugstores, restaurants (except drive-ins or walk-ups), variety stores, small specialty stores such as florist or bicycle shops, barber and beauty shops, laundromats, and day nurseries. In general, neighborhood commercial is intended to be a small scale, neighborhood shopping center with more than one business, although a single multi-purpose convenience store would also qualify. Neighborhood commercial is not intended to be combined with a residence or to be located in a converted residence or garage. A minimum lot size of twelve thousand (12,000) square feet is required.
NONCONFORMING USE	A building, structure or land use which lawfully existed at the time this Title became effective, but does not conform to the use regulations, setbacks, maximum lot coverage, or other provisions herein established for the district or zone in which it is located.
NON-STRUCTURAL EROSION CONTROL SOLUTIONS	Alternatives to erosion control structures, including, but not limited to, a combination of soils, sands, gravels and stone in conjunction with biodegradable protective materials and live plant materials.
OCCDC	Oregon Coastal Conservation and Development Commission created by ORS 191; existed from 1971 to 1975. Its work is continued by LCDC.
OCEAN FLOODING	The flooding of lowland areas by salt water owing to tidal action, storm surge, or tsunamis (seismic sea waves). Land forms subject to ocean flooding include beaches, marshes, coastal lowlands, and low-lying interdune areas. Areas of ocean flooding are mapped by the Federal Emergency Management Agency (FEMA). Ocean flooding includes areas of velocity flooding and associated shallow marine flooding. Ocean flooding is more specifically defined in the individual Chapters of this Plan as it pertains to the policies and objectives in the respective chapters.
OPEN SPACE	Any publicly or privately owned land that is retained in a substantially natural condition and incorporates an adjacent parkland improved for recreational uses such as, picnicking, nature interpretive trails or multi-use paths. Open spaces may also include seasonal lakes, lands

	protected as important natural resources such as wetlands or riverine areas, and lands used as buffers when such lands incorporate areas for the design features mentioned above. Open space does not include residential lots or yards, streets or parking areas. (Ord. No. 2, 2011)
OVERLAY ZONING DISTRICT	A zoning district that applies to property in addition to a “Base Zoning District.” In Title 10 of the Florence City Code, “Natural Resources Conservation Overlay District” is an example of an overlay zoning district and “Single-family Residential” is an example of a base zoning district.
PARKING AREA PRIVATE	Private or publicly-owned property, other than streets or alleys, on which parking spaces are defined, designated or otherwise identified for use by the general public, either free or for remuneration. Public parking areas may include parking lots which may be required by this Title for retail customers, patrons and clients. (Ord. 625, 6-30-80).
PARKING SPACE	A permanently maintained space with proper access for one automobile. (Ord. 669, 5-17- 82).
PARKLANDS	Provide for human development and enrichment, and include, but are not limited to: open space and scenic landscapes that provide a place for people to exercise and interact; active recreational lands; historical, archaeology and natural science resources that incorporate a combination of interpretive signage, trails, picnicking and seated areas, and viewing areas; sports and cultural facility areas; picnicking; trails; waterway use facilities; active and passive activities. (Ord. No. 2, Series 2011)
PIER	A structure, usually of open construction, extending out into the water from the shore, to serve as a landing place, recreational facility, etc., rather than to afford coastal protection.
PILE	A long, heavy timber or section of concrete or metal to be driven or jetted into the earth or seabed to serve as a support or protection.
PILING	A group of piles
PLANNING DIRECTOR OR DIRECTOR	As used in this Title and Title 11, the person so designated by the City Manager.
PUBLIC ACCESS EASEMENT	A public access easement is an easement granted to the public for all the purposes for which a public sidewalk may be used, including but not limited to, pedestrian and bicycle travel.
POLLUTION	The introduction of contaminants into an environment that causes instability, disorder, harm or discomfort to the ecosystem, i.e., physical systems or living organisms.
PRESERVE	To save from change or loss and reserve for a special purpose.
PROTECT	Save or shield from loss, destruction, or injury or for future intended use.
PROVIDE	Prepare, plan for, and supply what is needed.
PUBLIC FACILITIES AND	Projects, activities and facilities which the City of Florence determines to be necessary for the public health, safety and welfare.

SERVICES PUBLIC GAIN	The net gain from combined economic, social, and environmental effects which accrue to the public because of a use or activity and its subsequent resulting effects.
QUALITY	The degree of excellence or relative goodness.
RECREATION	Any experience voluntarily engaged in largely during leisure (discretionary time) from which the individual derives satisfaction. Coastal Recreation occurs in offshore ocean waters, estuaries, and streams, along beaches and bluffs, and in adjacent shorelands. It includes a variety of activities, from swimming, scuba diving, boating, fishing, hunting, and use of dune buggies, shell collecting, painting, wildlife observation, and sightseeing, to coastal resorts and water-oriented restaurants. Low-Intensity Recreation does not require developed facilities and can be accommodated without change to the area or resource. For example, boating, hunting, hiking, wildlife photography, and beach or shore activities can be low-intensity recreation. High-Intensity Recreation uses specially built facilities, or occurs in such density or form that it requires or results in a modification of the area or resource. Campgrounds, golf courses, public beaches, and marinas are examples of high-intensity recreation.
RECREATIONAL VEHICLE (RV)	A vacation trailer or other unit with or without motive power which is designed for human occupancy and to be used temporarily for recreational or emergency purposes (except as permitted in Coast Village District) and has floor space of less than 400 square feet in setup mode, excluding built-in equipment, such as wardrobes, closets, cabinets, kitchen units or fixtures, and bath or toilet rooms.
RECREATION NEEDS	Existing and future demand by citizens and visitors for recreation areas, facilities, and opportunities which can contribute to human health, development, and enrichment. (Ord. No. 2, Series 2011)
RELIGIOUS INSTITUTION	A building together with its accessory buildings and uses, where persons regularly assemble for worship and which is maintained and controlled by a religious body organized to sustain public worship or support religious activities or organizations. Accessory uses may include dwelling(s) for employees of the institution such as a parsonage or rectory.
RESIDENTIAL CARE HOME / ADULT FOSTER CARE	A residential facility registered under ORS 443.480 to 443.500, or an adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for five (5) or fewer individuals who need not be related. Staff persons required to meet state licensing requirements are not counted in the number of facility residents and need not be related to each other or the residents. These homes are regulated the same as other residential uses.
RESIDENTIAL	A residential facility registered under ORS 443.480 to 443.500, or an

CARE FACILITY / NURSING HOME	adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for six (6) or more individuals who need not be related. Staff persons required to meet licensing requirements are not counted in the number of facility residents and need not be related to each other or the residents.
RESOURCE CAPABILITIES ASSESSMENT	An assessment used to determine if a use or activity is consistent with the resource capabilities of an area. The assessment is required for Special Use Permits and Conditional Use Permits in the Natural Estuary and Conservation Estuary Zoning Districts, except where an Estuarine Impact Assessment if required instead. In the Natural Estuary District, a use or activity is consistent with the resource capabilities when the resources of the area are able to assimilate the use or activity and its effects and continue to function in a manner to protect significant wildlife habitats, natural biological productivity, and values for scientific research and education. In the Conservation Estuary District, a use or activity is consistent with the resource capabilities when the resources of the area are able to assimilate the use or activity and its effects and continue to function in a manner which conserves long-term renewable resources, natural biologic productivity, recreational and aesthetic values and aquaculture.
RESTING AND PASSING SPACE	A turnout from a trail or path, wheelchair rest spots, trash containers, landscape and/or shelter facilities or interpretive displays. (Ord. No. 2, Series 2011)
RESTORE	Revitalizing, returning, or replacing original attributes and amenities, such as natural biological productivity, aesthetic and cultural resources, which have been diminished or lost by past alterations, activities, or catastrophic events. For the purposes of Goal 16, estuarine restoration means to revitalize or reestablish functional characteristics and processes of the estuary diminished or lost by past alterations, activities, or catastrophic events. A restored area must be a shallow subtidal or an intertidal or tidal marsh area after alteration work is performed, and may not have been a functioning part of the estuarine system when alteration work began. The following are more specific definitions of active and passive restoration: <u>Active Restoration</u> involves the use of specific positive remedial actions, such as removing fills, installing water treatment facilities, planting vegetation, or rebuilding deteriorated urban waterfront areas. <u>Passive Restoration</u> is the use of natural processes, sequences, and timing which occurs after the removal or reduction of adverse stresses without other specific positive remedial action.
RIGHT OF WAY	A public use area that allows for the passage of people or vehicles. Right-of-way includes passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency.
RIPARIAN	Of, pertaining to, or situated on the edge of the bank of a river or other body of water.

RIPRAP	A layer, facing, or protective mound of stones randomly placed to prevent erosion, scour or sloughing of a structure or embankment; also, the stone so used. In local usage, the similar use of other hard material, such as concrete rubble, is also frequently included as riprap.
ROOMING HOUSE	See "Boarding House".
ROOT GUARDS	Tree root barriers commonly used in street tree applications to prevent mature tree roots from damaging surrounding walkways, streets and landscapes.
SALT MARSH	A tidal wetland supporting salt-tolerant vegetation.
SEAWALL	A structure separating land and water areas, primarily designed to prevent erosion and other damage due to wave action. See also BULKHEAD.
SEDENTARY	Attached firmly to the bottom, generally incapable of movement.
SEDIMENT	Any particulate matter that can be transported by fluid flow and which eventually is deposited. Sediments are most often transported by water (fluvial processes), transported by wind (aeolian processes), and glaciers. Beach sands and river channel deposits are examples of fluvial transport and deposition, though sediment also often settles out of slow-moving or standing water in lakes and oceans. Sand dunes are examples of aeolian transport and deposition.
SEDIMENTATION	The process of forming sediment in liquid: the process by which particles in suspension in a liquid form sediment.
SENSITIVE AREA	Natural streams (perennial or intermittent), rivers, including the estuary, lakes, or wetlands hydraulically connected by surface water to streams, rivers, or lakes and areas defined by the City of Florence's Local Wetlands and Riparian Inventory. Also, includes all areas that are protected for species as per areas designated by Oregon Department of Fish and Wildlife, Oregon Division of State Lands, National Marine Fisheries Service, United States Fish and Wildlife Service and Oregon Department of Transportation.
SERVICE STATION	A place or station selling petroleum products, motor fuel and oil for motor vehicles; servicing batteries; furnishing emergency or minor repairs and service, excluding painting, body work, steam cleaning, tire recapping and mechanical car washing; and at which accessory sales or incidental services are conducted.
SHOAL	A sandbank or reef creating shallow water, especially where it forms a hazard to shipping A shoal or sandbar (also called sandbank) is a somewhat linear landform within or extending into a body of water, typically composed of sand, silt, or small pebbles. A bar is characteristically long and narrow (linear) and develops where a stream or ocean current promotes deposition of granular material, resulting in localized shallowing (shoaling) of the water.
SHOALING	A decrease in water depth, especially near a shoreline.

SHORELINE	The boundary line between a body of water and the land, measured on tidal waters at mean higher high water, and on non-tidal waterways at the ordinary high-water mark.
SIGNIFICANT HABITAT AREAS	A land or water area where sustaining the natural resource characteristics is important or essential to the production and maintenance of aquatic life or wildlife populations.
SOCIAL CONSEQUENCES	The tangible and intangible effects upon people and their relationships with the community in which they live resulting from a particular action or decision.
SPECIAL OCCUPANCY STRUCTURES	A class of structures particularly vulnerable to earthquakes and tsunamis due to the nature of their use or occupancy. These structures typically include (per ORS 455.446): A. Covered structures whose primary occupancy is public assembly with a capacity greater than 300 persons; B. Buildings with a capacity of greater than 250 individuals for every public, private or parochial school through secondary level or child care centers; C. Buildings for colleges or adult education schools with a capacity of greater than 500 persons; D. Medical facilities with 50 or more resident, incapacitated persons not included in subsection (a) through (c) of this paragraph; E. Jails and detention facilities; and F. All structures and occupancies with a capacity of greater than 5,000 persons.
SPECIAL USE PERMIT	The administrative approval of a use or activity based on criteria and standards set forth in the Florence City Code (as differentiated from a Conditional Use Permit, which requires public hearings and Planning Commission approval).
STORY	That portion of a building included between the upper surface of any floor and the upper surface of the floor next above or, for the topmost story, the ceiling above.
STREET	A public or private way, other than an alley, that is created to provide ingress or egress for vehicular traffic to one or more lots, parcels, areas or tracts of land; excluding a private way that is created to provide ingress or egress to such land in conjunction with the use of such land for forestry, mining or agricultural purposes. A "road" or "street" includes the land between right-of-way lines, whether improved or unimproved.
STRUCTURE	See “Building.” For the purposes of administering Code Chapters 7, 18, 19, and 24, the definition shall also mean anything constructed, installed, or portable, the use of which requires a location on the ground, either above or below water.
SUBSTANCIAL IMPROVEMENT	Any repair, reconstruction, or improvement of a structure which exceeds 50 percent of the real market value of the structure.
SUBSTRATE	The medium upon which an organism lives and grows. The surface of the land or bottom of a water body.

SUBTIDAL	Below the level of mean lower low tide (MLLT).
TEMPORARY ESTUARY ALTERATION	Dredging, filling, or another estuarine alteration occurring over a specified short period of time which is needed to facilitate a use allowed by the Florence Comprehensive Plan. Temporary alterations may not be for more than three years and the affected area must be restored to its previous condition. Temporary alterations include: (1) alterations necessary for federally authorized navigation projects (e.g., access to dredged material disposal sites by barge or pipeline and staging areas or dredging for jetting maintenance), (2) alterations to establish mitigation sites, alterations for bridge construction or repair and for drilling or other exploratory operations, and (3) minor structures (such as blinds) necessary for research and educational observation.
TERRITORIAL SEA	The ocean and seafloor area from mean low water seaward three nautical miles.
TIDAL MARSH	Wetlands from lower high water (LHW) inland to the line of non-aquatic vegetation.
TOURIST COURT	See "Hotel".
TRADITIONAL CULTURAL PROPERTY	A place which is culturally significant because of its association with cultural practices or beliefs of a living community that are rooted in that community's history and that are important in maintaining the continuing cultural identity of the community.
TRANSITIONAL HOUSING	A congregate facility designed to provide housing to shelter families and individuals offered on a short-term basis. The facility may offer meals, lodging and associated services on site, aimed at helping people move towards self-sufficiency. Transitional facilities are not considered bed and breakfast inns / boarding houses, hotels or motels.
TSUNAMI INUNDATION MAPS (TIMs)	The map, or maps in the DOGAMI Tsunami Inundation Map (TIM) Series, published by the Oregon Department of Geology and Mineral Industries, which cover(s) the area within the City of Florence.
TSUNAMI VERTICAL EVACUATION STRUCTURE	A building or constructed earthen mound that is accessible to evacuees, has sufficient height to place evacuees above the level of tsunami inundation, and is designed and constructed with the strength and resiliency needed to withstand the effects of tsunami waves.
TYPE III BARRICADE	A portable or fixed device having three rails with appropriate markings that is used to control road users by closing, restricting, or delineating all or a portion of the right-of-way. The reflective sheeting shall be a minimum of High Intensity Prismatic or Diamond grade with a base color of orange. Design specifications for a Type III Barricade is provided in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA).

USE	The habitual or customary activity occurring on the land or in a building thereon.
VISION CLEARANCE	A triangular area at an intersection; the space being defined by a line across the corner, the ends of which are on street lines or alley lines, an equal and specified distance from the corner and containing no planting, walls, structures or temporary or permanent obstruction from two and one-half feet (2 1/2') above the street grade to a height of eight feet (8').
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.
WATER DEPENDENT SITES	Sites designated in the Florence Comprehensive Plan and zoned to provide for navigation and other identified needs for public, commercial, and industrial water-dependent uses, consistent with the level of development or alteration allowed by the Shallow Draft Development Oregon Estuary Classification. Two sites in the Florence UGB have been designated Water Dependent: the site zoned Marine along the estuary near the west edge of the UGB and the site zoned Waterfront Marine in Old Town.
WATER-DEPENDENT USE	A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production, or source of water, where: "Access" means physical contact with or use of the water; "Requires" means the use either by its intrinsic nature (e.g., fishing navigation, boat moorage) or at the current level of technology cannot exist without water access; "Water-borne transportation" means use of water access: 1) Which are themselves transportation (e.g., navigation); 2) Which require the receipt of shipment of goods by water; or 3) Which are necessary to support water-borne transportation (e.g. moorage fueling, servicing of watercraft, ships boats, etc. terminal and transfer facilities; “Recreation” means water access for fishing, swimming, boating, etc. Recreation uses are water dependent only if use of the water is an integral part of the activity. “Energy production" means uses which need quantities of water to produce energy directly (e.g. hydroelectric facilities, ocean thermal energy conversion); "Source of water" means facilities for the appropriation of quantities of water for cooling, processing or other integral functions. Typical examples of "water dependent uses" include the following: 1) “Industrial” – e.g. manufacturing to include boat building and repair; water-borne transportation, terminals, and support; energy production which needs quantities of water to produce energy directly; water intake structures for facilities needing quantities of water for cooling, processing, or more integral

functions.

2) “Commercial” e.g., commercial fishing marinas and support; fish processing and sales; boat sales, rentals, and supplies.

3) “Recreational”, e.g., recreational marinas, boat ramps and support.

4) Aquaculture

5) Certain scientific and educational activities which, by their nature, require access to coastal waters – estuarine research activities and equipment mooring and support.

Examples of uses that are not "water dependent uses" include restaurants, hotels, motels, bed and breakfasts, residences, parking lots not associated with water dependent uses; and boardwalks

WATER ORIENTED	A use whose attraction to the public is enhanced by a view of or access to coastal waters.
WATER-RELATED	Uses which are not directly dependent upon access to a water body, but which provide goods or services that are directly associated with water-dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories, and trailer parks are not generally considered dependent on or related to water location needs.
WETLANDS	Land areas where water is the dominant factor determining the nature of soil development and the types of plant and animal communities living at the soil surface. Wetland soils retain sufficient moisture to support aquatic or semi-aquatic plant life. In marine and estuarine areas, wetlands are bounded at the lower extreme by extreme low water; in freshwater areas, by a depth of six feet. The areas below wetlands are submerged lands."
WRECKING YARD, MOTOR VEHICLES BUILDING MATERIALS	Any premises used for the storage, and dismantling or sale of either used motor vehicles, trailers, machinery or building materials or parts thereof.
YARD	An open space on the same lot with a building, unoccupied and unobstructed from the ground upward except as otherwise provided herein.
YARD, FRONT	An area lying between side lot lines, the depth of which is a specified horizontal distance between the street line and a line parallel thereto on the lot.
YARD, REAR	An area lying between side lot lines, the depth of which is a specified horizontal distance between the rear property line and a line parallel thereto on the lot.

YARD, SIDE	An area adjacent to any side lot line the depth of which is a specified horizontal distance measured at right angles to the side lot line and being parallel with said lot line. (Ord. 625, 6-30-80) (Amended Ord. No. 9, Series 2009)

10-2-14: LAND USE CATEGORY DEFINITIONS: The following are land uses and activities grouped into use categories on the basis of common functional, product, or physical characteristics and defined as follows.

Industrial Use Categories

INDUSTRIAL SERVICE	Industrial Service firms are engaged in the repair or servicing of industrial, business or consumer machinery, equipment, products or by-products. Firms that service consumer goods do so by mainly providing centralized services for separate retail outlets. Contractors and building maintenance services and similar uses perform services off-site. Few customers, especially the general public, come to the site.
MANUFACTURING AND PRODUCTION	Manufacturing and Production firms are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site.
WAREHOUSE, FREIGHT MOVEMENT, AND DISTRIBUTION	Warehouse, Freight Movement, and Distribution involves the storage, or movement of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. There is little on-site sales activity with the customer present.
WATER-RELATED INDUSTRIAL USE	Waste-Related uses are characterized by uses that receive solid or liquid wastes from others for disposal on the site or for transfer to another location, uses that collect sanitary wastes, or uses that manufacture or produce goods or energy from the biological decomposition of organic material. Municipal waste-related industrial uses are those solely owned by, or in partnership with the City of Florence.
WHOLESALE SALES	Wholesale Sales firms are involved in the sale, lease, or rent of products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order taking and often include display areas. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products may be picked up on site or delivered to the customer.

Commercial Use Categories

EDUCATIONAL	Commercial Educational Service uses are characterized by activities

SERVICES	conducted in an office setting and generally focusing on serving students with supplemental training, education, and/or tutoring. Some examples are nursing and medical training centers accessory to a hospital or college or an after school math and reading center. Educational service uses are distinct from college and school land use categories.
OFFICE	Office uses are characterized by activities conducted in an office setting and generally focusing on business, government, professional, medical or financial services.
PARKING FACILITY	Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility may be a surface parking lot or structured parking garage. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Parking facility.
QUICK VEHICLE SERVICING	Quick Vehicle Servicing uses provide direct services for motor vehicles where the driver generally waits in the car before and while the service is performed. The development will include a drive-through facility, the area where the service is performed (different than Vehicle Repair). Some examples are car washes, quick lubrication services and gas stations.
RETAIL SALES	Retail Sales firms are involved in the sale, lease or rent of new or used products to the general public.
RETAIL ENTERTAINMENT	Retail Entertainment firms provide consumer-oriented entertainment, activities or games to the general public. Some examples are game arcades, theaters and health clubs.
RETAIL SERVICE AND REPAIR	Retail Service firms provide personal services and/or provide product repair for consumer and business goods. Some examples are photographic studios, dance classes, locksmith and upholsterer (different than Quick Vehicle Servicing and Vehicle Repair).
VEHICLE REPAIR	Firms servicing passenger vehicles, light and medium trucks and other consumer motor vehicles such as motorcycles, boats and recreational vehicles. Generally, the customer does not wait at the site while the service or repair is being performed (different than Quick Vehicle Servicing). Some examples are auto repair or body shop, auto detailing and auto tire sales and mounting.

Institutional and Civic Use Categories

BASIC UTILITIES	Basic Utilities are infrastructure services that need to be located in or near the area where the service is provided. Basic Utility uses generally do not have regular employees at the site. Services may be public or privately provided. Some examples are electrical substations, water storage facilities, sewer pump stations and bus stops.
COMMUNITY SERVICES	Community Services are uses of a public, nonprofit, or charitable nature generally providing a local service to people of the community. Generally, they provide the service on the site or have employees at the site on a regular basis. The service is ongoing, not just for special events. Community centers or facilities that have membership provisions but are open to the general public to join at any time, (for instance, any senior

	citizen could join a senior center). The use may provide mass shelter or short term housing where tenancy may be arranged for periods of less than one month when operated by a public or non-profit agency. The use may also provide special counseling, education, or training of a public, nonprofit or charitable nature. Some examples are libraries, museums and social service facilities.
DAYCARE	Daycare use includes day or evening care of two or more children outside of the children's homes, for a fee. Daycare uses also include the daytime care of teenagers or adults who need assistance or supervision.
PARKS AND OPEN AREAS	Parks and Open Areas are uses of land focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few structures.

Other Use Categories

OUTDOOR DISPLAY	The keeping, in an outdoor area, of merchandise or goods for purposes of sale or exhibit.
OUTDOOR STORAGE	The keeping, in an outdoor area, of material, supplies, or vehicles for purposes of storing or holding.
RADIO FREQUENCY TRANSMISSION FACILITIES	Radio Frequency Transmission Facilities includes all devices, equipment, machinery, structures or supporting elements necessary to produce non-ionizing electromagnetic radiation within the range of frequencies from 100 KHz to 300 GHz and operating as a discrete unit to produce a signal or message. Towers may be self-supporting, guyed, or mounted on poles or buildings.
REGIONAL UTILITY CORRIDORS AND RAIL LINES	This category includes public or private passageways, including easements, for the express purpose of transmitting or transporting electricity, oil, water, sewage, communication signals, or other similar services on a regional level; utilities and easements for on-site infrastructure to serve development is not considered regional utility corridors. This category also includes railroad tracks and lines for the movement of trains. The land may be owned or leased by the railroad.

Amended by Ordinance No. 15, Series 1988
Amended by Ordinance No. 2, Series 2000
Amended by Ordinance No. 12, Series 2002
Sections 10-2-14 and 10-2-15 removed by Ordinance No. 9, Series 2009
Section 10-2-8 deleted and all subsequent sections renumbered by Ord. No. 4, Series 2011 (Exhibit 4E) effective 4-22-11
Section 10-2-9 amended by Ordinance No. 21, Series 2011 (exhibit D) – effective 1-5-12
Section 10-2-12 amended by Ordinance No. 5, Series 2012 (exhibit C) – effective 1-16-13
Section 10-2-6 Amended by Ord. No. 3, Series 2013 – See Exhibit B (effective 7-31-13)
Sections 10-2-13 and 10-2-14 amended by Ord. No. 11, Series 2016 (effective 11-16-16)
Section 10-2-13 amended by Ord. No. 4, Series 2018 (effective 6-21-18)
Section 10-2-13 amended by Ord. No. 13, Series 2018 (effective 11-21-18)
Section 10-2-4, 10-2-9, 10-2-13 amended by Ord. 7, Series 2019 (effective 12-18-19)

Section 10-2-13 amended by Ord. X, Series 2023 (effective XX-XX-2023)

Title 10
Chapter 3 - Off-Street Parking & Loading

TITLE 10
CHAPTER 3

Attachment 5

OFF-STREET PARKING AND LOADING

SECTION:

10-3-1: PURPOSE: The purpose of Chapter 3 is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the economic viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Because vehicle parking facilities occupy large amounts of land, they must be planned and designed carefully to use the land efficiently, minimize stormwater runoff, and maintain the visual character of the community. This Chapter recognizes that each development has unique parking needs and provides a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This Chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

10-3-2: GENERAL PROVISIONS:

A. The provision for and maintenance of off-street parking and loading spaces are continuing obligations of the property owners. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space.

B. At the time of new construction or enlargement or change in use of an existing structure within any district in the City, off-street parking spaces shall be provided as outlined in this Chapter, unless requirements are otherwise established by special review or City Council action. Additional parking spaces shall meet current code.

C. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by this Chapter.

D. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees, and shall not be used for storage of materials of any type.

E. Ingress and egress for parking and loading shall not endanger or impede the flow of traffic.

F. The required off-street parking for nonresidential uses shall not be used for loading and unloading operations during regular business hours.

G. Parking and Loading standards that are listed under specific zoning districts supersede the general requirements of this chapter.

H. Provisions of this Chapter shall not apply to any parking located in an organized parking district.

I. The provisions of this Chapter shall be in addition to the provisions for parking design and construction in FCC Title 9 Chapter 5 and, where there are conflicts, Title 9 Chapter 5 shall prevail.

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:

A. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, and shared parking. Parking in driveways does not count toward required minimum parking. For single family dwellings, duets and duplexes, one parking space per unit may be provided on a driveway if the criteria in FCC 10-3-8 are met.

B. For non-residential uses where parking is available on-street, this parking shall count towards the minimum number of required parking spaces along all street frontages of the building where parking is available. Only useable spaces (i.e. those not blocking fire hydrants, mailboxes, etc.) shall count towards the minimum required number of parking spaces.

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 on-going 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, 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.[CK1]

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, 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 spaces that will allow for the installation of at least a Level 2 electrical 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.

E. Carpool and vanpool parking. Uses with at least 10 designated employee, student, or commuter 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 towards the minimum parking requirements by using FCC Table 10-3-1.

4. Carpool and vanpool parking shall be marked "Reserved – Carpool / Vanpool Only."

10-3-4: MINIMUM REQUIRED PARKING BY USE: During the largest shift at peak season, fractional space requirements shall be counted as the next lower whole space (rounded down). Square footages will be taken from the gross floor area (measurements taken from exterior of building). Applicants may ask the Planning Commission for a reduction for parking spaces as part of their land use application. The applicant will have to provide the burden of evidence to justify the reduction proposed. The Planning Commission and/or staff may require the information be prepared by a registered traffic engineer. Table 10-3-1 lists the minimum parking spaces required by use, with a minimum no less than two (2) spaces for non-residential uses, plus additional space(s) as needed to meet the minimum accessible parking requirement.

Table 10-3-1, Minimum Required Parking By Use:

A. Residential and Commercial Dwelling Types:

Single Family Dwelling including attached and detached dwellings and manufactured homes	2 spaces per dwelling unit on a single lot
Accessory Dwelling Units	1 space per unit, see FCC 10-3-8 for additional standards
Duplex / Duet	2 spaces per dwelling unit
Tri-plex of Quad-plex Cluster Housing Multiple-family dwelling Studio & one bedroom units Two-bedroom units Three-bedroom units or larger	 1 space per unit 1 1/2 spaces per unit 2 spaces per unit
Mobile home / Manufactured home parks	2 spaces per each mobile home, plus 1 space per each 4 mobile homes
Lodging: Motels, hotels (see also Bed and Breakfast Inns)	1 space per rental unit, hotels, etc. plus additional spaces as required for restaurants, gift shops, bars, public assembly rooms and other activities.
Hostels	1 space per 4 occupancies provided and 1 bicycle space per 2 occupancies provided
Bed and Breakfast Inns	1 space per Bedroom
Boarding houses and dormitories	1 space per each 2 occupants at capacity.
Residential Care Facility / Nursing Home	1 space per 2 beds

B. Institutions and Public Assembly Types:

Elementary, middle school and other children's day schools Daycare, adult or child day care (does not include Family Daycare (12 or fewer children under ORS 657A.250)	1 space per classroom, or as determined by the Planning Commission 1 space per 500 sq. ft. of floor area
High schools Colleges and universities	7 per classroom, or as determined by the Planning Commission
Educational Services, not a school (e.g., tutoring or similar services)	1 space per 500 sq. ft. floor area
Libraries, reading rooms, museums, art galleries and Community Service Facilities	1 space per 200 sq. ft. of floor area
Churches and other places of worship	1 space per 50 sq. ft. of main assembly area; or as determined by the Planning Commission, as applicable
Stadiums, grandstands, coliseums, auditoriums	1 space for each 4 persons of seating capacity, except that on-street parking in non- residential and theaters areas, within 1,000 feet of the main assembly area may be used toward fulfilling this requirement.
Parks and Open Space	Determined as determined by the Planning Commission for active recreation areas, or no standard
Meeting rooms, private clubs and lodges	10 spaces plus 1 space per each 200 square feet of floor area over 1,000 square feet, except that on-street parking in non-residential areas within 800 feet of the main assembly room or building may be used toward fulfilling this requirement.
Commercial outdoor recreation, golf courses	as determined by the Planning Commission
Swimming pools, for pool only	10 spaces plus 1 space per each 150 square feet of pool surface area.
Public and semi-public buildings	1 for every 400 square feet of floor area. Special review may be given by the Planning Commission.
Hospitals	1 space per each 2 beds plus 1 space for each staff doctor plus 1 space for each 2 full- time employees.

Medical and dental clinics	1 space per each 200 square feet of floor area.
Animal hospitals and clinics	1 space per each 400 square feet of floor area.
Radio and television stations and studios	1 space for each 2 employees, plus 1 space per each 300 square feet over 2,000 square feet of floor area.
Radio Frequency Transmission Facilities	None
Airports	Special review by the Planning Commission.
Rail and bus passenger terminals	5 spaces plus 1 space per each 100 square feet of waiting area.
Rail Lines and Utility Corridors, except those existing prior to effective date of Development Code are allowed.	None

C. Commercial and Retail Trade Types:

Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities)	None
Offices Call centers, data centers, and other similar telecommunications or internet businesses	1 space per 400 sq. ft. floor area
Parking Lot (when not an accessory use)	as determined by the Planning Commission
Quick Vehicle Servicing or Vehicle Repair. (See also Drive-Up/Drive-In/Drive-Through Uses)	2 spaces, or as determined by the Planning Commission
Retail Sales and Service (See also Drive-Up Uses)	Retail: 1 spaces per 333 sq. ft., except bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) 1 per 500 sq. ft.
	Restaurants and Bars: 1 spaces per 125 sq. ft. floor area
	Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys): 1 space per 333 sq. ft.
	Theaters and Cinemas: 1 per 6 seats
Self-Service Storage	None

D. Manufacturing, Storage and Wholesale Types:

Industrial Service (See also Drive-Up Uses)	1 space per 1,000 sq. ft. of floor area

Manufacturing and Production	1 space per 1,000 sq. ft. of floor area
Warehouse and Freight Movement	1 space per 2,000 sq. ft. of floor area
Wholesale Sales -fully enclosed -not enclosed	 1 space per 1,000 sq. ft. as determined by the Planning Commission

10-3-5: VEHICLE PARKING - MINIMUM ACCESSIBLE PARKING:

A. Accessible parking shall be provided for all uses in accordance the standards in Table 10-3-2; parking spaces used to meet the standards in Table 10-3-2 shall be counted toward meeting off-street parking requirements in Table 10-3-1;

B. Such parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;

C. Accessible spaces shall be grouped in pairs where possible;

D. Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;

E. Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above pavement level. Van spaces shall be specifically identified as such.

Table 10-3-2 - Minimum Number of Accessible Parking Spaces
Source: ADA Standards for Accessible Design 4.1.2(5)

Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	Column A		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A**	7/8 of Column A***
1001	20 plus 1 for each 100 over 1000	1/8 of Column A**	7/8 of Column A***

*vans and cars may share access aisles

**one out of every 8 accessible spaces

***7 out of every 8 accessible parking spaces

10-3-6: COMMON FACILITIES FOR MIXED USES:

A. In the case of mixed uses, the total requirement of off- street parking space shall be the sum of the requirements for the various uses. Reductions from the minimum parking requirements for individual uses may be granted by the Planning Commission where circumstances indicate that joint use of parking or other factors will mitigate peak parking demand.

Requests for parking reductions shall be made to the Planning Commission by filing an application for Design Review. The applicant(s) shall provide the information that is outlined below based upon the document "Shared Parking" authored by the Urban Land Institute. The Planning Commission and/or staff may require the information be prepared by a registered traffic engineer.

1. **Step One**: Initial Project Review.
Document and quantify the proposed land uses and anticipated functional interrelationships between differing uses. The initial phase also must include data gathered regarding general location of parking facilities, surrounding land uses, land use mix and other variables which affect parking.

2 **Step Two**: Adjustment for Peak Parking Factor.
Calculate the number of off-street parking spaces required for each land use within the study area.

3. **Step Three**: Analysis of Hourly Accumulation.
Estimate the hourly parking accumulations for each land use during a typical weekday and weekend day.

4. **Step Four:** Estimate of Shared Parking.
Combine the hourly parking demand for each land use to determine the overall parking to be required within the planning area.

B. In granting parking reductions, the Planning Commission shall make one or more of the following findings:

1. The traffic report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of substantially different operating hours or different peak parking characteristics, will allow joint use of the same parking facilities.

2. The traffic report indicates the presence of public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking.

3. The traffic report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple trip purposes to the area in questions.

C. As a condition of approval to the granting of a parking reduction, the City may require the recording of reciprocal access and parking agreements between affected property owners.

D. The parking facility for which shared parking or off-site parking is proposed shall meet the criteria listed in 10-3-7.

E. Decisions may be appealed in accordance with the procedures specified in Code Section 10-1-1-7.

10-3-7: OFF-SITE PARKING: Except parking for residential uses, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the City has approved the off-site parking through Design Review. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following

a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed or easement. The Planning Commission may grant approval for off-site parking only if affirmative findings can be made to the criteria listed in 10-3-7.

A. The location of the parking facility will not be detrimental to the safety and welfare of residents in the area; and,

B. Reasonably safe pedestrian access will be provided from the parking facility to the building or use requiring the parking; and,

C. The property owner of land for which a building or use requires off-site parking has recorded a covenant agreeing to require any occupant or tenant to maintain such parking facilities; and,

D. The applicant requesting off-site parking has furnished a copy of a deed showing ownership of the property or a recorded exclusive, perpetual easement granted by the property owner of the land for which the off-site parking is to be located, use of the off-site property for parking purposes in perpetuity.

10-3-8: PARKING AREA IMPROVEMENT STANDARDS: All public or 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 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 radius. Parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long. No encroachments (such as water heaters, steps, door swings) are allowed into the required parking spaces.

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 by nineteen (19) feet long. No encroachments are allowed into the required parking spaces.

   b. Driveway spaces shall not extend into the public right-of-way.

   c. The number of parking spaces provided as a carport or garage shall not fall below one (1) space per unit.

Staff is considering option for allowances for increased garage and driveway widths on lots that exceed the minimum lot width of 25 feet. Cit of Eugene Code 9.5550 regulating Middle Housing Development Standards as an example.

3. Off-street parking for single-family 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') wide on any lot.

   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.

4. Off-street parking for single-family attached dwellings not on the front of the building are permitted in compliance with the following standards:

    a. Development abutting a rear alley shall take access from the alley.

    b. Development that includes a corner lot without a rear alley shall take access from a single driveway on the side of the corner lot. Street classifications, access spacing, or other provisions may require adjustment or variance process. See Figure 10-3-8-A.2.b.

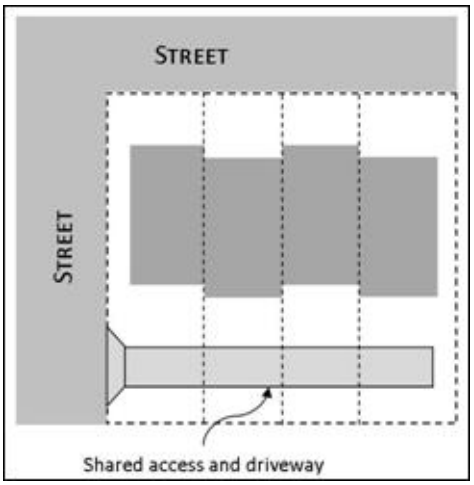


Figure 10-3-8-A.3.b – Single-family attached development with corner lot access.
Image courtesy of the City of Milwaukie, OR.

    c. Development that does not include a corner lot and does not abut a rear alley shall consolidate access for all lots into a single driveway. The access and driveway are not allowed in the area directly between the front of the building and the front lot line of any of the single-family attached dwellings. See Figure 10-3-8-A.2.c.

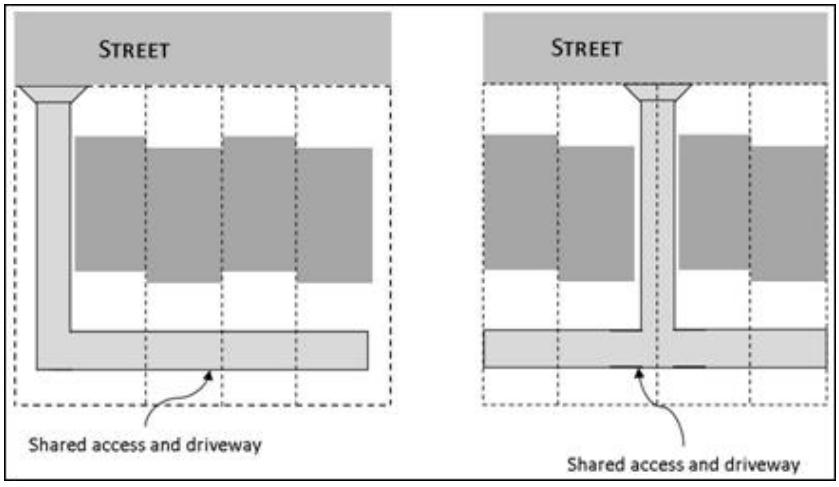


Figure 10-3-8-A.2.c – Single-family attached development with consolidated access.
Image courtesy of the City of Milwaukie, OR.

B. Parking for tri-plexes, quad-plexes or cluster housing may be provided either as a carport or garage or as a parking lot meeting the standards listed in FCC 10-3-9. Spaces shall be located on the rear of the lot and meet the following requirements:

1. Outdoor on-site maneuvering areas shall not exceed a total of forty feet wide or fifty percent of the lot frontage, whichever is less.

2. Parking spaces shall measure nine (9) feet and six (60) inches wide by nineteen (19) feet long.

3. No encroachments (such as water heaters, steps, door swings) are allowed into the required parking spaces.

4. Residential uses of three (3) or more units must provide long-term bicycle parking, see FCC 10-3-10.

C. All parking areas except those required in conjunction with a single-family, duet or duplex dwelling shall be graded so as not to drain storm water over public sidewalks. Parking lot surfacing shall not encroach upon a public right of way except where it abuts a concrete public sidewalk, or has been otherwise approved by the City.

D. Parking spaces shall be located or screened so that headlights do not shine onto adjacent residential uses.

E. Except for parking areas required in conjunction with a single-family attached or detached, duet, duplex dwelling; or tri-plex, quad-plex, or cluster housing development that provides off-street parking through a carport or garage, all parking areas shall provide:

1. A curb of not less than six inches (6") in height near abutting streets and interior lot lines. This curb shall be placed to prevent a motor vehicle from encroaching on adjacent private property, public walkways or sidewalks or the minimum landscaped area required in paragraph E2 of this subsection.

2. Except for places of ingress and egress, a five foot (5') wide landscaped area wherever it abuts street right-of-way. In areas of extensive pedestrian traffic or when design of an existing parking lot makes the requirements of this paragraph unfeasible, the Planning Commission may approve other landscaped areas on the property in lieu of the required five foot (5') landscaped area. See also FCC 10-34-3-6 and -7 for parking lot landscaping standards.

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F. No parking area shall extend into the public way except by agreement with the City.

G. Except for parking in connection with dwellings, parking and loading areas adjacent to a dwelling shall be designed to minimize disturbance by the placement of a sight obscuring fence or evergreen hedge of not less than three feet (3') nor more than six feet (6') in height, except where vision clearance is required. Any fence, or evergreen hedge must be well kept and maintained.

H. Lighting: Refer to Section 10-37 of this Title for requirements.

I. Except for single-family, duet and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right of way other than an alley.

J. Unless otherwise provided, required parking and loading spaces shall not be located in a required front or side yard.

K. Planning review is required for all parking lot construction or resurfacing.

L. A plan, drawn to a suitable scale, indicating how the off- street parking and loading requirements are to be met shall accompany an application for a building permit. The plan shall indicate in detail all of the following:

1. Individual parking and loading spaces.

2. Circulation area.

3. Access to streets and property to be served.

4. Curb cut dimensions.

5. Dimensions, continuity and substance of screening, if any.

6. Grading, drainage, surfacing and subgrading details.

7. Obstacles, if any, to parking and traffic circulation in finished parking areas.

8. Specifications for signs, bumper guards and curbs.

9. Landscaping and lighting.

M. In addition to other penalties and remedies, the failure to provide, maintain and care for a parking area as required by this Section:

1. Is declared a public nuisance which may be abated under subsection 6-1-8-5 of this Code.

2. May be the basis for denying any business license required or permit issued by the City. (Ord. 625, 6-30-80; re-lettered by Ord. 669, 5-17-82; Ord. 4, Series 1985, 4-23- 85)

N. Parking provided for Accessory Dwelling Units:

1. Parking for Accessory Dwelling Units may be covered or uncovered.

2. Provided parking shall be hard-surfaced with asphaltic concrete or cement concrete.

3. Parking for Accessory Dwelling Units may be provided on-street where on-street parking is available along the lot frontage and the street meets the minimum width for local streets with parking available on both sides (greater than 34 feet curb to curb). Site conditions may prevent the use of this specific area for that purpose, but shall not restrict the ability to count on-street parking towards the reduction of parking requirements off-street.

10-3-9: PARKING STALL DESIGN AND MINIMUM DIMENSIONS: All off-street parking spaces (except those provided for a single-family; duet, duplex dwelling; or tri-plex, quad-plex, or cluster housing development that provides off-street parking through a carport or garage) shall be improved to conform to City standards for surfacing, stormwater management, and striping and where provisions conflict, the provisions of FCC Title 9 Chapter 5 shall prevail. Standard parking spaces shall conform to minimum dimensions specified in the following standards and Figures 10-3(1) and Table 10-3-3:

A. Motor vehicle parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long.

B. Each space shall have double line striping with two feet (2') wide on center.

C. The width of any striping line used in an approved parking area shall be a minimum of 4" wide.

D. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;

E. Parking area layout shall conform to the dimensions in Figure 10-3(1), and Table 10-3-3, below;

F. Parking areas shall conform to Americans With Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines.

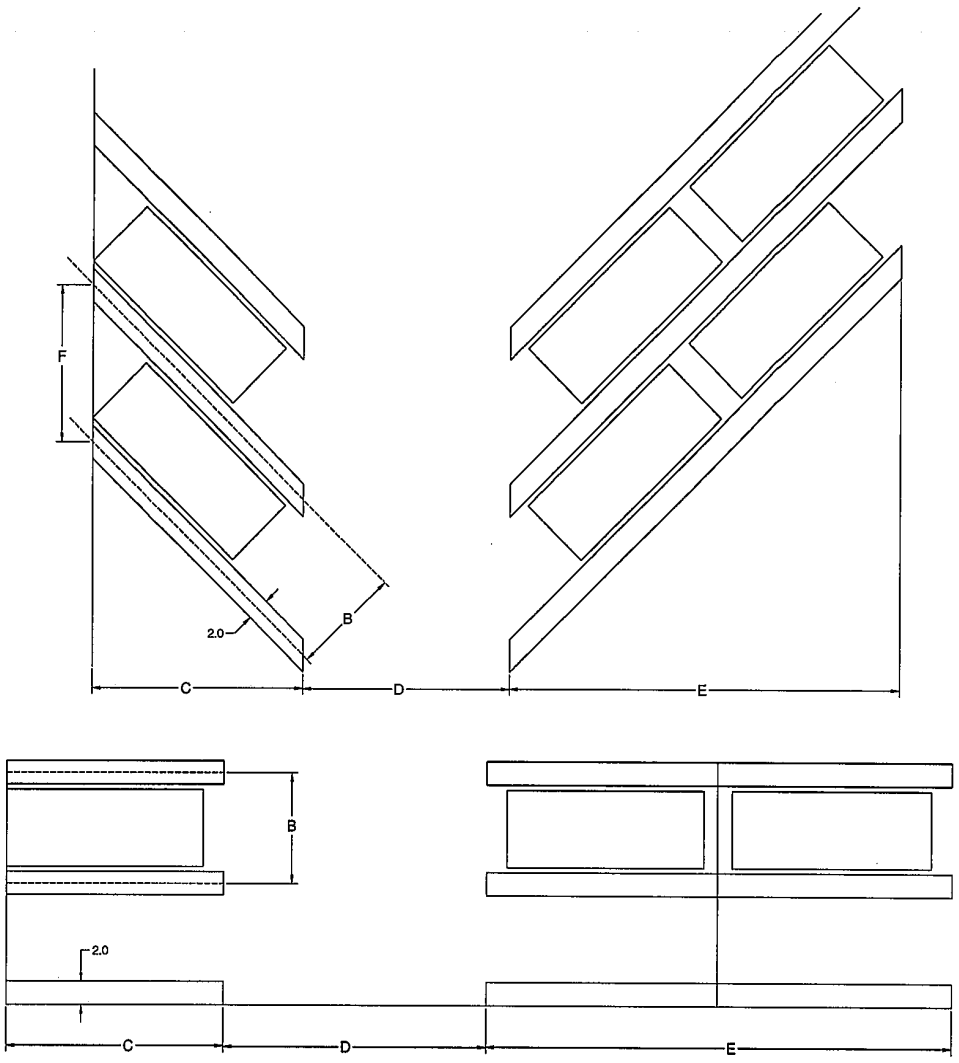

FIGURE 10-3 (1)

Table 10-3-3 – Parking Area Layout							
	Parking Angle <°	Stall Depth		Aisle Width		Stall width (B)	Curb Length (F)
		Single (C)	Double (E)	One Way (D)	Two Way (D)		
Space Dimensions in feet	30°	15.6	26.7	12	18	9.5	19.0
	45°	18.4	334	13	18	9.5	13.4
	60°	20	38.8	17	18	9.5	11.0
	70°	20.3	40.6	18	19	9.5	10.1
	80°	20	41.2	22	22	9.5	9.6
	90°	19	40.5	23	23	9.5	9.5

10-3-10: BICYCLE PARKING REQUIREMENTS: All new development that is subject to Site Design Review, shall provide bicycle parking, in conformance with the standards and subsections A-H, below.

A. **Minimum Size Space:** Bicycle parking shall be on a two (2) feet by six (6) feet minimum.

B. **Minimum Required Bicycle Parking Spaces.** Short term bicycle parking spaces shall be provided for all non-residential uses at a ratio of one bicycle space for every ten vehicle parking spaces. In calculating the number of required spaces, fractions shall be rounded up to the nearest whole number, with a minimum of two spaces.

C. **Long Term Parking.** Long term bicycle parking requirements are only for new development of group living and residential uses of three or more units. The long term parking spaces shall be covered and secured and can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building; Tri-plex, Quad-plex, Cluster Housing or Multi-Family = 1 per 3 units/ Group Living = 1 per 20 bedrooms/ Dormitory = 1 per 8 bedrooms.

1. For residential developments that provide parking through a garage, bicycle parking may be provided as a wall-mounted rack located inside the garage. The minimum clearance distance from the wall to the automobile parking space shall be four feet (4').

D. **Location and Design.** Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space other than handicap parking, or fifty (50) feet, whichever is less and shall be easily accessible to bicyclists entering the property from the public street or multi-use path.

E. **Visibility and Security.** Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;

F. **Lighting.** For security, bicycle parking shall be at least as well lit as vehicle parking. Refer to Section 10-37 of this Title for requirements.

G. **Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

H. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards. If bicycle parking cannot be provided safely, the Planning Commission or Community Development Director may waive or modify the bicycle parking requirements.

10-3-11: LOADING AREAS:

A. **Purpose.** The purpose of this section of the Code is to provide standards (1) for a minimum number of off-street loading spaces that will ensure adequate loading areas for large uses and developments, and (2) to ensure that the appearance of loading areas is consistent with that of parking areas.

B. **Applicability.** This section applies to residential projects with fifty (50) or more dwelling units, and non-residential and mixed-use buildings with 20,000 square feet or more total floor area.

C. **Location.**

2. All necessary loading spaces for commercial and industrial buildings and uses shall be off the street and shall be provided in addition to the required parking spaces.

3. Vehicles in the berth shall not protrude into a public right of way or sidewalk. When possible, loading berths shall be located so that vehicles are not required to back or maneuver in a public street.

4. A school having a capacity greater than twenty five (25) students shall have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

D. **Number of Loading Spaces.**

5. **Residential buildings.** Buildings where all of the floor area is in residential use shall meet the following standards:
    a. Fewer than fifty (50) dwelling units on a site that abuts a local street: No loading spaces are required.
    b. All other buildings: One (1) space.
6. **Non-residential and mixed-use buildings.** Buildings where any floor area is in non-residential uses shall meet the following standards:
    a. Less than 20,000 square feet total floor area: No loading spaces required.
    b. 20,000 to 50,000 square feet of total floor area: One (1) loading space.
    c. More than 50,000 square feet of total floor area: Two (2) loading spaces.

E. **Size of Spaces.** Required loading spaces shall be at least thirty-five (35) feet long and ten (10) feet wide, and shall have a height clearance of at least thirteen (13) feet.

F. **Placement, setbacks, and landscaping.** Loading areas shall conform to the setback and perimeter landscaping standards of FCC 10-34 Landscaping. Where parking areas are prohibited between a building and the street, loading areas are also prohibited. The decision body may approve a loading area adjacent to or within the street right-of-way through Site Design Review or Conditional Use Permit review, as applicable, where it finds that loading and unloading operations are short in duration (i.e., less than one hour), not obstruct traffic during peak traffic hours, or interfere with emergency response services.

The following ordinances were repealed and replaced by:
Ord. No. 7, Series 2008 – effective 4/3/2008
Ord. No. 9, Series 2008 – effective 5/9/2008 - lighting

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 12-18-19
Section 10-3-3-D and 10-3-3-E amended by Ord. X, Series 2023, effective XX-XX-XX

Title 10
Chapter 35- Access and Circulation

Attachment 5

TITLE 10
CHAPTER 35

ACCESS AND CIRCULATION

SECTION:

10-35-1: PURPOSE: The purpose of this Chapter is to ensure that developments provide safe, adequate, cost effective and efficient access and circulation for pedestrians, bicycles and vehicles. Section 10-35-2 provides standards for vehicular access and circulation. Section 10-35-3 provides standards for pedestrian access and circulation. Standards for street improvements are provided in Chapter 36 of this Title.

10-35-2: VEHICULAR ACCESS AND CIRCULATION:

10-35-2-1: Intent and Purpose: This Section implements the access management policies of the City of Florence Transportation System Plan. The intent of this Section is to manage vehicular and bicycle access and on-site circulation to ensure the continued operational safety, capacity and function of the transportation system in a cost effective manner.

10-35-2-2: Applicability: Section 10-35-2 applies to vehicle access and on-site circulation facilities in the City of Florence. This Section applies to any type of land use or development permit. Access to a designated state or county highway is subject to the provisions of this Section in addition to the requirements of the applicable roadway authority. Where regulations of the City conflict with those of the roadway authority the more restrictive requirements apply.

10-35-2-3: Access Approval Required: Access will generally be reviewed in conjunction with a land division or building permit. If a property owner wishes to access a public street (e.g., a new curb cut or driveway approach), or make improvements within the public right-of-way (e.g., install or replace sidewalk), the property owner must obtain a "Construction Permit in Right-of-Way". In either case, approval of an access shall follow the procedures and requirements of the applicable road authority.

10-35-2-4: State and County Access Permits: ODOT has responsibility and authority in managing access to State Highways and Lane County has responsibility and authority in managing access to County roads within the City. Projects with direct access onto a State Highway or County Road shall be required to obtain a State or County access permit. A State or County complete access permit application must be submitted as part of all land use permits. Conditions placed by the State or County upon these access permits shall be considered conditions of approval for all applicable land use and development approvals. When a transportation improvement is proposed along Highway 101 between the Siuslaw River Bridge and Highway 126, improvements shall be constructed in accordance with the standards specified in the "Highway 101 Access Management Plan." County roads are governed by the Lane County Transportation System Plan and Lane Code Chapter 15.

10-35-2-5: Traffic Study Requirements: The City may require a traffic study prepared by an Oregon registered professional engineer with transportation expertise to determine access, circulation, and other transportation requirements in conformance with FCC 10-1-1-4-E, Traffic Impact Studies.

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A. The Traffic Impact Study shall:

1. Evaluate all streets where direct access is proposed, including proposed access points, nearby intersections, and impacted intersections with the state highway system.

2. Utilize the analysis procedures of the Highway Capacity Manual, latest edition.

3. Document compliance with Florence City Code, the goals and policies of the Transportation System Plan, and any other applicable standards.

4. Be coordinated with other affected jurisdictions and agencies such as Lane County, the Port of Siuslaw, and the Oregon Department of Transportation.

5. Identify mitigation measures that resolve the identified traffic safety problems, address the anticipated impacts from the proposed land use, and meet the city's adopted Level-of-Service standards. The study shall also propose funding for the proposed mitigation measures.

B. The applicant shall consult with City staff to determine the content and level of analysis that must be included in the TIS. A pre-application conference is encouraged.

C. Conditions of Approval: The City may deny, approve, or approve a development proposal with appropriate conditions needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Conditions of approval should be evaluated as part of the land division and site development reviews, and may include but are not limited to:

1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.

2. Access adjustments, where proposed access points do not meet the designated access spacing standards and/or have the ability to align with opposing access driveways.

3. Right-of-way dedications for future improvements.

4. Street improvements.

5. Turn restrictions such as "right in right out".

10-35-2-6: Conditions of Approval: The roadway authority may require ~~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 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. ~~t~~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.

10-35-2-7: 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.

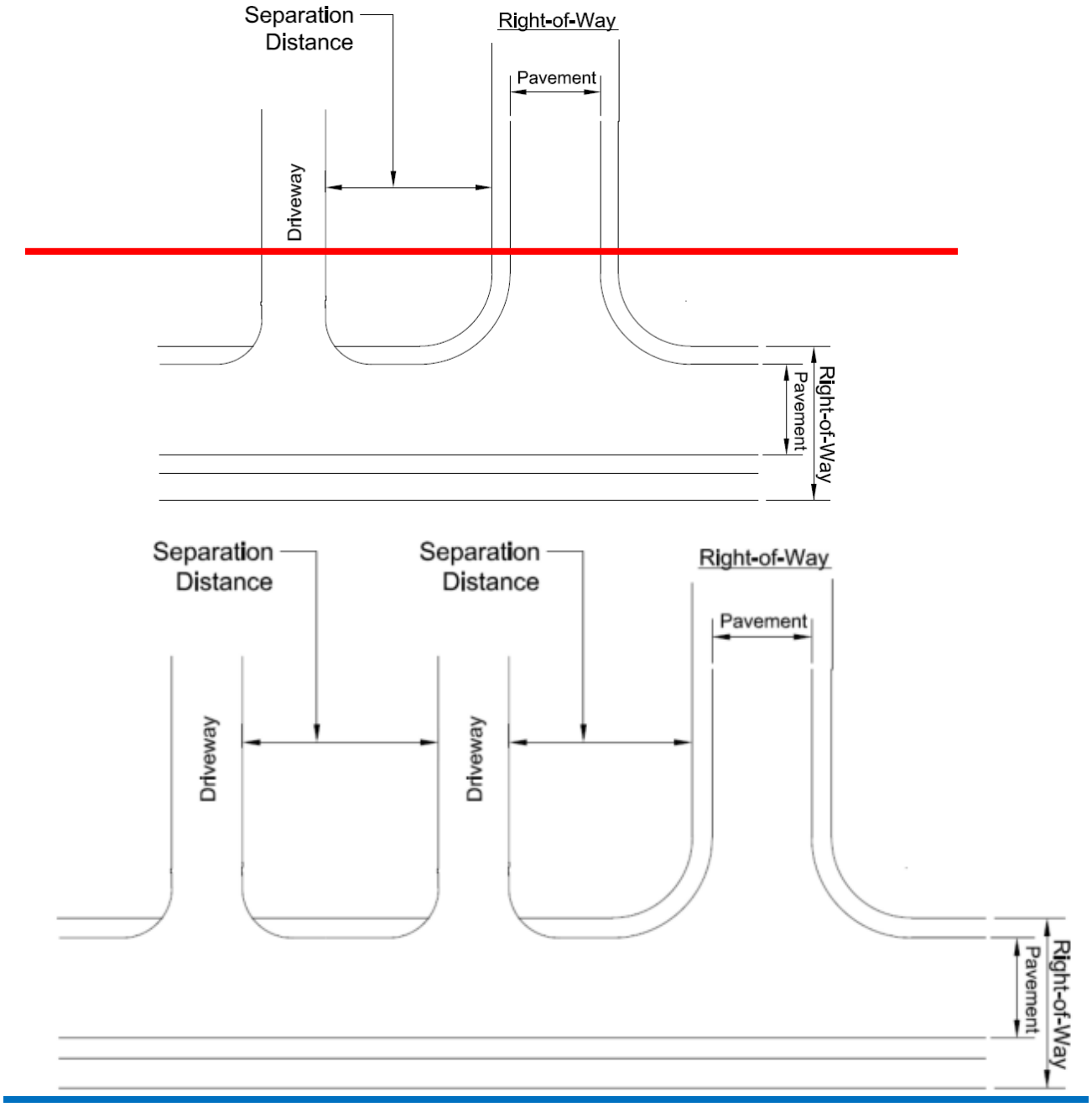
Separation Distance from Driveway to ~~Pavement~~ Street:

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

Separation Distance from Driveway to Driveway:

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



B. Where the City finds that reducing the separation distance is warranted, such as:

a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or

b. planned improvements or traffic circulation patterns show a different location to be efficient and safe,

the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

C. Access to and from off-street parking areas shall be designed to prevent backing onto a public street, except that single-family and duplex dwellings are exempt.

10-35-2-8: Access Standards: New development shall gain access primarily from local streets. Access

onto arterials and collectors shall be evaluated based on access options, street classifications and the effects of new access on the function, operation and safety of surrounding streets and intersections and possible lower level street alternatives. Where such access to higher level street classification is necessary, shared driveways may be required in conformance with FCC 10-35. If vehicle access off a lower-level street is possible, then the City may prohibit access to the higher-level street.

10-35-2-9: Site Circulation: New developments shall be required to provide a circulation system that accommodates expected traffic on the site. Pedestrian and bicycle connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks, trails or paths, must conform to the provisions in Section 10-35-3.

10-35-2-10: Joint and Cross Access – Requirement: When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

A. For shared parking areas;

B. For adjacent developments, where access onto an arterial street is limited and access spacing standards can not otherwise be met;

C. For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:

1. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;

2. Driveway stubs to property lines (for future extension) and other design features to demonstrate that the abutting properties may be required with future development to connect to the cross-access driveway;

3. Fire Code Official-approved turnaround for service drives or driveways over 150 feet long.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement: Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;

B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

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

A. Driveway Approaches. Driveway approaches, including private alleys, shall be approved by the Public Work Director and designed and located with preference given to the lowest functional classification street. Consideration shall also be given to the characteristics of the property, including location, size and orientation of structures on site, number of driveways needed to accommodate anticipated traffic, location and spacing of adjacent or opposite driveways.

B. Driveways. Driveways shall meet the following standards, subject to review and approval by the

Public Works Director:

1. Driveways for single family residences shall have a width of not less than ten (10) feet and not more than 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.

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

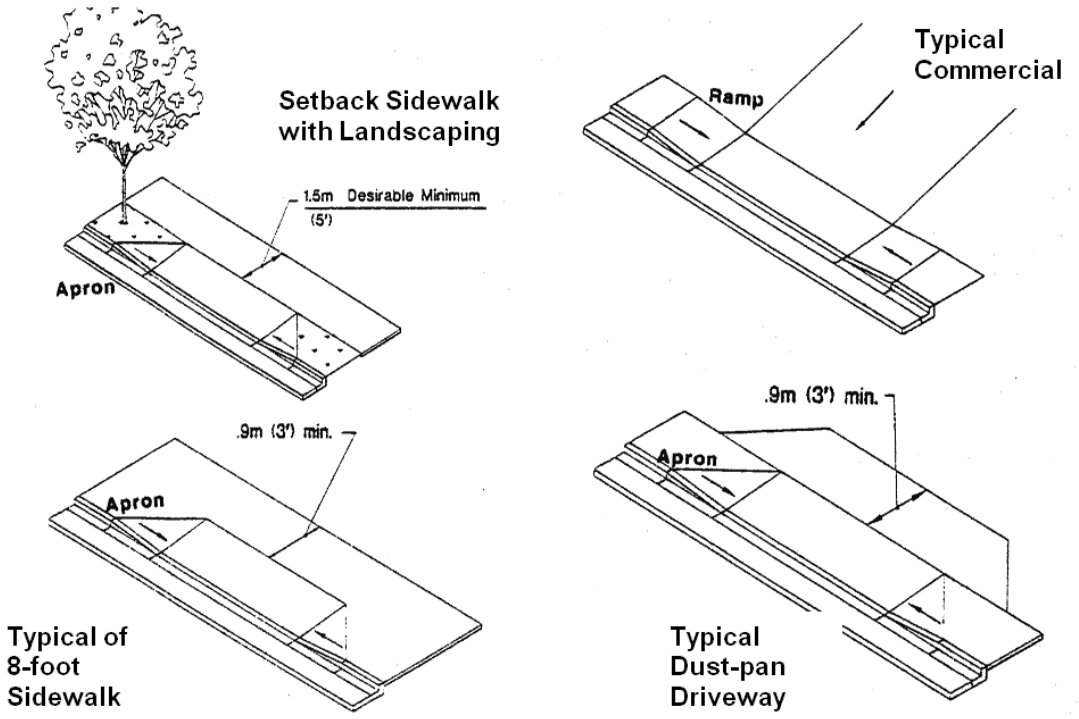
3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

C. Driveway Apron Construction. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure 10-35(2). Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than three (3) feet in width, with a cross slope not exceeding two (2) percent, and providing for landing areas and ramps at intersections. Driveways are subject to review by the Public Works Director.

Figure 10-35(2): Examples of Driveway Next to Sidewalks/Walkways



D. Fire access lanes with turnarounds shall be provided in conformance with the Fire code. Except as

waived in writing by the Fire Code Official, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed aisle width of 20 feet and turn-around area for emergency vehicles. The fire lanes shall be marked as "No Stopping/No Parking." See figure 10-35(3) for examples of fire lane turn-rounds. For requirements related to cul-de-sacs or dead-end streets, refer to FCC 10-36.

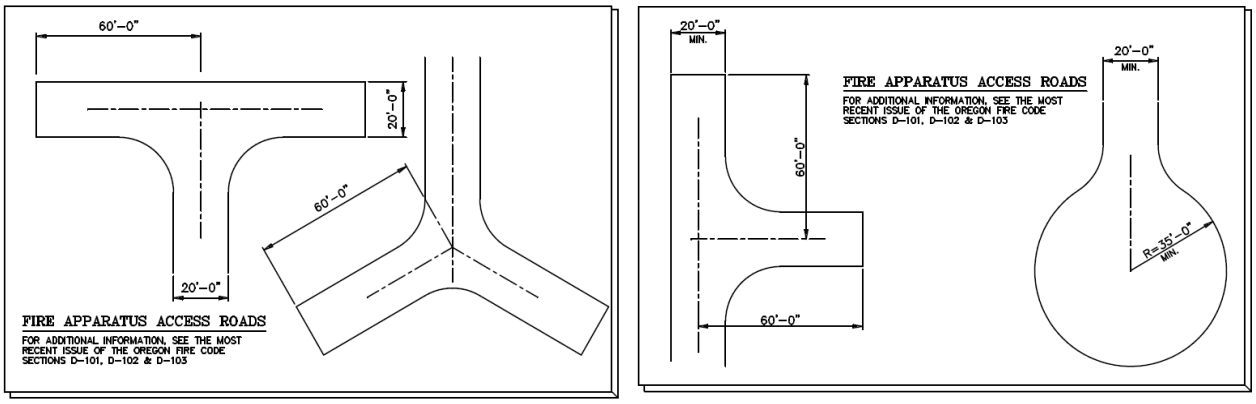


Figure 10-35(3): Examples of Fire Lane Turn-Around

10-35-2-13: Vertical Clearances: Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width.

10-35-2-14: Vision Clearance: No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

A. At the intersection of two (2) streets, minimum vision clearance shall be twenty feet (20').

B. At the intersection of an alley or driveway and a street, the minimum vision clearance shall be ten feet (10').

C. At the intersection of internal driveways, the minimum vision clearance shall be ten feet (10').

The sides of the minimum vision clearance triangle are the curb line or, where no curb exists, the edge of pavement. Vision clearance requirements may be modified by the Public Works Director upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, trees trunks and similar objects. Refer to Section 10-2-13 of this Title for definition.

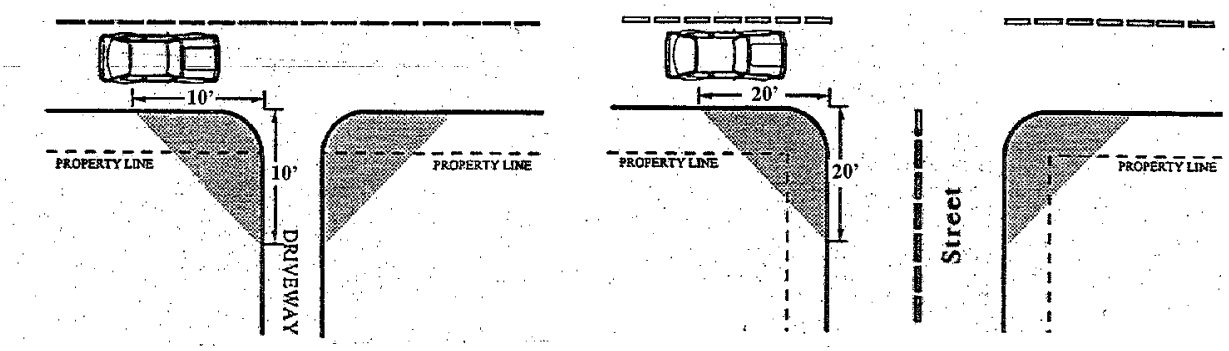


Figure 10-35(4): Vision Clearance Areas
(solid lines indicate curbs or edge of pavement)

10-35-3: PEDESTRIAN ACCESS AND CIRCULATION: All new development shall be required to install sidewalks along the street frontage, unless the City has a planned street improvement, which would require a non-remonstrance agreement.

10-35-3-1: Sidewalk Requirements:

A. Requirements: Sidewalks shall be newly constructed or brought up to current standards concurrently with development under any of the following conditions:

1. Upon any new development of property.

2. Upon any redevelopment of property that expands the building square footage by 25% or more.

3. Upon any change of use that requires more than five additional parking spaces.

B. Exceptions: The Planning Commission may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements when, in the Planning Commission's determination through a Type 3 process, the construction of a sidewalk is impractical for one or more of reasons 1 through 4 below. The Public Works Director may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements for reason 5 below:

1. Sidewalk grades have not and cannot be established for the property in question within a reasonable period of time.

2. Future installation of public utilities or street paving would, of necessity, cause severe damage to existing sidewalks.

3. Topography or contours make the construction of a sidewalk impractical.

4. Physical improvements are present along the existing street that prevents a reasonable installation within the right-of-way or adjacent property.

5. If the proposed development is in a residential zoning district and there are no sidewalks within 400 linear feet.

C. Appeals: If the owner, builder or contractor considers any of the requirements impractical for any reason, s/he may appeal the decision to the Planning Commission.

D. Timing: Sidewalks shall be constructed and approved by the Public Works Department prior to final inspection for the associated building permit. No certificate of occupancy may be issued until the required sidewalks are constructed or financially secured.

10-35-3-2: Site Layout and Design: To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards in subsections A - C, below:

A. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property with a previously reserved public access easement for this purpose in accordance with the provisions of Section 10-35-2, Vehicular Access and Circulation, and Section 10-36-2 Street Standards.

B. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets, based on the following criteria:

1. Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

2. Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

3. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

4. "Primary entrance" for residential buildings is the front door (i.e., facing the street). For multifamily buildings in which units do not have their own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.

C. Connections Within Development. Connections within developments shall be provided as required in subsections 1 - 3, below:

1. Walkways shall be unobstructed and connect all building entrances to one another to the extent practicable, as generally shown in Figure 10-35(5);

2. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections; and

3. For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.

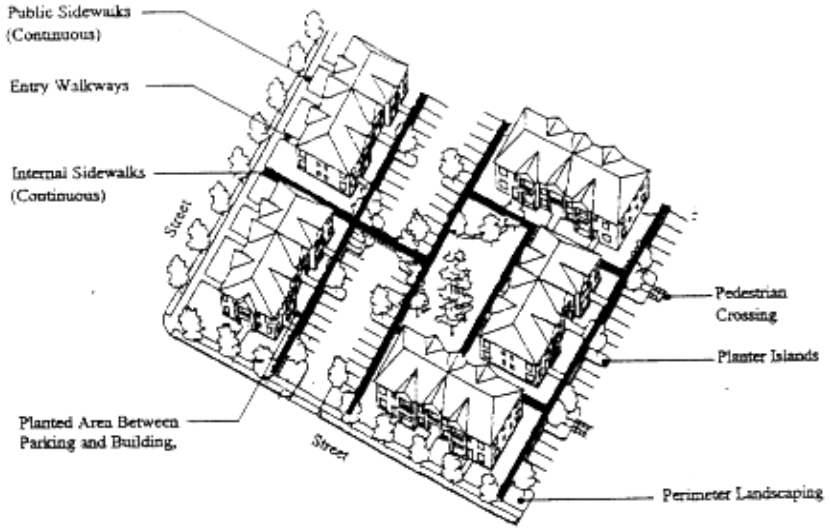


Figure 10-35(5): Pedestrian Pathway System (Typical)

10-35-3-3: Walkway and Multi-Use Path Design and Construction: Walkways and multi-use paths shall conform to all applicable standards in subsections A - D, as generally illustrated in Figure 10-35(6):

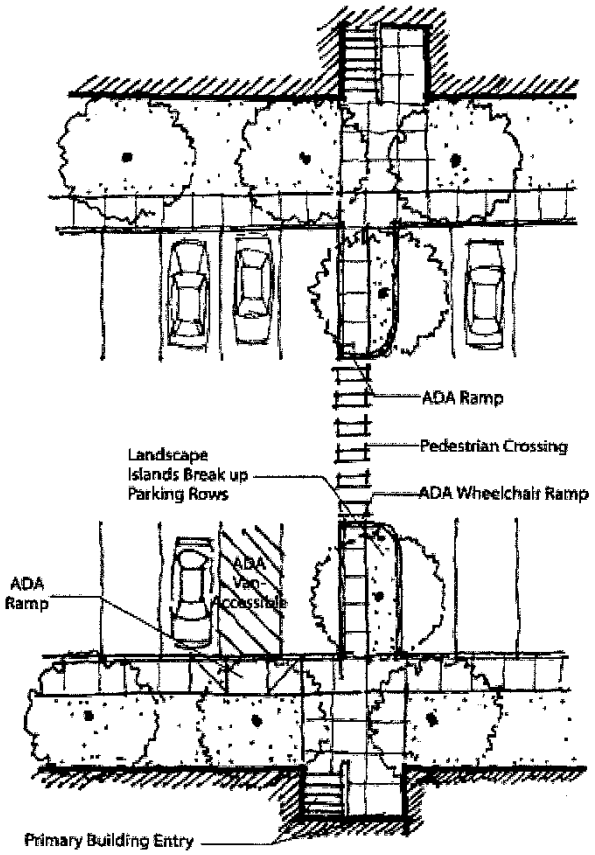
A. Vehicle/Walkway Separation. Except for pedestrian crossings (subsection B), where a walkway

abuts a driveway or street it shall be raised six (6) inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.

B. Pedestrian Crossing. Where a walkway crosses a parking area, or driveway, it shall be clearly marked with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crossings of not more than twenty-four (24) feet in length.

C. Width and Surface. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the Public Works Director, at least five (5) feet wide, without curb. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, at least ten (10) feet wide. (See also, Section 10-36-2)

Figure 10-35(6):
Pedestrian Walkway Detail (Typical)



D. Accessible routes. Walkways and multi-use paths shall conform to applicable Americans with Disabilities Act (ADA) requirements. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.

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 improvement properly connects to the City's planned bicycle and pedestrian network.

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.[CK1]

B. Proposed development must accommodate on site any existing or planned transit facility, if identified in the Community Transit Plan, through one or more of the following:

1. Provide a transit passenger landing pad accessible to disabled persons.
2. Provide an easement or dedication of land to accommodate passenger seating or shelter if requested by the transit provider.
3. Provide lighting at the transit facility meeting the requirements of Title 10-37.

Created by Ord. No. 9, Series 2009
Sections 10-35-2-5, 10-35-2-7, 10-35-2-8, 10-35-3-1, and 10-35-4 amended by Ord. No. 5, Series 2012 – effective 1-16-13
Sections 10-35-2-7 and 10-35-2-9 amended by Ord. No. 3, Series 2013 effective 7-31-13
Section 10-35-4-B-3 amended by Ord. No. 12, Series 2014, effective 12-31-14
Section 10-35-2-14 amended by Ord. No. 11, Series 2016, effective 11-16-16
Section 10-35-3-1-B amended by Ord. No. 7, Series 2019, effective 12-18-19
Section 10-35-2-6, 10-35-2-7, 10-35-3-4, and Figure 10-35(1) amended by Ord. No. X, Series 2023, effective XX-XX-23

Title 10
Chapter 36 - Public Facilities

Attachment 5

TITLE 10
CHAPTER 36

PUBLIC FACILITIES

SECTION:

10-36-1: PURPOSE AND APPLICABILITY:

A. **Purpose.** The purpose of this Chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, transit and bicycling. This Chapter is also intended to implement the City's Transportation System Plan.

B. **When Standards Apply.** Unless otherwise provided, the standard specifications for construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the City shall occur in accordance with the standards of this Chapter and the standards of the applicable road authority for roads in other jurisdictions. No development may occur unless the public facilities related to development comply with the public facility requirements established in this Chapter.

C. **Engineering Design Criteria, Standard Specifications and Details.** The Standard Specifications for Public Works Construction, Oregon Standard Specifications for Construction, as may be amended by the City of Florence, are incorporated by reference. The design criteria, standard construction specifications and details specified in Title 9 of this Code and those maintained by the Public Works Director, or any other road authority with jurisdiction, shall

supersede and supplement the general design standards of this Development Code. The City's specifications, standards, and details are hereby incorporated into this Code by reference.

D. **Adequate Public Facilities.** Adequate public facilities must be available for development. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code.

E. **Conditions of Development Approval.** Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact. The applicant may be requested to provide evidence of impacts as part of the City's completeness review. Facilities shall be sized according to approved facility plans. When the improvements necessary for the provision of adequate facilities exceeds the roughly proportional impacts of the specific development proposal, the City may assist through system development charge credits, reimbursement districts, or other City participation consistent with the City's capital improvement and fiscal plans and policies.

10-36-2: STREET STANDARDS:

10-36-2-1: Development Standards: The following standards shall be met for all new uses and developments:

A. All new lots created, consolidated, or modified through a land division, lot line adjustment, lot consolidation, or street vacation must have street frontage and approved access to a street.

B. Streets within or abutting a development shall be improved in accordance with the Transportation System Plan (TSP), provisions of this Chapter and other applicable sections of this Code.

C. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable road authority. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.

D. All new public streets and alleys shall be paved per the City of Florence Standards and Specifications document. Alleys may also be improved with porous concrete, porous asphalt, permeable pavers such as turf concrete, brick pavers or other materials approved by the City. The City does not maintain alleys.

10-36-2-2: Improvement Guarantee: The City may accept a future improvement guarantee (e.g., non-remonstrance agreement, which certifies that the owner and their successors will not to object to the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

A. A partial improvement does not create a potential safety hazard to motorists, bicyclists, or pedestrians.

B. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, reduce street safety or capacity.

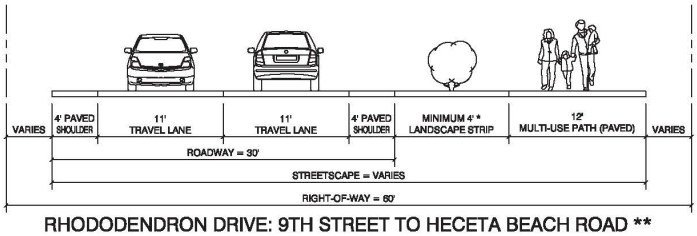
C. The improvement would be in conflict with an adopted capital improvement plan.

10-36-2-3: Creation of Rights-of-Way for Streets and Related Purposes: Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a Public Right-of-Way by acceptance of a deed, where no plat will be recorded, and provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Florence Transportation System Plan, and the deeded right-of-way conforms to this Code. All deeds of dedication shall be in a form prescribed by the City and shall name "the public" as grantee.

10-36-2-4: Creation of Access Easements: The City may approve or require an access easement when the easement is necessary to provide for access and circulation in conformance with Chapter 35, Access and Circulation. Access easements shall be created and maintained in accordance with the Oregon Fire Code and the City of Florence Standards and Specifications.

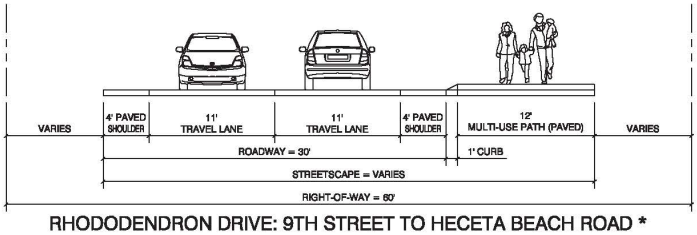
10-36-2-5: Rights-of-Way and Street Sections: Street rights-of-way and improvements shall be consistent with the Transportation System Plan and standards specified in Title 8 Chapter 2.

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). [CK1]



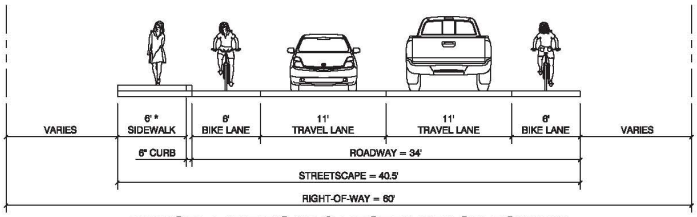
RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD **
(STANDARD SECTION WITH SEPARATED PATH)

* 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).



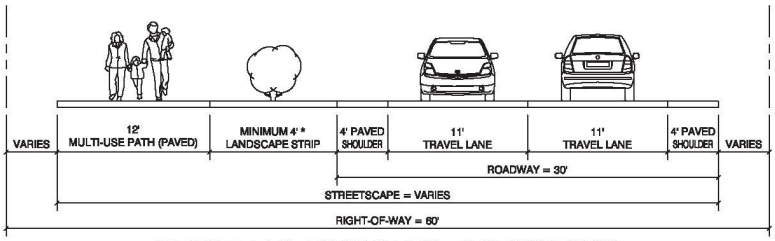
RHODODENDRON DRIVE: 9TH STREET TO HECETA BEACH ROAD *
(ALTERNATE SECTION WITH RAISED PATH)

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



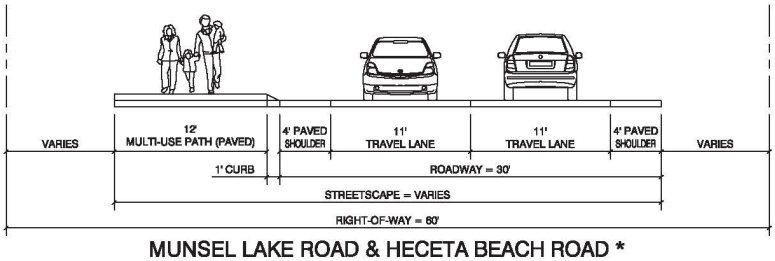
MUNSEL LAKE ROAD & HECETA BEACH ROAD **
(STANDARD SECTION)

* SIDEWALK LOCATION TO BE ON "TOWN SIDE" (SOUTH AND WEST SIDES OF STREET), AND MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.
** SEE ALTERNATE SECTION OF MUNSEL LAKE ROAD BETWEEN US 101 AND SPRUCE (FIGURE 8-5)



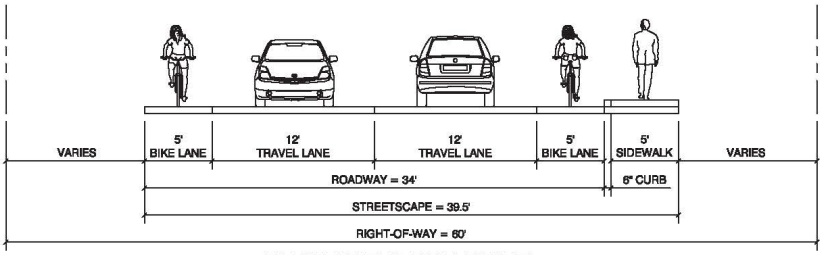
MUNSEL LAKE ROAD & HECETA BEACH ROAD
(ALTERNATE SECTION A)

* 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.

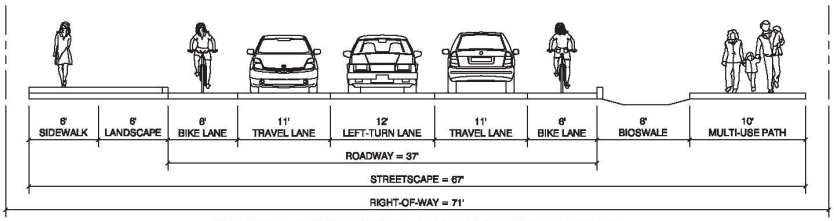


MUNSEL LAKE ROAD & HECETA BEACH ROAD *
(ALTERNATE SECTION B)

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

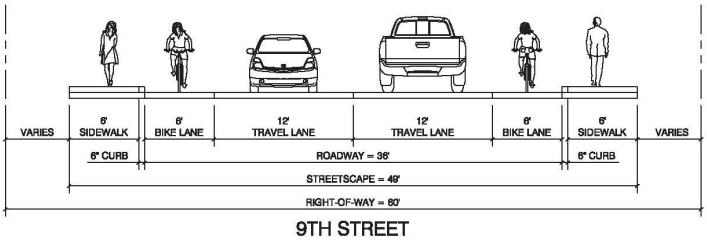


RHODODENDRON DRIVE
(HEMLOCK TO 9TH STREET)

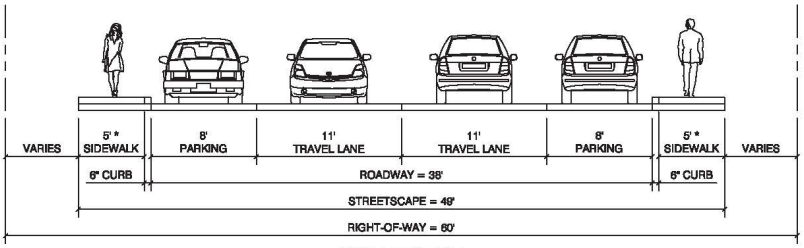


MUNSEL LAKE ROAD: 101 TO SPRUCE ROAD

SOURCE: JRH TRANSPORTATION ENGINEERING 4/27/09.

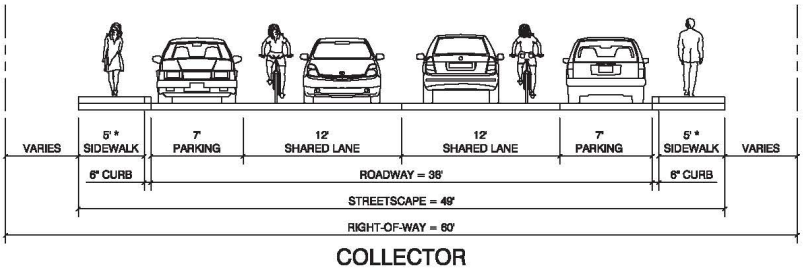


9TH STREET



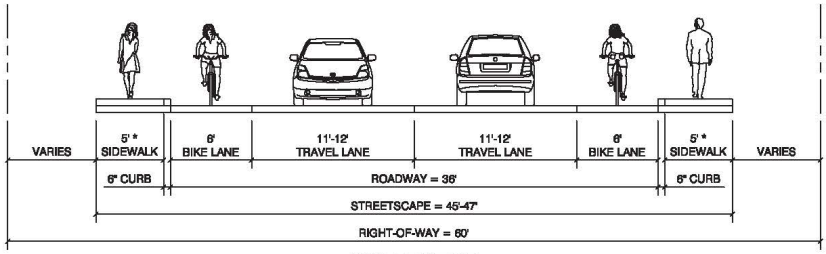
COLLECTOR
(ON-STREET PARKING)

* 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.



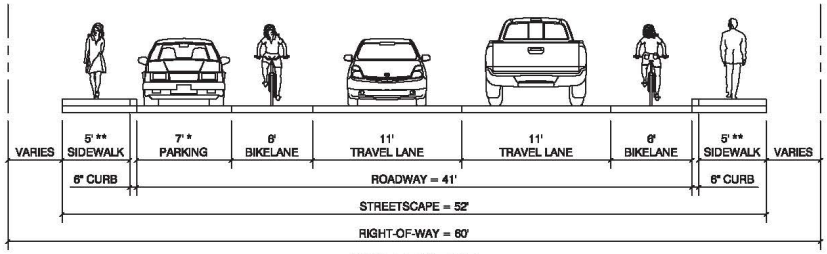
COLLECTOR
(BIKE SHARROWS WITH ON-STREET PARKING)

* 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.



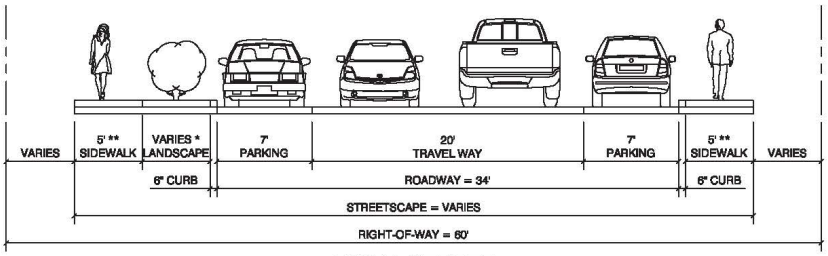
COLLECTOR
(NO PARKING)

* 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.



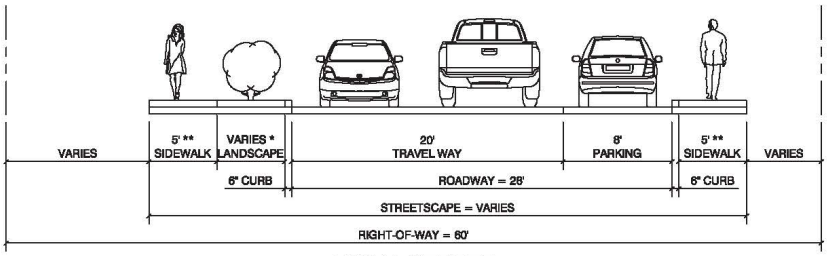
COLLECTOR
(BIKE LANES WITH ON-STREET PARKING)

* 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.



LOCAL STREET
(PARKING BOTH SIDES)

* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO 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.



LOCAL STREET
(PARKING ONE SIDE)***

* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO 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 TRAFFIC ENGINEER.

B. Modifications to the street standards identified in section A, above, may be made pursuant to Title 11 Chapter 7. Considerations based on the existing conditions along with the following factors would be reviewed as part of determining a hardship or meeting the purpose of Title 11:

1. Street classification in the Transportation System Plan
2. Anticipated traffic generation
3. On-street parking needs
4. Pedestrian and bicycle requirements based on anticipated level of use
5. Requirements for placement of utilities
6. Street lighting
7. Minimize drainage, slope, and sensitive lands impacts
8. Street tree location, when provided
9. Protection of significant vegetation, as provided for in Chapter 34
10. Safety and comfort for motorists, bicyclists, and pedestrians
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided
12. Access needs for emergency vehicles
13. Transition between different street widths (i.e., existing streets and new streets)
14. Driveway Off-sets

15. Curve Radii

16. Queuing Factors

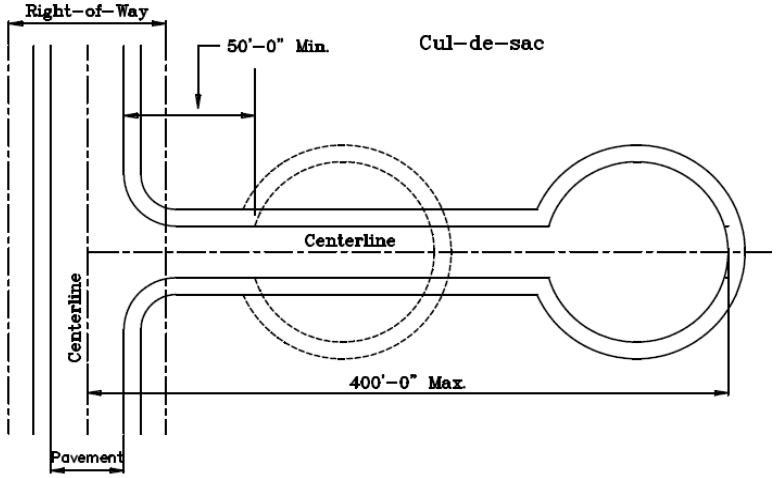
C. Partial street improvements may be accepted only in the case of a collector or arterial street and only when requiring a full-width street improvement can not be justified based on the proportionate impact of the development on the transportation system. Where a less than full street is allowed, the minimum total paved width shall provide for two travel lanes, and for bicycle lanes if warranted.

10-36-2-6: Cul-de-sacs: A cul-de-sac street shall only be used when the applicant demonstrates that environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:

A. The cul-de-sac shall not exceed a length of 400 feet and the minimum throat length shall be 50 feet; the length of the cul-de-sac shall be measured where the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac pavement. The minimum right-of-way for a cul-de-sac may be reduced to 50 feet if approved by the City.

B. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Oregon Fire Code. Circular turnarounds shall have a radius of no less than 35 feet, and not more than a radius of 45 feet (i.e., from center to edge of pavement), subject to approval by the Public Works Director; except that turnarounds shall be larger when they contain a landscaped island or parking bay at their center. When an island or parking bay is provided, there shall be a fire apparatus lane minimum of twenty (20) feet in width.

Figure 10-36(1): Cul-de-sac Design



10-36-2-7: Alleys, Public or Private: Alleys shall provide a 20-foot right-of-way and 16 feet of pavement. Unless otherwise approved by the Planning Commission, where topographical conditions will not reasonably permit, grades shall not exceed twelve percent (12%) on alleys. Alley intersections and sharp changes in alignment shall be avoided. The corners of necessary alley intersections shall have a radius of not less than twelve (12) feet or wider if required by the Fire District.

10-36-2-8: Private Streets: Private streets shall conform to City standards of construction and shall include sidewalks or pathways as approved by the City. Private streets shall not be used to avoid public access connectivity required by this Chapter or the Transportation System Plan. Legal assurance for construction and maintenance shall be required of the developers and owners. Private streets shall connect with public streets to complete the City's transportation system grid where practical.

10-36-2-9: Street Location and Connectivity: Planned streets shall connect with surrounding streets to permit the convenient movement of traffic and to facilitate emergency access and evacuation. Proposed streets or street extensions shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.

A. Where the location of a street is not shown in an existing street plan, the location of streets in a development shall provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Section, or

B. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to and to logically extend the street system into the surrounding area. All street stubs over 150 feet in length shall be provided with a temporary turn-around unless specifically exempted by the Fire Marshal, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

1. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.

2. Developer shall install a Type III barricade at the end of the street. The barricade shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street.

3. Temporary street ends shall provide turnarounds (e.g., hammerhead or bulb-shaped configuration) constructed to Oregon Fire Code standards for streets over 150 feet in length.

C. Mid-Block Connection/Multi-use Path Standards. Where a street connection in conformance with the maximum block length standards in Section 10-36-2-10 is impracticable, a multi-use path shall be provided at or near the middle of a block in lieu of the street connection, as generally shown in Figure 10-36(2). The City may also require developers to provide a multi-use path off a cul-de-sac. Such pathways shall conform to all of the following standards:

1. Multi-use paths shall be no less than ten (10) feet wide and located within a twenty (20)-foot right-of-way or easement allowing public access and, as applicable, emergency vehicle access.

2. If the streets within the subdivision or neighborhood are lighted, all pathways in the subdivision shall be lighted. Pathway illumination shall provide at least two (2)-foot candles and shall meet all other requirements in Title 10-37.

3. All pathways shall conform to applicable ADA requirements unless precluded by topographic conditions.

4. The City may require landscaping, walls or terraces as part of the required pathway improvement to buffer pedestrians from adjacent vehicles, or to screen pathways from view of adjacent residences.

10-36-2-10: Block Length and Block Perimeter: In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by a connecting network of public streets and/or accessways, in accordance with the following standards (minimum and maximum distances between two streets or a street and its nearest accessway):

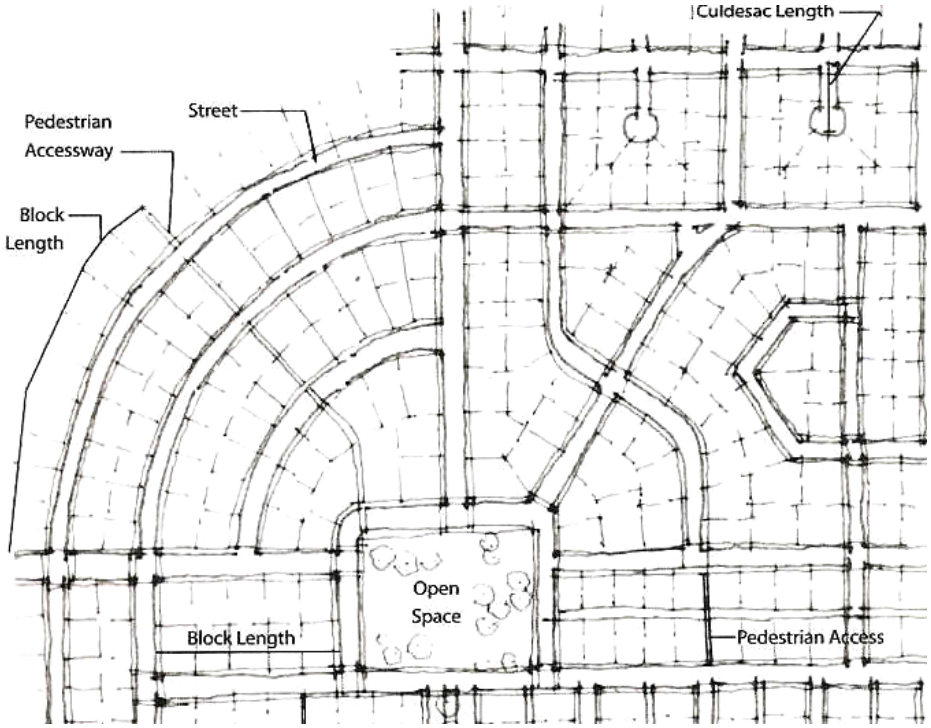
A. Residential Districts: Minimum of 100-foot block length and maximum 600-foot length; maximum 1,400-foot block perimeter

B. Old Town and Main Street Districts: Block lengths shall be consistent with the existing town plat, as of June 2009.

C. General Commercial, North Commercial and Highway Commercial Districts: Minimum of 100-foot block length and maximum 600-foot length; maximum 1,400-foot block perimeter

D. Not applicable to the Industrial Districts

Figure 10-36(2): Street Connectivity and Formation of Blocks



10-36-2-11: Traffic Controls:

A. Traffic signals/roundabouts shall be required with development when traffic control warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. Traffic signal/roundabout design shall be approved by City Engineer. The developer's financial responsibility and the timing of improvements shall be included as part of the development approval.

B. Traffic controls on roads under State jurisdiction shall be determined by the Oregon Department of Transportation. Traffic controls on roads under Lane County jurisdiction shall be determined by Lane County.

C. The City may require the installation of calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, and/or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.

D. Where the City TSP identifies future traffic signals, additional right-of-way shall be provided at the intersection to accommodate the signal apparatus.

10-36-2-12: Medians: The use of landscaped medians improve community appearance, helps maintain system mobility and reduces the effects of wide street widths to all modes of travel. Medians will be landscaped with water efficient plant materials unless otherwise indicated below.

A. At intersections where left turn pockets are constructed, the 16-foot wide median will transition to an 11-foot wide left turn lane with a five-foot pedestrian refuge median separating the left turn lane from oncoming traffic. Intersections and access must comply with Chapter 35, Access and Circulation.

B. Medians on roads under State jurisdiction shall be determined by the Oregon Department of Transportation.

10-36-2-13: Street Alignment, Radii:

A. On Arterial and Collector Roadways, intersections shall be spaced at a minimum of 250 feet, as measured from the centerline of the street.

B. On Local Streets, street centerlines at intersections may not be offset by more than two feet. Intersections shall be spaced at a minimum of 125 feet, as measured from the centerline of the street.

C. Corner curb return radii shall be at least thirty-five (35) feet on Arterial Streets and at least twenty (20) feet on other streets, except where smaller radii are approved by the Public Works Director. Larger Radii may be required by the Director to accommodate emergency and freight vehicles.[CK2][WFC3]

10-36-2-14: Intersection Angles: Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle. In no case shall the centerline angle be less than 80°; elbow or knuckle corners are not allowed (see Figures 10-36(3) and (4) for illustrations). In addition, the following standards shall apply:

A. Streets design shall provide a minimum of 50 feet of straight centerline tangent past the intersecting right-of-way unless a lesser distance is approved by the Public Works Director (see Figure 10-36(5) for illustration).

B. Intersections that are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle.

Figure 10-36(3): Street Intersection Angle

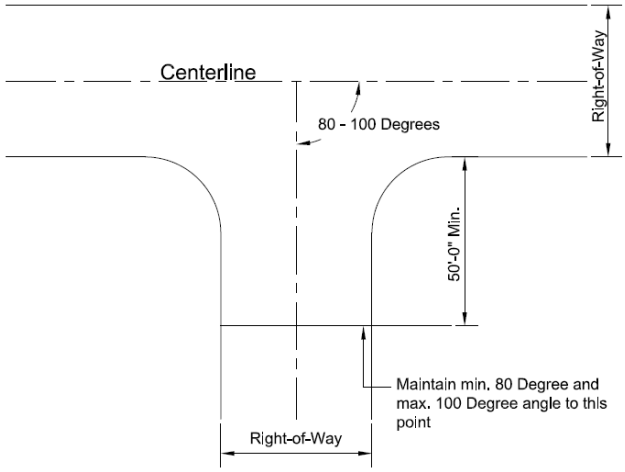


Figure 10-36(4): Elbow and Knuckle Corners are Prohibited

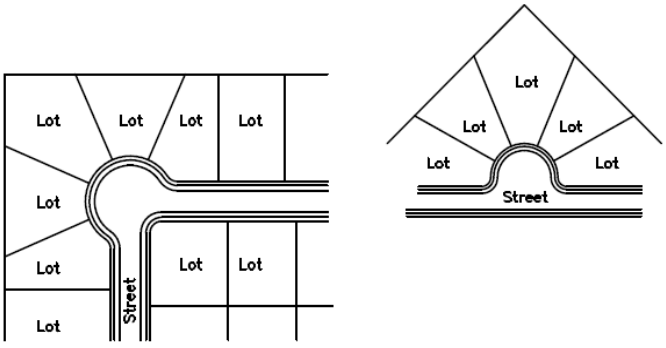
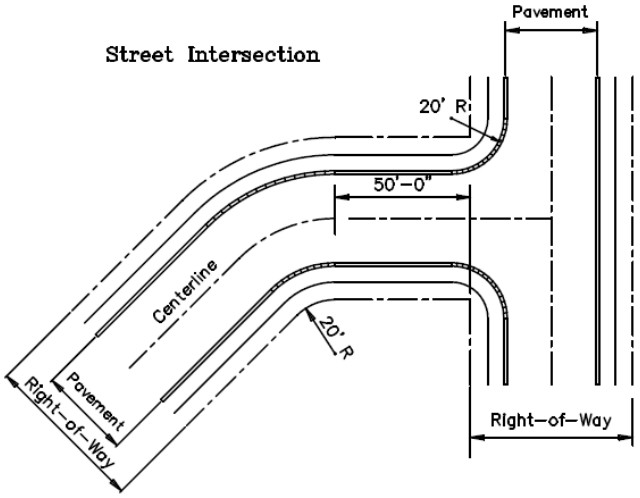


Figure 10-36(5): Street Intersection



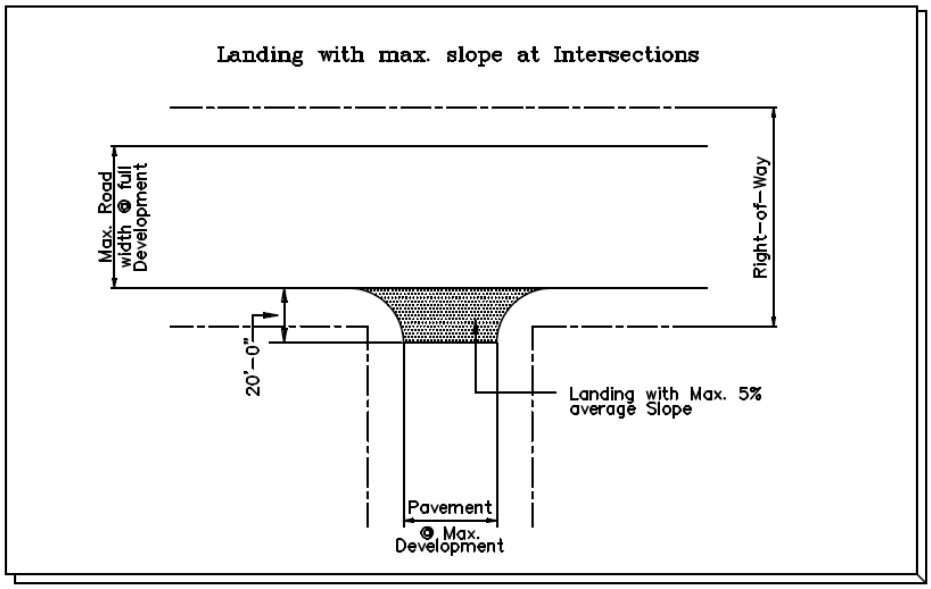
10-36-2-15: Grades and Curves: Unless otherwise approved by the City due to topographical conditions, grades shall not exceed 6% on arterials, 10% on collector streets, or 12% on all other streets. Grades in excess of 10% require Fire Code Official approval.

A. Centerline curve radii shall not be less than 700 feet on arterials, 350 feet on collectors, or 100 feet on other streets.

B. Streets intersecting with a collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging 5% slope or less. Landings are that portion of the street within twenty (20) feet of the edge of the intersecting street at full improvement. See Figure 10-36(6) for example.

C. Existing conditions may warrant additional design criteria. All streets and intersection designs shall be subject to the approval of the Public Works Director.

Figure 10-36(6): Street Intersection Landing



10-36-2-16: Sidewalks, Planter Strips, Bicycle Lanes: Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with applicable provisions of the Florence Transportation System Plan, Comprehensive Plan, adopted street plans, City of Florence Standards and Specifications and the

following standards:

A. Sidewalks may be placed adjacent to the street or at the property line with planter strips where practicable, or as otherwise directed by the Public Works Director.

B. In areas with high pedestrian volumes, the City may approve a minimum 12-foot wide sidewalk area, curb tight, with street trees in tree wells and / or landscape planters.

C. Bicycle lanes shall be constructed on all newly constructed arterial and collector streets as well as all arterial and collector streets that are widened to provide additional vehicular capacity, as indicated in the TSP, unless otherwise designated.

D. Sidewalks shall be provided on both sides of the street for all arterial and collector streets. Sidewalks shall be provided on at least one side of the street for local streets. Exceptions may be granted if the City determines that hillsides, drainage facilities, ditches, waters of the state, or natural landscapes are to be preserved, then sidewalks on one side or a multi-use path may be approved. Sidewalks are not required on T-courts (hammer-head).

E. Where practical, sidewalks shall be allowed to meander around existing trees if in conformance with the requirements of the Americans with Disabilities Act.

F. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.

10-36-2-17: Existing Rights-of-Way: Whenever existing rights-of-way adjacent to or within a proposed development are developed less than standard width, additional rights-of-way shall be provided at the time of subdivision or site development, in conformance with FCC 10-36-2-5.

10-36-2-18: Curbs, Curb Cuts, Ramps, and Driveway Approaches: Concrete curbs, curb cuts, curb ramps, bicycle ramps and driveway approaches shall be constructed in accordance with Chapter 35, Access and Circulation, City of Florence Standards and Specifications and the following standards:

A. Curb exposure shall be per City Standards and Specifications.

B. There shall be no curbs on alleys unless otherwise approved by the Public Works Director.

C. Curb extensions (bulb-outs) at local residential street intersections are optional. If provided, the minimum width between the curb extensions shall be 24-feet, unless otherwise approved by the Public Works Director. Curb extensions shall not be used on streets with bike lanes.

10-36-2-19: Street Names: The developer shall submit proposed street names to the City of Florence Community Development Department for review and submittal to the Lane County Road Naming Committee for approval prior to recording final plat. No new street name shall be used that duplicates or could be confused with the name of an existing street in the County. Street names shall be in conformance with FCC 8-2-1-1.

10-36-2-20: Survey Monuments: Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been re-established.

10-36-2-21: Street Signs: The cost of signs required for new development, including stop signs and any other roadway signs, shall be the responsibility of the developer and shall be installed as part of the street system developed and approved through the land use process. Signs shall be installed by developers per City of Florence Standards and Specifications.

10-36-2-22: Mail Boxes: Plans for mail boxes shall be approved by the United States Postal Service.

Staff is researching options to consider requiring cluster mail boxes for new subdivision developments and planned unit developments to best serve the residents, allow for efficient delivery.

The City is also considering options for additional triggers to require cluster mailboxes such as a change in street typical that eliminates on street parking in exchange for bike lanes or multi-use paths

10-36-2-23: Street Light Standards: Street lights shall be provided in all developments within the City and shall be provided in accordance with Resolution 16, Series 1999. The Planning Commission during site design review may add street lights at other locations and authorize specific exceptions to the above priorities when necessary in order to enhance the public safety and welfare; actual locations may be varied slightly depending on placement of Central Lincoln PUD poles. Streetlights shall be installed in accordance with City of Florence Standards and Specifications. Where a private street intersects a public street, a street light shall be installed.

10-36-3: SANITARY SEWERS, WATER, STORMWATER, AND FIRE PROTECTION:

A. **Sewers, Water, and Stormwater Mains Required:** Sanitary sewers, water mains, and stormwater drainage shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's Wastewater Master Plan, Water System Master Plan, and Stormwater Master Plan, Florence Code Title 9 Chapters 2, 3 and 5, and the applicable construction specifications. When streets are required to be stubbed to the edge of the subdivision; stormwater, sewer and water system improvements shall also be stubbed to the edge of the subdivision for future development.

B. **Sewer, Water, and Stormwater Plan Approval:** Development permits for stormwater drainage, sewer and water improvements shall not be issued until the Public Works Director or their designee has approved all stormwater, sanitary sewer and water plans in conformance with City standards, and Florence Code Title 9 Chapters 2, 3 and 5.

C. **Existing Watercourse:** Where a proposed development is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety and consistency with the Stormwater Manual.

D. **Over-Sizing:** The City may require as a condition of development approval that sewer, water, and/or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable Water, Sewer, and/or Storm Drainage Master Plan, and Florence Code Title 9 Chapter 1. The developer may be entitled to credit or reimbursement for over-sizing City master planned improvements.

E. **Fire Protection:** All new development shall conform to the applicable provisions of the Oregon Fire Code. Developers shall provide verification of existing and proposed water service mains and hydrant flow supporting the development site. Fire flow analyses and plans for hydrants and water service mains shall be subject to review and approval by the Building Official or Fire Marshal.

F. **Inadequate Facilities:** Development permits may be restricted by the City where a deficiency exists in the existing water, sewer or stormwater system that cannot be rectified by the development and that if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems.

10-36-4: EROSION CONTROL: In addition to standard City requirements for stormwater, erosion control and sand management, projects that disturb one (1) or more acres of land over a period of time, a National Pollution Discharge Elimination System (NPDES) Permit must be obtained from the Department

of Environmental Quality prior to the issuance of a development permit or land use permit based on appropriate criteria.

10-36-5: UTILITIES:

A. Underground Utilities:

1. Generally. All new utility lines including, but not limited to, those required for electric, communication, lighting, and cable television services and related facilities shall be placed underground, except for temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.

2. Subdivisions. In order to facilitate underground placement of utilities:

   a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic.

   b. The City reserves the right to approve the location of all surface-mounted facilities.

   c. All underground utilities, including water, sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets.

   d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

C. **Exception to Undergrounding Requirement**: An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, or high water table or existing development conditions.

10-36-6: EASEMENTS:

A. **Provision:** Dedication of easements for storm water, sewers, water and for access thereto for maintenance, in order to safeguard the public against flood damage and the accumulation of surface water; dedication of easements for sanitary sewers, and for access thereto for maintenance; and dedication of easements for other public utilities may be required of the land divider by the Planning Commission along lot rear lines, lot side lines or elsewhere as necessary to provide needed facilities for present or future development of the area in accordance with the purpose of this Title. Easements for utility lines shall be not less than fifteen feet (15') in width and the utility shall be located in the center of the easement. Before a partition or subdivision can be approved, there shall appear thereon a restriction, providing that no building, structure, tree, shrubbery or other obstruction shall be placed or located on or in a public utility easement. The City may require an additional five foot (5') easement for utility lines along street frontages when necessary.

B. **Recordation:** As determined by the City all easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other public utilities shall be recorded with the final plat.

10-36-7: CONSTRUCTION PLAN APPROVAL AND ASSURANCES:

A. **Plan Approval and Permit:** No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City Public Works Director, permit fee paid, and permit issued.

B. **Performance Guarantee:** The City may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements.

10-36-8: INSTALLATION:

A. **Conformance Required:** Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this Chapter, approved construction plans, and to improvement standards and specifications adopted by the City.

B. **Adopted Installation Standards:** The Standard Specifications for Public Works Construction, Oregon Chapter APWA, are hereby incorporated by reference; other standards may also be required upon recommendation of the Public Works Director.

C. **Commencement:** Work shall not begin until the City has been notified in advance in writing.

D. **Resumption:** If work is discontinued for more than one month, it shall not be resumed until the City is notified in writing.

E. **City Inspection:** Improvements shall be constructed under the inspection and to the satisfaction of the City Public Works Department. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications to the approved design requested by the developer may be subject to City review. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements; it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.

F. **Engineer's Certification and As-Built Plans:** A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two (2) sets of "as-built" plans along with an electronic copy, in conformance with the City Engineer's specifications, for permanent filing with the City.

G. **Acceptance of Public Improvements:** Public improvements shall only be accepted by the City after the "as-built" plans and actual improvements are approved, and all easements are recorded. Upon acceptance of public improvements, the City will accept ownership and maintenance responsibility.

H. **Warranty of Public Facilities:** All public improvements shall be warranted against defects in materials and workmanship for a period of one year following acceptance of the improvements by the City. Once accepted, a minimum one (1) year warranty agreement on materials and workmanship shall be initiated between the City of Florence and the developer. A warranty bond or other financial security acceptable to the City in the amount of 12 percent of the original public improvement construction cost shall be maintained throughout the warranty period.

10-36-9: PARKLANDS:

A. **Purpose:** For the purpose of promoting health, safety, and the general welfare of City residents, this section provides for the provision of parkland for recreational opportunities and/or open space for passive recreational use for Florence residents. The parkland provision serves the following specific purpose:

1. To address the Community Needs identified in the Florence Parks and Recreation Master Plan (Master Plan) and to ensure that park land and open space are provided to meet the needs of residents of new residential developments.

B. **Parklands:**

1. Developers are encouraged to work with the City to identify parkland facilities proposed in their service area. If the City has an interest in acquiring a portion of a proposed land division or development, or if the City has been advised of such interest by another district or public agency, and there is reasonable assurance that the steps will be taken to acquire the land, then the Planning Commission may require that those portions of the land division be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to subdivision.

2. Areas smaller than one acre for new public parkland is generally impractical. If less than one acre of public parkland is proposed, the dedication should add on to an existing park area within or adjacent to the development site or provide some special public benefit acceptable tot eh city such as a trail connection.

C. **Standards for Parkland:**

1. Ownership and Maintenance Requirements. Land provided for parkland shall be owned and maintained in one or more of the following ways:

   a. Dedicated to, and accepted by, the City;
   b. Privately owned, developed, and maintained by the property owner or Home Owners Association;
   c. Owned and maintained by a land conservation entity, such as The Nature Conservancy;
   d. Accessible to the public through a public easement.

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Created by Ord. No. 9, Series 2009
Section 10-36-9 Added by Ord. No. 2, Series 2011 – effective March 11, 2011
Sections 10-36-1-C and 10-36-3-C amended by Ord. No. 18, Series 2011 – effective September 19, 2011
Sections 10-36-2-5, 10-36-2-10, 10-36-2-16 amended by Ord. No. 5, Series 2012 – effective January 16, 2013
Section 10-36-1 amended by Ord. No. 3, Series 2013 –effective 7-31-13
Section 10-36-2-9-C-2 amended by Ord. No. 12, Series 2014, effective 12-31-14
Section 10-36-2-5-A, 10-36-2-13, and 10-36-2-22 amended by Ord. No. X, Series 2023, effective xx-xx-2023

Attachment 6

Memorandum:

To:	City of Florence Planning Commission
From:	Clare Kurth, Assistant Planner
Meeting Date:	August 8, 2023
Subject:	Comprehensive Plan Amendments Proposed

Introduction & Overview:

During the course of the Transportation System Plan (TSP) update project, Florence City Staff, Oregon Department of Transportation (ODOT), and the consultant's team with Kittleson & Associates reviewed the existing Comprehensive Plan to propose amendments for consistency with the updated TSP. There are two attachments to this memo; 1) Chapter 2. Goals and Objectives from that draft TSP document that lists proposed goals and associated objectives and 2) Chapter 12: Transportation from the 2020 Florence Realization Comprehensive plan. Prior to the initial evidentiary hearing, the Chapter 12 Goals and Policies will be updated to reflect the proposed goals and objectives / policies from the draft TSP document for review by the Planning Commission.

Attachments:

- Draft TSP: Chapter 2. Goals and Objectives (June 2023, Kittleson & Associates)
- 2020 Florence Realization Comprehensive Plan: Chapter 12 - Transportation

CHAPTER 2. GOALS AND OBJECTIVES

The project team developed goals and objectives for the TSP update to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential alternatives to address the needs, and the selection and prioritization of preferred alternatives for inclusion in the TSP update. The goals and objectives were also used to inform recommendations for policy language that will serve as guidance for future land use and transportation decision making. The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision.

Goals and Objectives

The goals and objectives for the TSP update are described below. The goals provide direction for where the City would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve. The goals and objectives are based on a review of the goals and objectives in the previous TSP, information from the ODOT TSP guidelines, and discussions with City staff about the important issues prevalent in the community and transportation system.

GOAL 1: CREATING A SAFE TRANSPORTATION SYSTEM FOR ALL

Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.

Objective 1A: Address known safety issues at locations with a history of fatal or severe injury crashes.

Objective 1B: Provide safe pedestrian crossings on state highways and at additional locations off state highways.

Objective 1C: Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.

GOAL 2: BUILDING FACILITIES THAT SUPPORT ECONOMIC DEVELOPMENT & ARE COST-EFFECTIVE

Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.

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 US 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 3: MEETING THE WIDE-RANGING TRANSPORTATION NEEDS OF ALL USERS

Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.

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 non-automotive 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 4: MINIMIZING ENVIRONMENTAL IMPACTS

Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.

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: Objective 4C: Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution.

Objective 4D: Objective 4D: Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors.

GOAL 5: ADDING RESILIENCE TO THE NETWORK & PLANNING FOR EMERGENCIES

Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.

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 6: COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS

Foster good relationships with public and private partners in the common interest of building the city's transportation network.

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

Project Selections and Prioritization

The selection and prioritization of projects included in the TSP update was determined based on the goals and objectives described above and application of the project evaluation criteria. *See Tech Memo #2 and Tech Memo #6 in the Volume II Technical Appendix for additional information*.

Chapter 12
Transportation

Goals

1. To create a safe transportation system.

2. To operate transportation facilities at a level of service that is cost-effective and appropriate for the area served.

3. To develop systematic annual maintenance plans for city streets, bike, pedestrian and air facilities.

4. To create a transportation network to support existing and proposed land uses.

5. To meet the needs of land development while protecting public safety, transportation operations and mobility of all transportation modes.

6. To provide a balanced transportation system that provides options for meeting the travel needs of all modes of transportation.

7. To enhance the quality of life for citizens and visitors by providing adequate access to residences, employers, services, social and recreational opportunities.

8. To minimize transportation-related energy consumption by using energy efficient modes of transportation for movement of goods, services and people where possible.

9. To provide economic health and diversity through the efficient and effective movement of goods, services and people.

10. To minimize the impacts on natural and cultural resources when constructing transportation facilities and encouraging use of non-polluting transportation alternatives.

11. To choose transportation facilities which balance the requirements of other transportation goals with the need to minimize air, water and noise pollution.

12. To provide for adequate parking facilities in conjunction with other transportation facilities, as appropriate.

13. To collaborate and coordinate with state, county and other agencies during long range planning efforts, development review, design and construction of transportation projects.

Policies

- The Transportation System Plan (TSP) is part of the Florence Public Facility Plan and, as such, the TSP is adopted as a supporting document to this Comprehensive Plan.

- Use the project lists and maps, or described locations of projects, in the TSP to guide transportation facilities and their general location in the urban growth boundary. Use City Code, Capital Improvement Programming, and City Public Works work programs, engineering reports, and other administrative tools as the guide for project timing, detailed planning, financing and implementation.

- Amend the TSP and the Comprehensive Plan, in order to modify, add to, or delete projects from the project lists in the TSP or to make significant changes to project location from that described in the TSP. The following changes to the TSP do not require a Comprehensive Plan amendment unless changed as part of an overall update to the TSP:

    - Modifications to a transportation project which are minor in nature and do not significantly impact the project's general description, location, sizing, capacity, or other general characteristic of the project; or

    - Technical and environmental modifications to a transportation facility which are made pursuant to final engineering on a project; or

    - Modifications to a transportation project which are made pursuant to findings of an Environmental Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 or any federal or State of Oregon agency project development regulations consistent with that act and its regulations.

1. Provide safe transportation all seasons of the year through street standards that require land widths, curvature and grades appropriate to all weather conditions.

2. To protect public safety, property owners shall maintain vision clearance in accordance with City standards and the City shall enforce vision clearance requirements.

3. The City shall continue to work with ODOT to provide safe pedestrian crossings of state highways, and to cooperate in the location of additional crosswalks in safe locations.

- The City shall utilize the mobility standards in the Oregon Highway Plan for the state highways. Elsewhere within the city, the minimum operating standards at intersections are as follows:

    - LOS "D" is considered acceptable at signalized all-way stop controlled intersections if the V/C (volume/capacity) ratio is not higher than 1.0 for the sum of critical movements.

- LOS "E" is considered acceptable for the poorest operating approach at two-way stop intersections. LOS "F" is allowed in situations where a traffic signal is not warranted.

- Where a facility is maintained by the County, the more restrictive of the City or County standards apply.

4. The City shall develop systematic annual maintenance plans for streets, bike, pedestrian and air facilities.

5. The City shall continue to pursue grant and loan funds to supplement local transportation facility funds.

6. The City shall continue to require new development to pay its share of costs of development of, or improvements to, transportation facilities which will serve the proposed development.

7. Development within a City right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a city permit.

8. The City shall protect the function of existing and planned transportation systems as identified in the TSP through application of appropriate land use and access management techniques.

- Pursuant to the State Transportation Planning rule, any land use decisions which significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, level of service of the facility.

9. Land development shall not encroach within setbacks required for future expansion of transportation facilities. At the time of land development or land division, the City shall require dedication of adequate right-of-way or easements consistent with the adopted TSP in order to achieve connectivity; maintain adequate street widths, bikeways and walkways; and to accommodate transit facilities.

- New development and redevelopment shall accommodate on-site traffic circulation on the site. For new development and redevelopment, "backing out" maneuvers onto all streets shall be avoided for uses other than single-family and duplex homes. "Backing out" maneuvers shall also be avoided for new single-family and duplexes accessing arterial and collector streets.

10. Access to and from off-street parking areas shall be designed to prevent backing onto a public street (other than an alley), except for single-family duplex dwellings are exempt.

- ODOT has authority to manage access to the state highway system. Where property abuts a state highway or is served by a private approach on a state highway, the City will work with ODOT to ensure coordinated and consistent application of applicable State and City policies.

11. The City shall provide an inter-connected trail system as directed in Comprehensive Plan Chapter 8 policy and shown in the TSP Project Maps.

- The City shall consider the potential to establish or maintain bikeways and/or walkways or provide access to coastal waters (ocean, estuary, and lakes) prior to vacating any public easement or right-of-way.

12. Convenient access for motor vehicles, transit, bicycles and pedestrians shall be provided to major activity centers, including public buildings and schools, the hospital, shopping areas, parks, and places of employment.

13. Streets, bikeways and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. To promote bicycling and walking, marked bicycle lanes and sidewalks are required on all arterial and collector streets (other than those collectors identified as scenic drives) when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity. For collector streets that are identified as scenic drives, provision shall be made to adequately accommodate bicycles and pedestrians when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity.

- Development shall provide adequate on-site circulation for vehicles, buses, bicycles, and pedestrians and shall provide off-site transportation improvements necessary to ensure that the incremental demands placed on the transportation system by the development are met.

14. Streets shall be designed to efficiently and safely accommodate emergency service vehicles.

- In partnership with the School District, the City shall word toward a safe and convenient transportation system that accommodates school buses; children walking to and waiting at a bus stop; and children walking and riding their bicycles to school.

- The City shall accommodate local freight traffic accessing the industrial areas along Kingwood Avenue via 9th, 27th, and 35th Streets by maintaining adequate clear street widths (unimpeded by parking or overhanging signs/trees), adequate turning radii, and visibility.

15. The North, South and East Gateways shall be pursued as soon as funding can be obtained.

16. The placement of streets shall minimize negative impacts on residential neighborhoods.

17. City shall cooperate with ODOT to implement the Access Management Plan for US 101 in Downtown Florence and elements of the Florence Downtown Implementation Plan that pertain to US 101.

18. The City shall encourage demand management programs such as park-and-ride facilities and vanpools to reduce single occupancy vehicle trips, especially to and from Eugene.

19. The City shall promote the use of telecommunications, transit and rail facilities as energy efficient alternatives to vehicular transport.

20. The City shall coordinate with the Port of Siuslaw regarding transportation projects that may affect facilities which are operated by the Port or which affect the Port's operations.

21. The City shall continue to pursue the cooperative effort of coastal cities and counties to bring a natural gas pipeline north on the coast to Florence and other communities.

22. Design and construction of transportation facilities shall be responsive to topography and should minimize impacts on natural resources such as streams, wetlands and wildlife corridors.

23. All transportation improvements shall be consistent with the requirements for stormwater in Chapter 11 of the Comprehensive Plan.

24. As the use of the airport increases, and night operations become a reality, the City shall work with neighboring residential uses to minimize issues of noise and vibration.

25. The City shall require that noise sensitive land uses (including uses involving sleeping, schools, hospitals, libraries) proposed in the airport noise impact boundary, as shown in Figure 8-1 of the Florence Municipal Airport – Airport Master Plan Update Final Report, provide a noise-abatement strategy to achieve indoor noise level equal to or less than 55 Day-Night Average Noise Level (DNL).

- The City shall protect current and future viability of the airport and compatibility of land uses through the Public Airport Safety and Compatibility Overlay Zone and coordination with the Oregon Department of Aviation and the Federal Aviation Administration.

26. On-site parking for motor vehicles and bicycles is required except in Downtown Districts where some motor vehicle parking can be provided on the street.

27. Bicycle parking facilities shall be provided as part of new development at places of employment, businesses, multi-family residential developments and at public buildings.

28. The City shall notify ODOT of all project proposals and development applications adjacent to state highways or served by a private vehicular approach on a state highway. The City should notify Lane County of all project proposals and development applications adjacent to county roads.

29. The City shall notify ODOT and Lane County of all major development proposals which will generate more than 50 trips during an average peak hour, or more than 500 daily trips, or which require a traffic study.

30. The City shall notify ODOT, DLCD and Lane County of any proposed changes or amendments to this Transportation System Plan.

31. The City shall develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.

32. The City shall coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.

33. The City shall locate new transportation facilities outside the tsunami inundation zones where feasible.

34. The City shall where feasible design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami.

Recommendations

1. The City Council should consider opportunities to purchase land for extensions of right-of-way where connectivity is needed to promote efficient traffic flow.

2. The City should promote a feasibility study to identify solutions to the deficient rail overpass in Cushman, and support implementation of the chosen alternative.

Background

The City of Florence, in conjunction with the Oregon Department of Transportation (ODOT), initiated an update of the urban area's Transportation System Plan (TSP) in 2010. The TSP is intended to guide the management and implementation of the transportation facilities, policies, and programs, within the urban area over the next 25 years. It represents the vision of the City as it relates to the future of the transportation system while remaining consistent with state and other local plans and policies. The TSP also summarizes the technical analyses that have been performed in the development of the TSP and through coordination with affected agencies. The TSP has been adopted as a supporting document to the Comprehensive Plan and is physically located in Appendix 12.

The City of Florence's location on the Oregon Coast makes it an attractive destination for tourists and summer vacationers with the associated traffic impacts. In addition, Florence is experiencing growth pressures from both development and increasing traffic. To address these issues, the TSP

is based on an evaluation of future growth and includes recommendations for appropriate transportation improvements to serve that growth while maintaining and enhancing the character of the city. The TSP recognizes that state roadways must be used efficiently and an effective facilities management plan must be developed to allow the City's street system to operate effectively as in-fill development continues within the Urban Growth Boundary.

A Comprehensive Plan that embraces coordinated and systematic development of all gateways is vital to achieving an efficient transportation system. The City of Florence recognizes the importance of the five existing transportation gateways to the community:

- East Highway 126 Gateway
- North Florence Highway 101 Gateway
- Siuslaw River Bridge/South Highway 101 Gateway
- Florence Airport Gateway
- Siuslaw River/Port of Siuslaw Gateway.

State of Oregon Planning rules require that the TSP be based on the current comprehensive plan land use map and must provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP update are guided by Oregon Revised Statute (ORS) 197.712 and the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (OAR Chapter 660 Division 12). These laws and rule require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle and pedestrian plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the TSP.

- The TPR requires that the transportation system plan incorporate the needs of all users and abilities. In addition, the TPR requires that local jurisdictions adopt land use and land division ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

- The TSP also includes proposed improvements to non-City facilities. Without additional action by the governmental entity that owns the subject facility or land (i.e. Lane County of the State of Oregon), any project in this Plan that involves a non-City facility is merely a recommendation for connecting the pedestrian and bicycle network. As in most facility planning efforts, moving to- wards, and planning for, a well-connected network depends on the cooperation of multiple juris- dictions; the TSP is intended to facilitate discussions between the City and its governmental partners as they work together to achieve a well-connected network. The TSP does not, however, obligate its governmental partners to take any action or construct any projects.

- The policies resulting from the Transportation System Plan (TSP) Update process have been inserted into this Chapter of the Comprehensive Plan. The policies provide direction

for public and private developmental and program decision-making regarding transportation facilities and services. Development should be coordinated with the planning, financing, and construction of planned transportation facilities and services to ensure the efficient use and expansion of these facilities.

The project lists and maps, or written descriptions of locations, in the TSP are adopted as part of the Comprehensive Plan, and physically located in the TSP. The exact location of the projects shown on the TSP Maps, or described in writing in the TSP, is determined through City processes, outside of the Comprehensive Plan amendment process. The TSP will be updated as part of the City's Periodic Review process or in a TSP update process initiated by the City outside of Periodic Review..