

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1292

IN THE MATTER OF CO-ADOPTING THE FLORENCE TRANSPORTATION SYSTEM PLAN FOR APPLICATION WITHIN THE URBANIZABLE AREA OUTSIDE THE FLORENCE CITY LIMITS, BUT WITHIN THE CITY OF FLORENCE URBAN GROWTH BOUNDARY; AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES. (APPLICANT: CITY OF FLORENCE)

WHEREAS, the Board of County Commissioners, through enactment of Ordinance No. PA 883, has adopted the Lane County General Plan Policies that is a component of the Lane County Rural Comprehensive Plan; and

WHEREAS, the Board of County Commissioners, through enactment of Ordinance No. PA 884, has adopted Land Use Designations and Zoning for lands within the Jurisdiction of the Lane County Rural Comprehensive Plan; and

WHEREAS, the Board of County Commissioners, through enactment of Ordinance No. 1202, has adopted the Lane County Transportation System Plan that is a component of the Lane County Rural Comprehensive Plan; and

WHEREAS, the Florence Realization 2020 Comprehensive Plan is the comprehensive plan for the City Florence and is a component of the Lane County Rural Comprehensive Plan; and

WHEREAS, Oregon Administrative Rules (OAR) Section 660, Division 12, specifies the requirements of the Oregon Transportation Planning Rule that requires cities and counties to prepare and adopt local transportation system plans for lands within their planning jurisdiction as part of their comprehensive plans [OAR 660-12-015(3) & (4)]; and

WHEREAS, the Florence Transportation System Plan (TSP) is a comprehensive 20-year plan to guide transportation investments within the City of Florence Urban Growth Boundary; and

WHEREAS, the City of Florence Planning Commission concluded a public hearing on April 10, 2012, and provided a recommendation to the Florence City Council to adopt the Florence TSP as an amendment to the Florence Realization 2020 Comprehensive Plan; and

WHEREAS, the Florence City Council concluded a public hearing on September 24, 2012, and approved City of Florence Ordinance No. 5 to adopt the Florence TSP on December 17, 2012; and

WHEREAS, the City of Florence requested Lane County action to co-adopt the Florence TSP, including Appendices Volume I, as an amendment to the Florence Realization 2020 Comprehensive Plan for application within the urbanizable area outside the Florence City Limits, but within the City of Florence Urban Growth Boundary; and

WHEREAS, Appendices Volume II of the Florence TSP contains background information and data used to inform Florence TSP; and

WHEREAS, the Lane County Planning Commission conducted a public hearing on April 15, 2014, and provided a recommendation to the Board of County Commissioners to co-adopt the Florence TSP as presented; and

WHEREAS, substantial evidence exists in the record indicating that the proposal meets the applicable requirements of the Lane Code Chapters 12 and 16, and state and local law; and

WHEREAS, the Board of County Commissioners conducted a first reading of this Ordinance on July 8, 2014, conducted a public hearing on this Ordinance on July 22, 2014, and is now ready to take action.

NOW, THEREFORE, the Board of County Commissioners **Ordains** as follows:

1. Amendments to the Florence Realization 2020 Comprehensive Plan text as adopted by City of Florence Ordinance No. 5 and as shown in Exhibit 'B' are hereby co-adopted.
2. Amendments to the Florence Realization 2020 Comprehensive Plan Appendix 12 as adopted by City of Florence Ordinance No. 5 and as shown in Exhibit 'C' are hereby co-adopted.
3. The prior policies and plan designations repealed or changed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.
4. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

FURTHER, although not part of this Ordinance, the Board of County Commissioners adopts findings as set forth in Exhibit 'A' attached and incorporated by this reference, in support of this action.

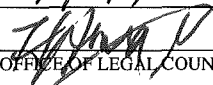
ENACTED this 22 day of July, 2014.



Pat Farr, Chair, Lane County Board of Commissioners



Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM
Date 7-14-14 Lane County


OFFICE OF LEGAL COUNSEL

FINDINGS AND CONCLUSIONS IN SUPPORT OF ORDINANCE No. PA 1292

The City of Florence has prepared a revision to its Transportation System Plan (TSP) to be co-adopted by the Lane County Board of Commissioners (Board).

The County Rural Comprehensive Plan includes all of the comprehensive plans adopted by the 12 cities within Lane County. Each city adopts, as part of its comprehensive plan, its own transportation element or TSP. The Lane County TSP is a special purpose plan that is a component of the Lane County Rural Comprehensive Plan. Because the cities' TSPs effectively become part of the county's Rural Comprehensive Plan, the TSPs need to be co-adopted by the County, for the area outside the cities' boundaries, but within the urban growth boundary. The process for co-adoption of the Florence Transportation System Plan is through a Lane County Rural Comprehensive Plan (RCP) amendment.

Approval Criteria and Findings

The relevant approval criteria for this action are provided below in **bold** with findings and conclusions provided in regular text.

LC 12.005 Purpose.

(1) The board shall adopt a comprehensive plan. The general purpose of the comprehensive plan is the guiding of the social, economic, and physical development of the County to best promote public health, safety, order, convenience, prosperity and general welfare.

The proposed amendments do not impair the purpose of the Rural Comprehensive Plan as the guiding document for Lane County. Co-adoption of the Florence TSP is required by and consistent with the provisions of the RCP.

LC 12.050 Method of Adoption and Amendment

(1) The adoption of the comprehensive plan or an amendment to such plan shall be by an ordinance.

The proposed amendments to the Rural Comprehensive Plan will be adopted by Ordinance when enacted by the Board.

(2) The Board may amend or supplement the comprehensive plan upon a finding of:

- (a) an error in the plan; or**
- (b) changed circumstances affecting or pertaining to the plan; or**
- (c) a change in public policy; or**
- (d) a change in public need based on a reevaluation of factors affecting the plan; provided, the amendment or supplement does not impair the purpose of the plan as established by LC 12.005 above.**

Florence is updating its TSP and therefore, this amendment to the comprehensive plan is being adopted due to changed circumstances affecting or pertaining to the plan, consistent with LC 12.050(2)(b).

LC 16.252 Procedures for Zoning, Re-zoning, and Amendments to Requirements.

(2) Amendments shall comply with this section and shall achieve the general purpose of this chapter and shall not be contrary to the public interest.

The proposed amendments are necessary to co-adopt the updated Florence TSP as part of the Lane County TSP. Co-adoption will provide consistency with state and local law. These amendments comply with this section and are not contrary to the public interest.

LC 16.400 Rural Comprehensive Plan Amendments.

(6) Plan Adoption or Amendment - General Procedures. The Rural Comprehensive Plan, or any component of such Plan, shall be adopted or amended in accordance with the following procedures:

(h) Method of Adoption and Amendment.

(i) The adoption or amendment of a Rural Comprehensive Plan component shall be by Ordinance.

The proposed amendments shall be adopted by ordinance when enacted by the Board.

(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.

(bb) For Major and Minor Amendments as defined in LC16.400(8)(a) below, the Plan amendment or component is:

(i-i) necessary to correct an identified error in the application of the Plan; or

(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; or

(iii-iii) necessary to comply with the mandate of local, state or federal policy or law; or

(iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; or

(v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.

The amendment is a major amendment because it is not limited to a Plan Diagram amendment. The amendment meets applicable requirements of local and state law in that it is being processed as a Plan Amendment pursuant to LC Chapter 14 requirements, and is subject to the approval criteria of LC Chapter 12 and 16, both of which chapters are in compliance with state law as outlined in the statewide planning Goal 2 findings, below. Findings of consistency with the approval criteria in LC 16

are contained herein, including findings of consistency with applicable Statewide Planning Goals and Oregon Administrative Rules:

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The proposal is consistent with Statewide Planning Goal 1 because the process used to develop and adopt this amendment provided the opportunity for citizens to be involved in all phases of the planning process. The following processes were provided by the City of Florence:

- The citizen involvement program provides for widespread citizen involvement. The citizen involvement program involves a cross-section of affected citizens in all phases of the planning process and includes the Planning Commission, the officially recognized committee for citizen involvement (CCI) which makes recommendations to the Florence City Council.
- Effective communication between citizens and elected and appointed officials in the project is provided through open houses, work sessions, and public hearings, all open to the public, at which public input is sought and heard.
- Citizens are provided the opportunity to be involved in all phases of the planning process, including preparation of the proposed Comprehensive Plan and Code amendments.
- Technical information is explained in staff reports and powerpoint presentations so that information necessary reach policy decisions is available in a simplified, understandable form. City staff provide assistance to interpret and effectively use technical information. A copy of all technical information is available on the City and/or project web site as well as at City Hall offices.
- Citizens receive a response from policy-makers in the form of written minutes of all public hearings and meetings which are retained and made available for public assessment and include the rationale used to reach decisions on the proposal.
- The City of Florence provided legal notice for the Planning Commission proceedings conducted.
- On March 27, 2012. The Florence Planning Commission held a public hearing that was continued to April 10, 2012.
- The City of Florence provided legal notice for the City Council proceedings conducted.

In addition, the following actions were taken by Lane County:

- On April 24, 2012, a legal ad was published in The Register Guard, providing notice of the Lane County Planning Commission public hearing in the Board Conference Room of the Lane County Public Service Building on May 15, 2010, at 7:00 P.M.

- On May 15, 2012, the Lane County Planning Commission (LCPC) conducted a public hearing on the proposed amendments.
- Legal notice will be provided for the Board of County Commissioners public hearing when that is scheduled.
- The Lane County Board of Commissioners will hold a public hearing on adoption of the Florence Transportation System Plan prior to its final adoption.

The Florence TSP update constitutes a plan amendment that is subject to the public notification and hearing processes and provisions of LC Chapter 14 and 16. As described above, the public involvement requirements of these chapters have been met and opportunity for public involvement has been afforded at each phase of the process. The amendment is therefore consistent with statewide planning Goal 1.

Goal 2 - Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The Rural Comprehensive Plan was acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and also acknowledged by LCDC, specifies the means by which the RCP may be amended. Notice of the public hearing and pending adoption of the Florence TSP co-adoption was mailed to the Oregon Department of Land Conservation and Development (DLCD) on April 10, 2012. The adoption process follows the procedures outlined in Lane Code and these findings provide an adequate factual basis for action. The amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.

The Florence TSP is consistent with this goal because the Florence City Code requires a review of environmental impacts of transportation projects where they impact Goal 5 resource sites.

Goal 6 - Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

The Florence TSP is consistent with this goal because it contains many projects that support a more compact land use pattern and encourage the use of alternative modes of transportation. Less reliance on the automobile results in lower levels of air and water pollution. Lane County's Rural Comprehensive Plan findings and related policies also support this goal.

Goal 7 – Areas Subject to Natural Disasters and Hazards: Requires the maintenance and improvement of the quality of air, water and land resources.

The Florence TSP is consistent with this goal because soil stability is addressed by a combination of existing and acknowledged Goal 5 regulations and building codes implemented by the City of Florence. TSP transportation projects must be consistent with these existing regulations. As part of the project development process, evaluation of existing conditions and application for relevant permits are made prior to construction.

Goal 8 - Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

The Florence TSP is consistent with this goal because it identifies and includes projects for transportation facilities that are also recreational facilities. The TSP also identifies pedestrian and bicycle projects that connect residential areas to recreational destinations.

Goal 9 – Economic Development: Requires the provision of adequate opportunities for a variety of economic activities vital to public health, welfare and prosperity.

The Florence TSP is consistent with this goal because it reinforces the City’s freight network with transportation projects that will provide access to freight facilities and employment sites. Florence Comprehensive Plan policies also support this goal.

Goal 10- Housing: requires provision for the housing needs of citizens of the state.

The Florence TSP is consistent with this goal because it reinforces the livability of Florence’s neighborhoods by including bicycle and sidewalk projects. Florence Comprehensive Plan policies also support this goal.

Goal 11 - Public Facilities and Services: to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The proposal is consistent with Statewide Planning Goal 11 because:

- the proposed amendments continue to provide a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development;
- through the TSP, urban development in Florence will be guided and supported by types and levels of urban public facilities and services appropriate for, but limited to, the needs and requirements of the urban and urbanizable areas to be served;
- a provision for key facilities is included in the Comprehensive Plan;
- the proposal amends the Florence Public Facility Plan (PFP) which has been adopted for the Florence urban growth boundary which contains a population greater than 2,500; and the PFP describes the water, sewer and transportation facilities that support the land uses designated in the acknowledged Florence Comprehensive Plan.

Goal 12 - Transportation: To provide and encourage a safe, convenient and economic transportation system.

The Florence TSP is consistent with this goal because it completely updates the City's transportation policies and meets all the requirements of the Transportation Planning Rule (TPR), including balancing the needs of all users of the transportation system and strengthening each modal network through the identification of projects. Findings for the TPR follow the Statewide Planning Goal findings.

The City of Florence prepared detailed findings with regards to consistence with the Transportation Planning Rule (TPR) (OAR 660-012-0000) and those findings, included as Exhibit A-1, are incorporated herein by reference.

Goal 13 - Energy: To conserve energy.

The TSP is consistent with this goal because it supports a balanced transportation system that encourages additional walking, bicycling, and transit trips and reduces reliance on the single-occupant vehicle. New connectivity standards will result in a street system with less out-of-direction travel.

Goal 14 - Urbanization: To provide for an orderly and efficient transition from rural to urban land use.

The TSP is consistent with this goal because it supports the intensification of development in Florence by providing a multimodal transportation system. The TSP supports the urban growth boundary by improving mobility and accessibility inside the urbanized areas, and consequently reducing the potential need for conversion of rural lands to urban uses. New connectivity standards will increase the efficiency of the street system and support infill development.

Conclusion

Based upon the preceding findings, it can be concluded that co-adoption of the Florence TSP is consistent with the requirements set forth in the applicable approval criteria. Therefore, the evidence and findings support adoption of the proposal.

FINDINGS OF FACT
City of Florence Ordinance No. 5, Series 2012

Public Hearing Dates: Planning Commission – March 27 and April 10, 2012

City Council – June 28, July 9, July 23, August 6, August 20,
 September 10, and September 24, 2012

Date of Report: December 5, 2012

I. PROPOSAL DESCRIPTION

The requested action is to adopt amendments to the *Florence Realization 2020 Comprehensive Plan* (“Comprehensive Plan”) text and Map and Florence City Code and Zoning Map, in order to incorporate policy and projects from the City of Florence 2012 Transportation System Plan (“TSP”), as follows:

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

Exhibit B: Comprehensive Plan Amendments

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

- **Amendments to Florence Realization 2020 Comprehensive Plan text (Exhibit B-1)**

Incorporate amendments proposed in the *City of Florence 2012 Transportation System Plan* into the Comprehensive Plan text as shown below:

- Addition of definitions for verbiage included in the TSP
- Chapter 2: Land Use – Amendments to the West 9th Street Area descriptions to match the street layout in the TSP
- Chapter 12: Transportation – Replacement of the TSP map; amendments to the goals, policies, and recommendations to establish a level of service standard, make it clear that the City is responsible for managing the public rights-of-way; establish compliance with the Transportation Planning Rule 660-012-045(2)(g), as well as other amendments.

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- **Amendments to the Comprehensive Plan Appendix 12: Transportation System Plan (Exhibit B-2)**

5 Replace the current Appendix 12: 2002 TSP with the City of Florence
6 2012 TSP as well as accomplish the following:
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- Replace the 1997 Airport Plan with the Florence Municipal Airport Master Plan Update 2010
 - Amend the Rhododendron Drive Integrated Transportation Plan
 - Amend the Florence Community Transit Plan
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13 **Exhibit C: Florence City Code Amendments**

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15 Proposed Amendments to the Florence City Code are shown in legislative format
16 in the attached Exhibit C and are described below:
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- 18
- Chapter 1: Zoning Administration – Update the portion concerning Traffic Impact Studies, Notification of Land Use Hearing and Administrative Review Notice information
 - Chapter 2: General Zoning Provisions – Update the portions concerning uses and activities permitted in all zones
 - Chapter 3: Off Street Parking and Loading – Update the portion concerning minimum standards and bicycle parking requirements
 - Chapter 21: Public Use Airport Zone – Update the portion concerning uses permitted outright, and uses permitted subject to acceptance and/or prescribed conditions, and portions concerning the airport overlay zone.
 - Chapter 35: Vehicular Access and Circulation – Update sections concerning traffic study requirements, access standards, pedestrian access and circulation and transit facilities
 - Chapter 36: Public Facilities – Update sections concerning street standards including block length/perimeter, sidewalks/planter strips/bicycle lanes, and access standards
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36 **II. NARRATIVE**

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38 On February 14, 2012, the Planning Commission initiated amendments to the Compre-
39 hensive Plan, TSP, and Florence City Code by passing Resolutions Resolution PC 12
40 06 CPA 01 and PC 12 07 TA 02. The Planning Commission held public hearings on
41 March 27 and April 10, 2012 and recommended the City Council approve the amend-
42 ments via Resolutions PC 12 06 CPA 01 and PC 12 07 TA 02 on April 10, 2012.
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1 **MODIFICATIONS TO PROPOSAL**

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3 The City Council held public hearings on the proposed TSP and associated
4 Comprehensive Plan and City Code amendments on June 28, July 9, July 23,
5 August 6, August 20, September 10, and September 24, 2012. The attached Ex-
6 hibits have been modified from the versions submitted to the City Council for the
7 June 28, 2012 public hearing. Modifications were made to Exhibits to respond to
8 comments received from discussion by the City Council, referrals, public testimo-
9 ny, and additional staff review.

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11 **BACKGROUND**

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13 In 2010, the City of Florence, in conjunction with the Oregon Department of
14 Transportation (ODOT), initiated an update of the urban area’s TSP. This plan is
15 intended to guide the management and implementation of the transportation fa-
16 cilities, policies, and programs, within the urban area over the next 25 years. This
17 represents the vision of the City as it relates to the future of the transportation
18 system while remaining consistent with state and other local plans and policies.
19 The plan also provides the necessary elements for adoption by the governing
20 bodies into the City’s Comprehensive Plan.

21
22 State of Oregon planning rules require that the TSP be based on the current
23 comprehensive plan land use map and must provide a transportation system
24 that accommodates the expected 20-year growth in population and employment
25 that will result from implementation of the land use plan. The contents of this TSP
26 update are guided by Oregon Revised Statute (ORS) 197.712 and the Depart-
27 ment of Land Conservation and Development (DLCD) administrative rule known
28 as the Oregon Transportation Planning Rule (TPR). These laws and rules require
29 that jurisdictions develop the following:

- 30
31 ○ a road plan for a network of arterial and collector streets;
32 ○ a bicycle and pedestrian plan;
33 ○ an air, rail, water, and pipeline plan;
34 ○ a transportation financing plan; and
35 ○ policies and ordinances for implementing the TSP

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37 The TPR requires that the TSP incorporate the needs of all users and abilities. In
38 addition, the TPR requires that local jurisdictions adopt land use and subdivision
39 ordinance amendments, as needed, to protect transportation facilities and to pro-
40 vide bicycle and pedestrian facilities between residential, commercial, and em-
41 ployment/institutional areas. It is further required that local communities coordi-
42 nate their respective plans with the applicable county, regional, and state trans-
43 portation plans

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45 The City’s first TSP was adopted by the Florence City Council on January 14,
46 2002 through Ordinance No. 7, Series 2002, which amended the City of Florence
47 1988 Comprehensive Plan by adopting Chapter 12: TSP and Comprehensive
48 Plan Chapter 12, Transportation, in order to comply with 1995 Periodic Review.

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2 The TSP was subsequently amended. On August 4, 2003, the City Council
3 adopted Ordinance No. 14, Series 2003, amending Chapter 12, Transportation
4 and the TSP to comply with the following requirements of the 1995 Periodic Re-
5 view: to incorporate the Access Management Plan for Highway 101 between the
6 Siuslaw River Bridge and the Highway 101/126 Intersection; incorporate the traf-
7 fic study related to density of development in the North Commercial Node; and to
8 include that study in Appendix 12; and to delete all references and maps related
9 to the extension of 18th Street east of its current terminus; and to make addition-
10 al amendments. On March 12, 2008, the Council adopted Ordinance No. 6, Se-
11 ries 2008 to make various housekeeping amendments to the Comprehensive
12 Plan and TSP. All of the above amendments were co-adopted by the Lane
13 County Board of Commissioners on December 1, 2010.

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15 The Council also adopted the following ordinances which were not co-adopted by
16 Lane County because they apply only within city limits. On November 20, 2006,
17 the Council adopted Ordinance No. 8, Series 2006, amending the TSP to change
18 the recommended signalization of 27th Street at Highway 101, to signalizing 30th
19 Street and Highway 101 to implement the 2006 Florence/US 101 Pedestrian
20 Safety Study. On January 7, 2008, the Council adopted Ordinance No. 3, Series
21 2008, amending the Florence Realization 2020 Comprehensive Plan and TSP to
22 adopt the Rhododendron Drive Integrated Transportation Plan into Appendix 12
23 of the Comprehensive Plan.

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25 In addition, specific policies regarding land use and transportation are contained
26 in the *Florence Downtown Implementation Plan, September 1999* which was
27 adopted by Resolution No. 29, Series 199 on September 20, 1999 and was offi-
28 cially incorporated into the Comprehensive Plan as the detailed plan for the
29 Downtown area at its adoption by Ordinance No. 1, Series 2002 on January 14,
30 2002.

31
32 The 2012 TSP was created through significant public review including eight
33 meetings by the Project Advisory Committee, consisting of a cross-section of
34 Florence citizens, and then reviewed by the Florence Planning Commission in
35 two meetings, Lane County Planning Commission in one meeting, and the Flor-
36 ence City Council in eight meetings. Comments were also gathered at a public
37 open house event held during the TSP development process. A public website
38 was maintained throughout the project that provided interested parties with the
39 most recent documents available, information on upcoming meetings, and the
40 ability to provide general comments to the project team. All of this input informed
41 the development of the TSP goals and policies as well as planned improvements.

42 43 **III. NOTICE AND REFERRALS**

44 45 **1. Notice:**

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47 Notice of the proposed Comprehensive Plan and Code Amendments was sent to
48 DLCD on February 21, 2012, not less than 35 days prior to the first (Planning

1 Commission) evidentiary hearing on March 27, 2012, as required by state law.
2 The hearing was noticed in the Siuslaw News on March 21, as required by state
3 law and the Florence Development Code, and emailed or mailed to an interested
4 parties list on March 16, 2012.
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6 **2. Referrals:**
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8 On March 6, 2012, referrals were sent to: Florence Urban Renewal Agency,
9 Florence Public Works, Florence Police, Florence Code Enforcement Officer, Si-
10 uslaw Valley Fire and Rescue, Western Lane Ambulance District, Port of Si-
11 uslaw, Lane Transit District, Siuslaw School District, Central Coast Disposal,
12 County Transfer and Recycling, Lane County Land Management, Lane County
13 Transportation, Oregon Department of Transportation, Oregon Department of
14 Land Conservation and Development, Oregon Department of Aviation, Oregon
15 Department of State Lands, Federal Aviation Administration, US Army Corps of
16 Engineers, Bureau of Land Management, US Postmaster, Confederated Tribes
17 of the Coos, Lower Umpqua, and Siuslaw Indians
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19 **IV. APPLICABLE CRITERIA**
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21 **1. Florence Realization 2020 Comprehensive Plan**

22 Plan Adoption, Amendments, Review and Implementation; Chapter 1, Cit-
23 izen Involvement; Chapter 2, Land Use; Chapter 5: Open Spaces and
24 Scenic, Historic, and Natural Resources; Chapter 8: Parks, Recreation
25 and Open Space; Chapter 11: Utilities and Facilities; Chapter 12: Trans-
26 portation
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28 **2. Florence City Code (FCC) Title 10: Zoning Regulations**

29 Chapter 1: Zoning Administration, Section 3-C: Amendments and
30 Changes: Legislative Changes
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32 **3. Oregon Statewide Planning Goals (OAR 660.015):** Goal 1, Citizen In-
33 volvement; Goal 2, Land Use Planning; Goal 5, Natural Resources; Goal
34 6, Air, Water and Land Resource Quality; Goal 7, Areas Subject to Natural
35 Disasters and Hazards; Goal 8, Recreational Needs; Goal 9, Economic
36 Development; Goal 10, Housing; Goal 11, Public Facility Planning; Goal
37 12, Transportation; Goal 13, Energy Conservation; Goal 14, Urbanization
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39 **4. Oregon Revised Statutes:** ORS 197.175, Cities' and counties' planning
40 responsibilities; rules on incorporations; compliance with goals. ORS
41 197.250 Compliance with goals required. ORS 197.253 Participation in lo-
42 cal proceedings required for submitting comments and objections. Post-
43 Acknowledgment Procedures: ORS 197.610 Local government notice of
44 proposed amendment or new regulation; exceptions; report to commis-
45 sion; and ORS 197.615 Local government notice of adopted amendment
46 or new regulation; content; notice by director
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- 1 **5. Oregon Administrative Rules:** Division 11: Public Facilities Planning
2 (OAR 660-011); Division 12: Transportation Planning Rule (OAR 660-
3 012); and Division 18: Post Acknowledgement Amendments (OAR 660-
4 018-0005)

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6 **V. FINDINGS**

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8 Applicable criteria are shown in bold and findings are in italics, below.

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10 **1. FLORENCE REALIZATION 2020 COMPREHENSIVE PLAN**

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12 **PLAN ADOPTION, AMENDMENTS, REVIEW AND IMPLEMENTATION**

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14 **Amendments to the Plan may be initiated by citizens, citizen**
15 **groups, the Citizen Advisory Committee, the Planning Commis-**
16 **sion or the City Council. In any amendment proceedings, the City**
17 **Council shall obtain the recommendation of the Planning Com-**
18 **mission and the Citizen Advisory Committee before taking action**
19 **on a proposed major amendment. Minor changes which do not**
20 **have significant effects beyond the immediate area of the change**
21 **require the recommendation of the Planning Commission. Minor**
22 **changes may be initiated at any time. Notice of a public hearing**
23 **for a proposed plan amendment shall be required at least 35 days**
24 **prior to the first Planning Commission hearing.**

25
26 *The proposal is consistent with this Comprehensive Plan text because:*

- 27
28 ○ *The proposal was initiated by Planning Commission Resolution;*
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30 ○ *This is a major amendment because it does have significant effects*
31 *beyond the immediate area of the change, the Planning Commis-*
32 *sion serves as the Citizen Advisory Committee, and the Planning*
33 *Commission will make a recommendation to the City Council; and*
34
35 ○ *Notice of the public hearing was sent to DLCD at least 35 prior to*
36 *the date for the first Planning Commission hearing.*

37
38 **CHAPTER 1: CITIZEN INVOLVEMENT**

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40 **Policies**

- 41
42 **3. The City Council shall ensure that a cross-section of Florence**
43 **citizens is involved in the planning process, primarily through**
44 **their appointments to the Planning Commission, Design Re-**
45 **view Board, Citizen Advisory Committee and other special**
46 **committees.**

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- 4. **Official City meetings shall be well publicized and held at regular times. Agendas will provide the opportunity for citizen comment.**
- 5. **Records of all meetings where official action is taken shall be kept at City Hall and made available on request to the public.**
- 6. **Planning documents and background data shall be available to interested citizens.**
- 8. **Citizen involvement shall be assured in the review and update of the Comprehensive Plan.**

The proposal is consistent with these Comprehensive Plan policies because:

- o *all public meetings are held at regular meeting times, notices posted on the city website and at city hall with notification to the media; and the meetings provide the opportunity for citizen comment;*
- o *records of all meetings where official action is taken are kept at City Hall and made available on request to the public;*
- o *planning documents and background data are available to interested citizens;*
- o *a cross-section of Florence citizens has been involved in the planning process, primarily through their appointments to the Planning Commission and participation on in the following opportunities and events: public open house; project website 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; a Project Advisory Committee (PAC) comprised of a wide range of participants: local and state officials from key agencies including the City of Florence Community Development, Planning, and Public Works Departments, Lane County Transportation, Oregon Department of Transportation; DLCD, Siuslaw Valley Fire & Rescue, Lane Transit District, Siuslaw School District, City Code Enforcement; representatives from Peace Health and Pacific Bank; and members of the Florence City Council, Planning Commission, Transportation Advisory Committee, and citizens. Members of the PAC reviewed the technical aspects of the TSP.*

The PAC held eight joint meetings that focused on all aspects of the TSP development, including the evaluation of existing deficiencies and forecast needs; the selection of transportation options; the presentation of the draft TSP, and the review of ordinance amend-

1 ments. In addition to the established advisory committee, the draft
2 plans were discussed with the City and County Planning Commis-
3 sions, County Commissioners, and City Council at work sessions
4 and at public hearings. A summary of the meetings and dates relat-
5 ed to the public involvement process is provided in the TSP.
6

7 **CHAPTER 2: LAND USE**

8
9 **Policies**

- 10
11 **1. Designation and location of land uses shall be made based on**
12 **an analysis of documented need for land uses of various**
13 **types, physical suitability of the lands for the uses proposed,**
14 **adequacy of existing or planned public facilities and the exist-**
15 **ing or planned transportation network to serve the proposed**
16 **land use, and potential impacts on environmental, economic,**
17 **social and energy factors.**

18
19 *The proposal is consistent with this Comprehensive Plan policy be-*
20 *cause the amendments to the Comprehensive Plan, TSP, and Code*
21 *supplement and clarify the current documented adequacy of existing*
22 *and planned public facilities to serve the proposed land uses and*
23 *potential impacts on environmental factors.*

24
25 **RESIDENTIAL**

26
27 **Policies**

- 28
29 **4. Residential developers shall, in order to obtain subdivision**
30 **approval, provide streets of a suitable width and cross-**
31 **section, sidewalks, other transportation facilities consistent**
32 **with the Transportation System Plan, conveyance of natural**
33 **drainage flows through the site, stormwater management sys-**
34 **tems, appropriate traffic safety signs and street lights, and**
35 **normal and incidental public and quasi-public utilities includ-**
36 **ing water, sanitary sewer, stormwater, and underground elec-**
37 **tric, cable, telephone and potentially fiber optic cable.**

38
39 *The proposal is consistent with this Comprehensive Plan policy be-*
40 *cause the amendments to the Comprehensive Plan, TSP, and Code*
41 *implement this requirement for residential developers, in order to ob-*
42 *tain subdivision approval, to provide streets of a suitable width and*
43 *cross-section, sidewalks, other transportation facilities consistent*
44 *with the TSP.*

- 45
46 **11. New residential subdivisions shall dedicate rights-of-way and**
47 **construct pedestrian and bicycle trails in accordance with the**
48 **City's Transportation System Plan or where the extension of**

1 **an existing pedestrian and bicycle facility is warranted as a**
2 **logical extension of that city wide transportation system.**

3
4 *The proposal is consistent with this Comprehensive Plan policy be-*
5 *cause the amendments to the Comprehensive Plan, TSP, and Code*
6 *implement this requirement for new residential subdivisions to dedi-*
7 *cate rights-of-way and construct pedestrian and bicycle trails in ac-*
8 *cordance with the City's TSP or where the extension of an existing*
9 *pedestrian and bicycle facility is warranted as a logical extension of*
10 *that city wide transportation system.*

11
12 **COMMERCIAL**

13
14 **Policies**

- 15
16 **6. All commercial developments shall be expected to meet a min-**
17 **imum level of improvement and development standards, either**
18 **initially or at the time of reuse or redevelopment.**
- 19
20 **7. Commercial areas shall be planned in relation to the capacity**
21 **of existing and future transportation systems and public infra-**
22 **structure (sewer, water, stormwater).**
- 23
24 **9. Commercial facilities along highways and arterials shall be**
25 **designed to avoid congestion through alternative local street**
26 **access or consistent with the City's access management**
27 **guidelines found within its Transportation System Plan.**

28
29 *The proposal is consistent with these Comprehensive Plan policies*
30 *because the amendments to the Comprehensive Plan and Code im-*
31 *plement and supplement these requirements for all commercial de-*
32 *velopments to meet a minimum level of improvement and develop-*
33 *ment standards, either initially or at the time of reuse or redevelop-*
34 *ment; to be planned in relation to the capacity of existing and future*
35 *transportation systems; and for commercial facilities along highways*
36 *and arterials to be designed to avoid congestion through alternative*
37 *local street access or consistent with the City's access management*
38 *guidelines found within its TSP.*

39
40 **CHAPTER 8: PARKS, RECREATION AND OPEN SPACE**

41
42 **OPEN SPACE**

- 43
44 **13. The City shall encourage and support public/private efforts to**
45 **insure permanent public access and views of the Siuslaw Riv-**
46 **er and its scenic estuary.**

1 14. The City shall develop an interconnecting trail system, provid-
2 ing a full circular route around the Florence area and incorpor-
3 ating Rhododendron Drive, Munsel Lake, beaches, dunes, Old
4 Town, Port and Siuslaw Estuary. The system shall also con-
5 nect the various parks, residential areas, business, public
6 places through the following actions:

- 7
- 8 a. Consider the potential to establish or maintain bikeways
9 and/or walkways prior to vacating any public easement or
10 right-of-way;
 - 11 b. Develop and adopt a Comprehensive Trail Plan that in-
12 cludes bicycle and pedestrian facilities and provides for
13 park connections;
 - 14 c. Develop the bike lanes and multi-use paths identified in the
15 Florence Transportation System Plan to connect bicyclists
16 and pedestrians to parks, commercial centers
17 d. and nature areas;
 - 18 e. Develop and adopt bike and pedestrian facility design
19 standards; and
 - 20 f. Develop a system of trails and pathways to provide a safe
21 network that links neighborhoods, parks, natural open
22 space, schools, employment centers, shopping locations,
23 recreation facilities and other key community destinations.

24
25 *The proposal is consistent with these Comprehensive Plan policies*
26 *because the amendments to the Comprehensive Plan encourage*
27 *and support public/private efforts to insure permanent public access*
28 *and views of the Siuslaw River and its scenic estuary; and include*
29 *projects for an interconnecting trail system, providing a full circular*
30 *route around the Florence area and incorporating Rhododendron*
31 *Drive, Munsel Lake, beaches, dunes, Old Town, Port and Siuslaw*
32 *Estuary and connecting the various parks, residential areas, busi-*
33 *ness, public places through the specified actions.*

34
35 **CHAPTER 11: UTILITIES AND FACILITIES**

36 **PUBLIC FACILITY PLAN**

37 **Policies**

- 38
39
40
41 1. The following plans, in addition to the Transportation System
42 Plan in Chapter 12, comprise the Florence Public Facility Plan,
43 adopted as a supporting document to this Comprehensive
44 Plan:
- 45 a. City of Florence Wastewater Facilities Plan, Brown and
46 Caldwell, October, 1997, as amended
- 47

- b. **City of Florence Water System Master Plan Update, January, 2011, as amended**
- c. **City of Florence Wellfield and Water Treatment Expansion Project, February, 2001**
- d. **City of Florence Stormwater Management Plan, October 2000, as amended**

- 3. **Amend the Public Facility Plan, and the Comprehensive Plan, in order to modify, add to, or delete projects from the project lists in the Public Facility Plan for water, wastewater, and stormwater or to make significant changes to project location from that described in the Public Facility Plan.**

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

CHAPTER 12: TRANSPORTATION

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

DOWNTOWN IMPLEMENTATION PLAN

Objectives:

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

The TSP is consistent with the Downtown Implementation Plan because the project lists will achieve a balanced transportation/land use solution for Highway 101 that maintains its historic function as both the Coast’s primary transportation route, and as the center of Florence’s downtown; the TSP ensures that the transportation objectives of the downtown plan are consistent with the TSP, the Ore-

1 *gon Highway Plan, and ODOT’s adopted plans for Highway 101 and*
2 *Highway 126; and the TSP identifies suggested transportation im-*
3 *provements needed to facilitate redevelopment of the downtown ar-*
4 *ea consistent with land use and retail market strategies.*

5
6 **2. FLORENCE CITY CODE (FCC) TITLE 10: ZONING REGULATIONS**

7
8 **Chapter 1: Zoning Administration**
9 **Section 3: Amendments and Changes**

10
11 **FCC 10-3-C: LEGISLATIVE CHANGES**

- 12
13 **1. Initiation: A legislative change in zoning district boundaries, in the**
14 **text of this Title, Title 11 or in the Comprehensive Plan may be initi-**
15 **ated by resolution of the Planning Commission or by a request of the**
16 **Council to the Planning Commission that proposes changes be con-**
17 **sidered by the Commission and its recommendation returned to the**
18 **Council.**
- 19
20 **2. Notice and Public Hearing: Such notice and hearing as prescribed by**
21 **state law and the Comprehensive Plan then in effect. (Amd. by Ord.**
22 **30, Series 1990).**

23
24 *The proposal is consistent with the criteria in FCC 10-3-C because:*

- 25
26 *o The proposal is a legislative change in the text of Florence City*
27 *Code and in the Comprehensive Plan, affecting a large number of*
28 *properties with broad policy application;*
- 29
30 *o The amendments were initiated by Planning Commission Resolu-*
31 *tions;*
- 32
33 *o Notice of the public hearing was sent to DLCD at least 35 prior to*
34 *the proposed date for the first Planning Commission hearing, con-*
35 *sistent with the Comprehensive Plan, above; and*
- 36
37 *o Notice of the proposed change was provided in accordance with the*
38 *state law, as described in the Finding of compliance with State law,*
39 *below.*

40
41 **3. OREGON STATEWIDE PLANNING GOALS (OAR 660.015)**

42
43 *The proposal is consistent with the following applicable Statewide Planning*
44 *Goals; Statewide Planning Goals not cited below are not applicable to this pro-*
45 *posal.*

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

2
3 **To develop a citizen involvement program that insures the opportunity**
4 **for citizens to be involved in all phases of the planning process.**

5
6 **The citizen involvement program shall be appropriate to the scale of the**
7 **planning effort. The program shall provide for continuity of citizen par-**
8 **ticipation and of information that enables citizens to identify and com-**
9 **prehend the issues.**

10
11 **Federal, state and regional agencies and special-purpose districts shall**
12 **coordinate their planning efforts with the affected governing bodies and**
13 **make use of existing local citizen involvement programs established by**
14 **counties and cities.**

15
16 **The citizen involvement program shall incorporate the following com-**
17 **ponents:**

- 18
19 **1. Citizen Involvement -- To provide for widespread citizen involvement.**
20 **The citizen involvement program shall involve a cross-section of af-**
21 **ected citizens in all phases of the planning process. As a compo-**
22 **nent, the program for citizen involvement shall include an officially**
23 **recognized committee for citizen involvement (CCI) broadly repre-**
24 **sentative of geographic areas and interests related to land use and**
25 **land use decisions. Committee members shall be selected by an**
26 **open, well publicized public process.**
27
28 **2. Communication -- To assure effective two-way communication with**
29 **citizens. Mechanisms shall be established which provide for effective**
30 **communication between citizens and elected and appointed officials.**
31
32 **3. Citizen Influence -- To provide the opportunity for citizens to be in-**
33 **involved in all phases of the planning process. Citizens shall have the**
34 **opportunity to be involved in the phases of the planning process as**
35 **set forth and defined in the goals and guidelines for Land Use Plan-**
36 **ning, including Preparation of Plans and Implementation Measures,**
37 **Plan Content, Plan Adoption, Minor Changes and Major Revisions in**
38 **the Plan, and Implementation Measures.**
39
40 **4. Technical Information -- To assure that technical information is**
41 **available in an understandable form. Information necessary to reach**
42 **policy decisions shall be available in a simplified, understandable**
43 **form. Assistance shall be provided to interpret and effectively use**
44 **technical information. A copy of all technical information shall be**
45 **available at a local public library or other location open to the public.**
46
47 **5. Feedback Mechanisms -- To assure that citizens will receive a re-**
48 **sponse from policy-makers. Recommendations resulting from the**

1 citizen involvement program shall be retained and made available for
2 public assessment. Citizens who have participated in this program
3 shall receive a response from policy-makers. The rationale used to
4 reach land-use policy decisions shall be available in the form of a
5 written record.
6

7 *The proposal is consistent with Statewide Planning Goal 1 because the pro-*
8 *cess used to develop and adopt these Comprehensive Plan and Code*
9 *amendments insures the opportunity for citizens to be involved in all phases*
10 *of the planning process as follows:*

- 11
- 12 ○ *The citizen involvement program provides for widespread citizen in-*
13 *volvement. The citizen involvement program involves a cross-*
14 *section of affected citizens in all phases of the planning process and*
15 *includes the Planning Commission, the officially recognized commit-*
16 *tee for citizen involvement (CCI) which makes recommendations to*
17 *the City Council.*
- 18
- 19 ○ *Effective communication between citizens and elected and appoint-*
20 *ed officials in the project is provided through open houses, work*
21 *sessions, and public hearings, all open to the public, at which public*
22 *input is sought and heard.*
- 23
- 24 ○ *Citizens are provided the opportunity to be involved in all phases of*
25 *the planning process, including preparation of the proposed Com-*
26 *prehensive Plan and Code amendments.*
- 27
- 28 ○ *Technical information is explained in staff reports and PowerPoint*
29 *presentations so that information necessary reach policy decisions*
30 *are available in a simplified, understandable form. City staff provide*
31 *assistance to interpret and effectively use technical information. A*
32 *copy of all technical information is available on the City and/or pro-*
33 *ject web site as well as at City Hall offices.*
- 34
- 35 ○ *Citizens receive a response from policy-makers in the form of written*
36 *minutes of all public hearings and meetings which are retained and*
37 *made available for public assessment and include the rationale used*
38 *to reach decisions on the proposal.*
- 39

40 **GOAL 2: LAND USE PLANNING [OAR 660-015-0000(2)]**

41

42 **PART I -- PLANNING**

43 **To establish a land use planning process and policy framework as a ba-**
44 **sis for all decisions and actions related to use of land and to assure an**
45 **adequate factual base for such decisions and actions.**

46

47 **All land-use plans and implementation ordinances shall be adopted by**
48 **the governing body after public hearing and shall be reviewed and, as**

1 needed, revised on a periodic cycle to take into account changing public
2 public policies and circumstances, in accord with a schedule set forth in the
3 plan. Opportunities shall be provided for review and comment by citi-
4 zens and affected governmental units during preparation, review and
5 revision of plans and implementation ordinances.
6

7 *The proposal is consistent with Goal 2 because:*

- 8
- 9 ○ *the Comprehensive Plan amendments provide a policy framework*
10 *as a basis for land use decisions and the implementing Code*
11 *amendments provide for supporting documents that provide the fac-*
12 *tual base for these decisions;*
- 13
- 14 ○ *the ordinance adopting the amendments to the Comprehensive*
15 *Plan, TSP, and Code will be adopted by the City Council after pub-*
16 *lic hearing;*
- 17
- 18 ○ *further amendments to the TSP will be reviewed and, as needed,*
19 *revised on a periodic cycle to take into account changing public poli-*
20 *cies and circumstances; and*
- 21
- 22 ○ *opportunities have been and will be provided for review and com-*
23 *ment by citizens and affected governmental units during this review*
24 *and revision of the Comprehensive Plan, TSP and City Code, as re-*
25 *flected in the Public Involvement Plan.*
- 26

27 **GOAL 5, OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL**
28 **RESOURCES, requires the conservation of open space and the protection**
29 **of natural and scenic resources.**

30

31 *The TSP is consistent with this goal because the City Code requires a review*
32 *of environmental impacts of transportation projects where they impact Goal 5*
33 *resource sites.*

34

35 **GOAL 6, AIR, WATER AND LAND RESOURCE QUALITY, requires the**
36 **maintenance and improvement of the quality of air, water and land re-**
37 **sources.**

38

39 *The TSP is consistent with this goal because it contains many projects that*
40 *support a more compact land use pattern and encourage the use of alterna-*
41 *tives to the automobile. Less reliance on the automobile results in lower levels*
42 *of air and water pollution. Florence Comprehensive Plan findings and related*
43 *policies also support this goal.*

1 **GOAL 7, AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS,** re-
2 **quires the protection of life and property from natural disasters and haz-**
3 **ards.**

4
5 *The TSP is consistent with this goal because soil stability is addressed by a*
6 *combination of existing and acknowledged Goal 5 regulations and building*
7 *codes. TSP transportation projects must be consistent with these existing*
8 *regulations. As part of the project development process, evaluation of existing*
9 *conditions and application for relevant permits is made prior to construction.*

10
11 **GOAL 8, RECREATIONAL NEEDS,** requires satisfaction of the recreational
12 **needs of both citizens and visitors to the state.**

13
14 *The TSP is consistent with this goal because it identifies and includes pro-*
15 *jects for transportation facilities that are also recreational facilities. The TSP*
16 *also identifies pedestrian and bicycle projects that connect residential areas*
17 *to recreational destinations.*

18
19 **GOAL 9, ECONOMIC DEVELOPMENT,** requires provision of adequate op-
20 **portunities for a variety of economic activities vital to public health, wel-**
21 **fare, and prosperity.**

22
23 *The TSP is consistent with this goal because it reinforces the City's freight*
24 *network with transportation projects that will provide access to freight facilities*
25 *and employment sites. Florence Comprehensive Plan policies also support*
26 *this goal.*

27
28 **GOAL 10, HOUSING,** requires provision for the housing needs of citizens of
29 **the state.**

30
31 *The TSP is consistent with this goal because it reinforces the livability of Flor-*
32 *ence's neighborhoods by including bicycle and sidewalk projects. Florence*
33 *Comprehensive Plan policies also support this goal.*

34
35 **GOAL 11: PUBLIC FACILITY PLANNING [OAR 660-015-0000(11)]**

36
37 **To plan and develop a timely, orderly and efficient arrangement of pub-**
38 **lic facilities and services to serve as a framework for urban and rural**
39 **development.**

40
41 **Urban and rural development shall be guided and supported by types**
42 **and levels of urban and rural public facilities and services appropriate**
43 **for, but limited to, the needs and requirements of the urban, urbaniza-**
44 **ble, and rural areas to be served. A provision for key facilities shall be**
45 **included in each plan. Cities or counties shall develop and adopt a pub-**
46 **lic facility plan for areas within an urban growth boundary containing a**
47 **population greater than 2,500 persons. To meet current and long-range**

1 needs, a provision for solid waste disposal sites, including sites for in-
2 ert waste, shall be included in each plan.
3

4 **Urban Facilities and Services** – Refers to key facilities and to appropri-
5 ate types and levels of at least the following: police protection; sanitary
6 facilities; storm drainage facilities; planning, zoning and subdivision
7 control; health services; recreation facilities and services; energy and
8 communication services; and community governmental services.
9

10 **Public Facilities Plan** – A public facility plan is a support document or
11 documents to a comprehensive plan. The facility plan describes the wa-
12 ter, sewer and transportation facilities which are to support the land us-
13 es designated in the appropriate acknowledged comprehensive plan or
14 plans within an urban growth boundary containing a population greater
15 than 2,500.
16

17 *The proposal is consistent with Statewide Planning Goal 11 because:*

- 18
- 19 ○ *the proposed amendments continue to provide a timely, orderly and*
20 *efficient arrangement of public facilities and services to serve as a*
21 *framework for urban development;*
- 22
- 23 ○ *through the TSP, urban development in Florence will be guided and*
24 *supported by types and levels of urban public facilities and services*
25 *appropriate for, but limited to, the needs and requirements of the ur-*
26 *ban and urbanizable areas to be served;*
- 27
- 28 ○ *a provision for key facilities is included in the Comprehensive Plan;*
- 29
- 30 ○ *the proposal amends the Florence Public Facility Plan (PFP) which*
31 *has been adopted for the Florence urban growth boundary which*
32 *contains a population greater than 2,500; and the PFP describes the*
33 *water, sewer and transportation facilities that support the land uses*
34 *designated in the acknowledged Comprehensive Plan.*
35

36 **GOAL 12, TRANSPORTATION, requires provision of a safe, convenient and**
37 **economic transportation system.**
38

39 *The TSP is consistent with this goal because it completely updates the City's*
40 *transportation policies and meets all the requirements of the TPR, including*
41 *balancing the needs of all users of the transportation system and strengthen-*
42 *ing each modal network through the identification of projects. Findings for the*
43 *TPR follow the Statewide Planning Goal findings. Florence Comprehensive*
44 *Plan policies in Chapter 12, Transportation also support this goal.*
45
46
47

1 **Goal 13, Energy Conservation, requires development of a land use pattern**
2 **that maximizes the conservation of energy based on sound economic prin-**
3 **ciples.**

4
5 *The TSP is consistent with this goal because it supports a balanced transpor-*
6 *tation system that encourages additional walking, bicycling, and transit trips*
7 *and reduces reliance on the single-occupant vehicle. New connectivity stand-*
8 *ards will result in a street system with less out-of-direction travel. Florence*
9 *Comprehensive Plan policies on Goal 13, Energy also support this goal.*

10
11 **Goal 14, Urbanization, requires provision of an orderly and efficient transi-**
12 **tion of rural lands to urban use.**

13
14 *The TSP is consistent with this goal because it supports the intensification of*
15 *development in Florence by providing a multimodal transportation system.*
16 *The TSP supports the urban growth boundary by improving mobility and ac-*
17 *cessibility inside the urbanized areas, and consequently reducing the poten-*
18 *tial need for conversion of rural lands to urban uses. New connectivity stand-*
19 *ards will increase the efficiency of the street system and support infill devel-*
20 *opment. Florence Comprehensive Plan in Chapter 2, Land Use also support*
21 *this goal.*

22
23 **4. OREGON REVISED STATUTES**

24
25 **ORS 197.175 Cities' and counties' planning responsibilities; rules on in-**
26 **corporations; compliance with goals.**

27
28 **(2) Pursuant to ORS chapters 195, 196 and 197, each city and county in**
29 **this state shall:**

30 **(a) Prepare, adopt, amend and revise comprehensive plans in com-**
31 **pliance with goals approved by the commission;**

32 **(b) Enact land use regulations to implement their comprehensive**
33 **plans;**

34
35 *The proposal is consistent with ORS 197.175 because the amendments to*
36 *the Comprehensive Plan are in compliance with Statewide Planning Goals, as*
37 *stated in the above findings; and the amendments to the Code implement the*
38 *amendments to the Comprehensive Plan.*

39
40 **ORS 197.250 Compliance with goals required.**

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

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

3
4 **ORS 197.253 Participation in local proceedings required for submitting**
5 **comments and objections.**

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

13
14 *The proposal is consistent with ORS 197.253 because written comments and*
15 *objections to the amendments will be allowed only if the person participated in*
16 *the City process to adopt the amendments. Notices will be sent to persons*
17 *who participated informing them of the decision by the City Council and the*
18 *appeal process.*

19
20 **POST-ACKNOWLEDGMENT PROCEDURES**

21 **ORS 197.610 Local government notice of proposed amendment or new**
22 **regulation; exceptions; report to commission. (1) A proposal to amend a**
23 **local government acknowledged comprehensive plan or land use regu-**
24 **lation or to adopt a new land use regulation shall be forwarded to the Di-**
25 **rector of the Department of Land Conservation and Development at**
26 **least 35 days before the first evidentiary hearing on adoption. The pro-**
27 **posal forwarded shall contain the text and any supplemental infor-**
28 **mation that the local government believes is necessary to inform the di-**
29 **rector as to the effect of the proposal. The notice shall include the date**
30 **set for the first evidentiary hearing.**

31
32 *The proposal is consistent with ORS 197.610 because the proposal was for-*
33 *warded to the Department of Land Conservation and Development on Febru-*
34 *ary 21, 2012 at least 35 days before the March 27, 2012 public hearing, the*
35 *first evidentiary hearing on adoption; the proposal forwarded contained the*
36 *comprehensive plan, zoning code, and transportation system plan text; and*
37 *the notice included the date set for the first evidentiary hearing.*

38
39 **ORS 197.615 Local government notice of adopted amendment or new**
40 **regulation; content; notice by director. (1) A local government that**
41 **amends an acknowledged comprehensive plan or land use regulation or**
42 **adopts a new land use regulation shall mail or otherwise submit to the**
43 **Director of the Department of Land Conservation and Development a**
44 **copy of the adopted text of the comprehensive plan provision or land**
45 **use regulation together with the findings adopted by the local govern-**
46 **ment. The text and findings must be mailed or otherwise submitted not**
47 **later than five working days after the final decision by the governing**
48 **body. If the proposed amendment or new regulation that the director re-**

1 received under ORS 197.610 has been substantially amended, the local
2 government shall specify the changes that have been made in the notice
3 provided to the director. If the text and findings are mailed, they shall
4 include a signed statement by the person mailing them indicating the
5 date of deposit in the mail.
6

7 *The proposal is consistent with ORS 197.615 because, after adoption, the*
8 *City will submit to DLCD a copy of the adopted text of the comprehensive*
9 *plan provision or land use regulation together with the findings adopted by the*
10 *City; the text and findings will be mailed or otherwise submitted not later than*
11 *five working days after the final decision by the City Council; if the proposed*
12 *amendments have been substantially amended, the City specify the changes*
13 *that have been made in the notice provided to the director; and, the mailed*
14 *text and findings will include a signed statement by the person mailing them*
15 *indicating the date of deposit in the mail.*
16

17 5. OREGON ADMINISTRATIVE RULES

18 DIVISION 11: PUBLIC FACILITIES PLANNING

19 OAR 660-011-0005 20 Definitions

21 (1) "Public Facilities Plan": A public facility plan is a support document
22 or documents to a comprehensive plan. The facility plan describes the
23 water, sewer and transportation facilities which are to support the land
24 uses designated in the appropriate acknowledged comprehensive plans
25 within an urban growth boundary containing a population greater than
26 2,500. Certain elements of the public facility plan also shall be adopted
27 as part of the comprehensive plan, as specified in OAR 660-11-045.
28

29 OAR 660-11-045 30 Adoption and Amendment Procedures for Public Facility Plans

31 (1) The governing body of the city or county responsible for develop-
32 ment of the public facility plan shall adopt the plan as a supporting doc-
33 ument to the jurisdiction's comprehensive plan and shall also adopt as
34 part of the comprehensive plan:

- 35 (a) The list of public facility project titles, excluding (if the juris-
36 diction so chooses) the descriptions or specifications of those
37 projects;
38 (b) A map or written description of the public facility projects' lo-
39 cations or service areas as specified in sections (2) and (3) of this
40 rule; and
41 (c) The policy(ies) or urban growth management agreement des-
42 ignating the provider of each public facility system. If there is
43 more than one provider with the authority to provide the system
44
45
46
47

1 within the area covered by the public facility plan, then the pro-
2 vider of each project shall be designated.

3
4 **(2) Certain public facility project descriptions, location or service area**
5 **designations will necessarily change as a result of subsequent design**
6 **studies, capital improvement programs, environmental impact studies,**
7 **and changes in potential sources of funding. It is not the intent of this**
8 **division to:**

9 **(a) Either prohibit projects not included in the public facility plans**
10 **for which unanticipated funding has been obtained;**

11 **(b) Preclude project specification and location decisions made**
12 **according to the National Environmental Policy Act; or**

13 **(c) Subject administrative and technical changes to the facility**
14 **plan to ORS 197.610(1) and (2) or 197.835(4).**

15
16 **(3) The public facility plan may allow for the following modifications to**
17 **projects without amendment to the public facility plan:**

18 **(a) Administrative changes are those modifications to a public fa-**
19 **ility project which are minor in nature and do not significantly**
20 **impact the project's general description, location, sizing, capaci-**
21 **ty, or other general characteristic of the project;**

22 **(b) Technical and environmental changes are those modifications**
23 **to a public facility project which are made pursuant to "final engi-**
24 **neering" on a project or those that result from the findings of an**
25 **Environmental Assessment or Environmental Impact Statement**
26 **conducted under regulations implementing the procedural provi-**
27 **sions of the National Environmental Policy Act of 1969 (40 CFR**
28 **Parts 1500-1508) or any federal or State of Oregon agency project**
29 **development regulations consistent with that Act and its regula-**
30 **tions.**

31 **(c) Public facility project changes made pursuant to subsection**
32 **(3)(b) of this rule are subject to the administrative procedures and**
33 **review and appeal provisions of the regulations controlling the**
34 **study (40 CFR Parts 1500-1508 or similar regulations) and are not**
35 **subject to the administrative procedures or review or appeal pro-**
36 **visions of ORS Chapter 197, or OAR Chapter 660 Division 18.**

37
38 **(4) Land use amendments are those modifications or amendments to**
39 **the list, location or provider of, public facility projects, which signifi-**
40 **cantly impact a public facility project identified in the comprehensive**
41 **plan and which do not qualify under subsection (3)(a) or (b) of this rule.**
42 **Amendments made pursuant to this subsection are subject to the ad-**
43 **ministrative procedures and review and appeal provisions accorded**
44 **"land use decisions" in ORS Chapter 197 and those set forth in OAR**
45 **Chapter 660 Division 18.**

46 **Stat. Auth.: ORS 183 & [ORS 197](#)**

47 **Stats. Implemented: [ORS 197.712](#)**

48 **Hist.: LCDC 4-1984, f. & ef. 10-18-84**

1
2 *The proposed amendments are consistent with OAR 660 Division 11 because*
3 *they incorporate the required portions of the TSP and Public Facilities Plan in-*
4 *to the Comprehensive Plan.*

5
6 **DIVISION 12: TRANSPORTATION (OAR 660-012-0000)**

7
8 **Transportation Planning Rule Findings**

9
10 *The Transportation Planning Rule (TPR) was adopted in 1991 and amended*
11 *in 1996 to implement Statewide Planning Goal 12 (Transportation). Local ju-*
12 *risdictions are required to comply with the TPR and adopt TSPs as part of*
13 *their comprehensive plans. The TSP complies with the TPR because it is*
14 *adopted as a supporting document to Florence’s Comprehensive Plan and*
15 *meets the specific requirements noted below.*

16
17 **Section 660-012-0000, the Purpose, of the TPR is to promote the devel-**
18 **opment of safe, convenient and economic transportation systems and**
19 **to achieve such goals as: support availability of transportation choices;**
20 **provide for adequate and balanced transportation systems, including**
21 **for the transportation disadvantaged; and to coordinate transportation**
22 **and land use planning.**

23
24 *The TSP is supportive of the purpose (660-012-0000) because it contains pol-*
25 *icies, projects, and strategies to meet projected needs and needs of the*
26 *transportation disadvantaged; to promote a safe, convenient, economic, and*
27 *balanced transportation system; and to coordinate transportation and land*
28 *use planning.*

29
30 **Section 660-012-0020(1), Coordinated Network of Transportation Facili-**
31 **ties, of the TPR requires TSPs to establish a coordinated network of**
32 **transportation facilities adequate to serve state, regional and local**
33 **transportation needs.**

34
35 *The TSP complies with this requirement because it incorporates transporta-*
36 *tion improvements on the state, regional and local networks for all modes.*
37 *There is no Regional Transportation Plan (RTP) for the Florence UGB. The*
38 *Florence TSP was coordinated with Lane County and the Oregon Transporta-*
39 *tion Plan.*

40
41 **Section 660-012-0020(2)(a), Determination of Transportation Needs, of**
42 **the TPR requires TSPs to include a determination of transportation**
43 **needs as provided in 660-012-0030.**

44
45 *The TSP fulfills this requirement as demonstrated in the findings below for*
46 *660-012-0030 of the TPR.*

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

5
6 *The TSP meets this requirement because it identifies state, regional and local*
7 *transportation needs relevant to the Florence UGB and bases needs on pro-*
8 *jections of future travel demand. There is no Regional Transportation Plan*
9 *(RTP) for the Florence UGB. The Florence TSP was coordinated with Lane*
10 *County and the Oregon Transportation Plan.*

11
12 **Section 660-012-0030, Determination of Transportation Needs (1)(b), of**
13 **the TPR requires TSPs to identify the needs of the transportation disad-**
14 **vantaged.**

15
16 *The TSP meets this requirement because it identifies areas in the City not*
17 *well-served by transit and the findings of recent transit studies and plans, in-*
18 *cluding the Transit Plan update.*

19
20 **Section 660-012-0030, Determination of Transportation Needs (1)(c), of**
21 **the TPR requires TSPs to identify the needs for movement of goods and**
22 **services to support industrial and commercial development.**

23
24 *The TSP meets this requirement because the modal plans in the TSP sum-*
25 *marize the needs for these modes.*

26
27 **Section 660-012-0030, Determination of Transportation Needs (3)(a), of**
28 **the TPR requires TSPs to use 20-year population and employment fore-**
29 **casts in determining state, regional, and local needs.**

30
31 *The TSP is consistent with this requirement because it relied on the coordi-*
32 *nated 20-year population projections adopted by Lane County and incorpo-*
33 *rated into the Comprehensive Plan.*

34
35 **Section 660-012-0030, Determination of Transportation Needs (3)(b), of**
36 **the TPR requires TSPs to include, as part of their determination of**
37 **needs, measures to reduce reliance on the automobile.**

38
39 *The TSP is consistent with this requirement because the TSP includes*
40 *measures such as transit availability, bicycle paths, and other alternative*
41 *mode facilities to reduce reliance on the automobile.*

42
43 **Section 660-012-0020(3)(a) of the TPR requires an inventory, assess-**
44 **ment of capacity, and conditions for the street system.**

45
46 *The TSP meets this requirement because it includes the TSP Inventory. The*
47 *inventory includes the status and condition of streets, structures such as*
48 *bridges, signs and signals, lighting, parking meters, traffic calming devices,*

1 *pavement condition, and number of lanes and lane widths. The TSP relied on*
2 *recent assessments of street capacity and on other data such as traffic*
3 *counts and accident information.*

4
5 **Section 660-012-0020(3)(b) A system of planned transportation facilities,**
6 **services and major improvements. The system shall include a descrip-**
7 **tion of the type or functional classification of planned facilities and ser-**
8 **vices and their planned capacities and performance standards.**

9
10 *The TSP meets this requirement because it includes maps and project de-*
11 *scriptions for major transportation improvements, including state, regional,*
12 *and local street improvements.*

13
14 **Section 660-012-0020(2)(b), Road Plan, of the TPR requires a plan that**
15 **includes a system of arterials and collectors and standards for the lay-**
16 **out of local streets and other important non-collector street connec-**
17 **tions.**

18
19 *The TSP is consistent with this requirement because it contains motor vehicle*
20 *classification maps for the City. The maps include Major City Traffic Streets,*
21 *District Collectors, Neighborhood Collectors, Traffic Access Streets and Local*
22 *Service Traffic Streets. The TSP includes policies and plans that establish the*
23 *spacing standards for new streets and connectivity standards for lands that*
24 *are being divided.*

25
26 **Section 660-012-0020(2)(c), Public Transportation Plan, of the TPR re-**
27 **quires an inventory and assessment of public transportation services**
28 **including services for the transportation disadvantaged.**

29
30 *The TSP is consistent with this requirement because it includes the TSP In-*
31 *ventory which includes the existing transit network; transit centers, stops, the*
32 *fleet, frequency, ridership, and loading; special transit services; location of un-*
33 *served or underserved populations; and inter-city bus services.*

34
35 **Section 660-012-0020(2)(c), Public Transportation Plan, of the TPR re-**
36 **quires a plan for public transportation that includes existing and**
37 **planned transit streets, terminals, major transit stops, and park-and-ride**
38 **stations.**

39
40 *The TSP is consistent with this requirement because it contains a Transit*
41 *Plan that addresses the needs for transit services by the available providers.*

42
43 **Section 660-012-0020(3)(a), Inventory and general assessment of exist-**
44 **ing and committed transportation facilities and services by function,**
45 **type, capacity and condition.**

46

1 *The TSP meets this requirement because it includes maps and project de-*
2 *scriptions for major transportation improvements and a description of the re-*
3 *sponsible providers.*

4
5 **Section 660-012-0020(3)(a), Bicycle Plan, of the TPR requires an invento-**
6 **ry and assessment of bicycle facilities.**

7
8 *The TSP is consistent with this requirement because it includes the TSP In-*
9 *ventory which describes the miles of existing and planned bikeways, the width*
10 *of the facilities, their condition and surface, and the responsible jurisdiction.*
11 *The TSP identifies all of the projects needed to address the parts of the bicy-*
12 *cle system not completed. The TSP project list includes all of the bicycle pro-*
13 *jects not yet completed.*

14
15 **Section 660-012-0020(2)(d), Bicycle Plan, of the TPR requires a plan for a**
16 **network of bicycle routes throughout the planning area.**

17
18 *The TSP is consistent with this requirement because it incorporates and up-*
19 *dates the policy and project sections of the Plan for bicycles. The City classi-*
20 *fies Bikeways and Off-Street Paths and the TSP maps show the bicycle net-*
21 *work for the City.*

22
23 **Section 660-012-0020(3)(b-c), Pedestrian Plan, of the TPR requires a**
24 **map and description of planned facilities/services/improvements and a**
25 **description of the responsible provider.**

26
27 *The TSP meets this requirement because it includes maps and project de-*
28 *scriptions for major pedestrian improvements.*

29
30 **Section 660-012-0020(3)(a), Pedestrian Plan, of the TPR requires an in-**
31 **ventory and assessment of pedestrian facilities.**

32
33 *The TSP is consistent with this requirement because it includes the TSP In-*
34 *ventory which describes the location and condition of sidewalks and curb*
35 *ramps and parties responsible for maintenance of the facilities. The sidewalk*
36 *inventory is broken out by miles of sidewalk and percentage of streets with*
37 *and without sidewalks; identifies the projects needed to complete the pedes-*
38 *trian system as identified by the community during the development of the*
39 *plan. The TSP project list includes all of the pedestrian projects not yet com-*
40 *pleted. Sidewalks are also completed in conjunction with adjacent develop-*
41 *ment or through the local improvement district process.*

42
43 **Section 660-012-0020(2)(d), Pedestrian Plan, of the TPR requires a plan**
44 **for a network of pedestrian routes throughout the planning area.**

45
46 *The TSP is consistent with this requirement because it incorporates and up-*
47 *dates the policy and project sections related to pedestrian facilities and shows*
48 *the pedestrian network for the City.*

1
2 **Section 660-012-0020(3)(b-c), Bicycle Plan, of the TPR requires a map**
3 **and description of planned facilities/services/improvements and a de-**
4 **scription of the responsible provider.**

5
6 *The TSP meets this requirement because it includes maps and project de-*
7 *scriptions for major bicycle improvements.*

8
9 **Section 660-012-0020(2)(e); Air, Rail, Water, and Pipeline Transportation**
10 **Plan, of the TPR requires TSPs to identify where major facilities are lo-**
11 **cated or planned within the planning area.**

12
13 *The TSP meets this requirement because the TSP Inventory includes maps*
14 *and text describing these facilities including airport, major freight facilities*
15 *(marine terminals, rail facilities, airports, reload facilities, truck terminals, dis-*
16 *tribution facilities and carriers).*

17
18 **Section 660-012-0020(2)(f), Transportation System Management, of the**
19 **TPR requires TSPs to address travel demand with measures which may**
20 **include traffic signal improvements, traffic control devices, channeliza-**
21 **tion, access management, ramp metering, and restriping for HOV lanes.**

22
23 *The TSP is supportive of this policy because it includes policies that call for*
24 *giving preference to transportation improvements that use existing roadway*
25 *capacity efficiently and improve the safety of the system; supports using ac-*
26 *cess management in situations where needed to ensure the safe and efficient*
27 *operation of higher-speed, heavily traveled streets; and includes projects,*
28 *programs, and strategies to make the system more efficient and safer without*
29 *capacity increases.*

30
31 **Section 660-012-0025(2), Complying with Statewide Goals, of the TPR**
32 **requires findings of compliance with applicable statewide planning**
33 **goals.**

34
35 *The TSP is consistent with this requirement because statewide planning goal*
36 *findings are included in earlier sections in these findings that demonstrate*
37 *compliance.*

38
39 **Section 660-012-0025(2), Complying with Comprehensive Plan, of the**
40 **TPR requires findings of compliance with applicable acknowledged**
41 **comprehensive plan policies.**

42
43 *The TSP is consistent with this requirement because the findings of compli-*
44 *ance with Florence's Comprehensive Plan are contained in earlier sections of*
45 *these findings that demonstrate compliance.*

46
47 **Section 660-012-0045(6), of the TPR requires: In developing a bicycle**
48 **and pedestrian circulation plan as required by 660-012-0020(2)(d), local**

1 governments shall identify improvements to facilitate bicycle and pe-
2 destrian trips to meet local travel needs in developed areas. Appropriate
3 improvements should provide for more direct, convenient and safer bi-
4 cycle or pedestrian travel within and between residential areas and
5 neighborhood activity centers (i.e., schools, shopping, transit stops).
6 Specific measures include, for example, constructing walkways be-
7 tween cul-de-sacs and adjacent roads, providing walkways between
8 buildings, and providing direct access between adjacent uses.
9

10 *The TSP is consistent with this requirement because it identifies improve-*
11 *ments to facilitate bicycle and pedestrian trips to meet local travel needs in*
12 *developed areas that provide for more direct, convenient and safer bicycle or*
13 *pedestrian travel within and between residential areas and neighborhood ac-*
14 *tivity centers (i.e., schools, shopping, transit stops).*
15

16 **Section 660-012-0045(7), of the TPR requires: Local governments shall**
17 **establish standards for local streets and accessways that minimize**
18 **pavement width and total right-of-way consistent with the operational**
19 **needs of the facility. The intent of this requirement is that local govern-**
20 **ments consider and reduce excessive standards for local streets and**
21 **accessways in order to reduce the cost of construction, provide for**
22 **more efficient use of urban land, provide for emergency vehicle access**
23 **while discouraging inappropriate traffic volumes and speeds, and which**
24 **accommodate convenient pedestrian and bicycle circulation. Not with-**
25 **standing section (1) or (3) of this rule, local street standards adopted to**
26 **meet this requirement need not be adopted as land use regulations.**
27

28 *The TSP is consistent with this requirement because the City Code establish-*
29 *es standards for local streets and accessways that minimize pavement width*
30 *and total right-of-way consistent with the operational needs of the facility.*
31

32 **Section 660-012-0040(1) and (2)(a-c), Transportation Financing Program,**
33 **of the TPR requires TSPs to include a financing program that lists**
34 **planned transportation facilities and major improvements, an estimate**
35 **of timing, and rough cost estimates.**
36

37 *The TSP is consistent with this requirement because it includes descriptions*
38 *of the major transportation system improvements for the next 20 years, in-*
39 *cluding a general estimate of timing and rough cost estimates.*
40

41 **Section 660-012-0040(3), Transportation Financing Program, of the TPR**
42 **requires TSPs to include in the transportation financing program a dis-**
43 **ussion of the facility provider's existing funding mechanisms and the**
44 **ability of these and possible new mechanisms to fund the development**
45 **of the identified transportation improvements.**
46

1 *The TSP is consistent with this requirement because it describes state, coun-*
2 *ty, and local funding for transportation mechanisms and the ability of identified*
3 *and new resources to fund the system.*

4
5 **Section 660-012-0045(1)(c), Implementation of the TSP, of the TPR re-**
6 **quires regulations that provide for consolidated review of land use de-**
7 **isions required to permit a transportation project.**

8
9 *The TSP is consistent with this requirement because the Florence Code pro-*
10 *vides for a consolidated land use review process for all land use applications.*
11 *This includes transportation projects that require a land use review.*

12
13 **Section 660-012-0045(2)(a), Implementation of the TSP, of the TPR re-**
14 **quires TSPs to include measures that control access, such as driveway**
15 **and road spacing, median control, and signal spacing standards con-**
16 **sistent with the functional classification of streets.**

17
18 *The TSP is consistent with this requirement because Florence City Code con-*
19 *tains provisions for Access Management and the TSP policies provide the*
20 *policy basis for access management including the location and width of*
21 *driveways and the location and spacing of streets.*

22
23 **Section 660-012-0045(2)(b), Implementation of the TSP, of the TPR re-**
24 **quires TSPs to include standards to protect operation of roads, transit-**
25 **ways and major transit corridors.**

26
27 *The TSP is consistent with this requirement because the TSP includes these*
28 *standards.*

29
30 **Section 660-012-0045(2)(c), Implementation of the TSP, of the TPR re-**
31 **quires TSPs to protect public use airports by controlling land uses with-**
32 **in airport noise corridors and imaginary surfaces, and by limiting physi-**
33 **cal hazards to air navigation.**

34
35 *The TSP is consistent with this requirement because it includes regulations*
36 *that protect the Florence Airport and standards to protect the airport are in-*
37 *cluded in the Florence Airport Overlay Zone.*

38
39 **Section 660-012-0045(2)(d), Implementation of the TSP, of the TPR re-**
40 **quires TSPs to include a process for coordinated review of future land**
41 **use decisions affecting transportation facilities, corridors or sites.**

42
43 *The TSP is consistent with this requirement because the Florence Code pro-*
44 *vides for a consolidated land use review process for all land use applications.*

45
46 **Section 660-012-0045(2)(e), Implementation of the TSP, of the TPR re-**
47 **quires TSPs to include a process to apply conditions to development**

1 **proposals in order to minimize impacts and protect transportation facili-**
2 **ties, corridors or sites.**

3
4 *The TSP is consistent with this requirement because the City Code allows the*
5 *City to attach conditions to the approval of all discretionary reviews.*
6

7 **Section 660-012-0045(2)(f), Implementation of the TSP, of the TPR re-**
8 **quires TSPs to provide notice to public agencies providing transporta-**
9 **tion facilities and services to ODOT.**

10
11 *The TSP is consistent with this requirement because the Florence Planning*
12 *Office provides notice to affected transportation agencies of land use and*
13 *land division applications including those within airport noise corridors and*
14 *imaginary surfaces which affect airport operations. Lane County and ODOT*
15 *are notified of all land use reviews and are provided an opportunity to re-*
16 *spond.*
17

18 **Section 660-012-0045(2)(g), Implementation of the TSP, of the TPR re-**
19 **quires TSPs to include measures to insure that amendments to land use**
20 **designations, densities, and design standards are consistent with the**
21 **functions, capacities, and levels-of-service of facilities identified in the**
22 **TSP.**

23
24 *The TSP is consistent with this requirement because the Comprehensive*
25 *Plan and City Code require amendments to land use designations, densities,*
26 *and design standards be consistent with the functions, capacities, and levels-*
27 *of-service of facilities identified in the TSP.*
28

29 **Section 660-012-0045(3)(a), Implementation of the TSP, of the TPR re-**
30 **quires TSPs to require bicycle parking facilities as part of new multifam-**
31 **ily residential development of four units or more, new retail, office and**
32 **institutional developments, and all transit transfer stations and park-**
33 **and-ride lots.**

34
35 *The TSP is consistent with this requirement because the Florence City Code*
36 *requires bicycle parking facilities as part of new multi-family residential devel-*
37 *opment, new retail, office and institutional developments.*
38

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

45
46 *The TSP is consistent with this requirement because City Code requires on-*
47 *site pedestrian and bicycle facilities within new subdivisions, multifamily de-*
48 *velopment, planned developments, shopping centers, commercial districts ad-*

1 *acent to residential areas and transit stops, and neighborhood activity cen-*
2 *ters within one-half mile of the development.*

3
4 **Section 660-012-0045(3)(b)(B), Implementation of the TSP, of the TPR**
5 **requires TSPs to provide bikeways along arterials and major collectors**
6 **and sidewalks along arterials, collectors, and most local streets.**

7
8 The TSP is consistent with this requirement because the City Code requires
9 bikeways along arterials and major collectors and sidewalks along arterials,
10 collectors, and most local streets.

11
12 **Section 660-012-0045(3)(b)(D), Implementation of the TSP, of the TPR**
13 **requires TSPs to establish their own standards or criteria for providing**
14 **streets and accessways consistent with the TPR.**

15
16 *The TSP is consistent with this requirement because it establishes standards*
17 *for providing streets and accessways consistent with the TPR.*

18
19 **Section 660-012-0045(3)(e), Implementation of the TSP, of the TPR re-**
20 **quires TSPs to require internal pedestrian circulation within new office**
21 **parks and commercial developments be provided through clustering of**
22 **buildings, construction of accessways, walkways and similar tech-**
23 **niques.**

24
25 *The TSP is consistent with this requirement because the Code requires inter-*
26 *nal pedestrian circulation within new office parks and commercial develop-*
27 *ments be provided through clustering of buildings, construction of access-*
28 *ways, walkways and similar techniques.*

29
30 **Section 660-012-0045(6), Bicycle and Pedestrian Improvements in De-**
31 **veloped Areas, of the TPR requires TSPs to identify improvements for**
32 **bicycles and pedestrians to meet local travel needs in developed areas.**

33
34 *The TSP is consistent with this requirement because it identifies improve-*
35 *ments for bicycles and pedestrians to meet local travel needs in developed*
36 *areas.*

37
38 **Section 660-012-0045(7), Local Street Standards, of the TPR requires**
39 **TSPs to establish standards for local streets and access-ways that min-**
40 **imize pavement width and total right-of-way consistent with the opera-**
41 **tional needs of the facility.**

42
43 *The TSP is consistent with this requirement because the City Codes incorpo-*
44 *rates street establishes standards for local streets and accessways that min-*
45 *imize pavement width and total right-of-way consistent with the operational*
46 *needs of the facility.*

1 **Section 660-012-050(3), Project Development, of the TPR requires pro-**
2 **ject development to include findings of compliance with applicable re-**
3 **quirements where those findings have not been made as part of the**
4 **transportation system plan or refinement plan.**

5
6 *The TSP is consistent with this section of the TPR because it states that find-*
7 *ings necessary for project development will be completed before projects are*
8 *approved. The City Code includes adequate findings to exempt transportation*
9 *projects within existing rights-of-way except those impacting significant Goal*
10 *5, 7, 16, 17, or 18 resource sites.*

11
12 **Section 660-012-0060, Plan Amendments, of the TPR requires local gov-**
13 **ernments to ensure that plan amendments, which significantly affect the**
14 **transportation system, be consistent with adopted land use and trans-**
15 **portation plans.**

16
17 *The TSP is consistent with this requirement because the Comprehensive*
18 *Plan amendments require that all Comprehensive Plan policies, including the*
19 *Transportation Chapter of the Comprehensive Plan, be considered. The*
20 *Transportation Chapter is the policy portion of the TSP.*

21
22 **DIVISION 18: POST ACKNOWLEDGEMENT AMENDMENTS (OAR 660-018-**
23 **0020)**

24
25 **Filing of a Proposed Amendment to or Adoption of a Comprehensive**
26 **Plan or Land Use Regulation with the Director**

27 **(1) A proposal to amend a local government acknowledged comprehen-**
28 **sive plan or land use regulation or to adopt a new land use regulation**
29 **must:**

30 **(a) Be submitted to the director at least 45 days before the first eviden-**
31 **tiary hearing on adoption. The submittal must be received by the de-**
32 **partment at its Salem office;**

33 **(b) Be accompanied by appropriate forms provided by the department;**

34 **(c) Contain two copies of the text and any supplemental information the**
35 **local government believes is necessary to inform the director as to the**
36 **effect of the proposal. One of the required copies may be an electronic**
37 **copy;**

38 **(d) Indicate the date of the final hearing on adoption. If a final hearing on**
39 **adoption is continued or delayed, following proper procedures, the local**
40 **government is not required to submit a new notice under OAR 660-018-**
41 **0020.**

42 **(2) The text submitted to comply with subsection (1)(c) of this rule must**
43 **include the specific language being proposed as an addition to or dele-**
44 **tion from the acknowledged plan or land use regulations. A general de-**
45 **scription of the proposal or its purpose is not sufficient.**

46
47 *The proposal is consistent with OAR 660-018-0020 because the amendments*
48 *were submitted to the Salem office of DLCD at least 35 days before the first*

1 *evidentiary hearing on adoption; the submittal included the appropriate DLCD*
2 *forms, two copies of the amendments and all supplemental information, and*
3 *the date of the final hearing on adoption.*
4

5 **VI. CONCLUSION**

6
7 The recommended amendments to the Comprehensive Plan, TSP, and Florence
8 City Code are consistent with applicable criteria in Florence Realization 2020
9 Comprehensive Plan, Florence City Code, Oregon Statewide Planning Goals,
10 Oregon Revised Statutes, and Oregon Administrative Rules.

1
2
3
4 **Amendments to Florence Realization 2020 Comprehensive**
5 **Plan Text for Consistency with *City of Florence 2012***
6 ***Transportation System Plan***
7

8 *Additions are shown in double underline and deletions shown as strike-out.*
9 **[Change Directions are shown in Bold, Red and within Brackets]**

10
11 **Introduction**

12
13 **Comprehensive Plan Organization and Contents**

14
15 The following sections of this Comprehensive Plan are incorporated into, and are a part
16 of this Comprehensive Plan. Changes to these sections of this Comprehensive Plan
17 necessitate a Comprehensive Plan amendment, either at the time of the Comprehen-
18 sive Plan amendment or as part of a required Periodic Review process, in accordance
19 with applicable state law and Oregon Administrative Rules:

- 20
21 1. Goals, Policies, Recommendations, Population Projections, and Background
22 Information arranged according to the LCDC (Land Conservation and Develop-
23 ment Commission) goals and guidelines.
24
25 2. The Official Comprehensive Plan Map, which is incorporated into this Plan and is
26 on file at City Hall, and other maps specifically adopted as part of this Plan in
27 Plan policies.
28
29 3. Appendices, or portions of the Appendices, listed in Part II of the Table of Con-
30 tents that are specifically adopted by reference as part of this Comprehensive
31 Plan. These portions of the Appendices include:
32
33 ■ Chapter 11: portions of the Public Facility Plan, as specifically de-
34 scribed in Chapter 11;
35 ■ Chapter 12: portions of the Transportation System Plan, as specifically
36 described in Chapter 12; and
37 ■ Other portions of Appendices specifically adopted by reference in the
38 Comprehensive Plan.
39

40 **DEFINITIONS**

41
42 **Transportation System Plan (TSP):** The City's adopted plan for one or more trans-
43 portation facilities that are planned, developed, operated and maintained in a coordi-
44 nated manner to supply continuity of movement between modes, and within and be-
45 tween geographic and jurisdictional areas. The TSP complies with OAR 660-0012.

5 **CHAPTER 2: LAND USE**
6

7 **West 9th Street Area**
8

9 The West 9th Street Area Plan designation applies to the area bordered by Ivy Street
10 on the east and Rhododendron Drive on the west, and its boundary is shown on the
11 Realization 2020 Comprehensive Plan Map 2-1 and Maps 2-3 and 2-4. Lands within
12 the West 9th Street Area are zoned Professional Office/Institutional, except for the two
13 areas that are zoned Open Space. A Plan designation of Public applies to these two
14 Open Space areas.
15

16 The West 9th Street Plan area west of Kingwood Street has been re-zoned from Resi-
17 dential to Professional Office/Institutional. Medium and high density residential use of
18 part of that area is envisioned. The Comprehensive Plan also recognizes the trend of
19 development of professional office, government and institutional uses which has oc-
20 curred with the establishment of the Peace Harbor Hospital in late 1989, the Health As-
21 sociates office complex, and the Florence Justice Center in 1996. A more detailed dis-
22 cussion of recommendations for the West 9th Street Area is found in the Specific Plans
23 section of this chapter.
24

25 Professional office development is a desirable local preference for land uses in this
26 Plan designation, and a shift from residential to professional office/institutional uses is
27 reflected on the Zoning Map. In addition to office use, sit-down restaurants, deli's, and
28 other support services such as copy centers, pharmacies and day-care centers are also
29 conditionally permitted land uses if clearly incidental to the principal office or institution-
30 al use. Apartments on upper levels of these commercial buildings can also add to the
31 activity level within the planning area and should be a requirement of any retail or ser-
32 vice commercial use proposed for the planning area.
33

34 Public space in the form of government buildings, parks for passive recreation, and pe-
35 destrian trails, is key to the mix within this professional office/institutional designation.
36 City Hall may be relocated to this area in the future and should be designed as part of a
37 larger government campus consisting of the Justice Center, City Hall, public parking
38 and adjoining public park land north of 9th Street. The City should undertake a master
39 planning process for this campus, and should encourage adjoining properties to en-
40 hance rather than detract from that campus master plan.
41

42 Continued residential development in the northerly sections of the West 9th Street Area
43 should achieve relatively high densities. Although some single-family development has
44 already started to occur at Juniper and 9th Street, single family or manufactured homes
45 are not considered an efficient use of this available space. Townhouses and garden
46 apartments, when proposed as part of a planned residential development, are strongly
47 encouraged within the 9th Street West area. Senior-oriented developments like the

1 Spruce Point assisted living project are also appropriate. Any Restricted Residential or
2 Single Family Residential District zoning should be removed from this western planning
3 area, and the City's planned unit development process should be utilized to yield inno-
4 vative, high quality, urban developments.

5
6 Office developments along 9th Street have sited on relatively large (½ acre or more)
7 lots to accommodate generous street setbacks for buildings, berming to hide surface
8 parking, and attractive landscaping. Office developments adjoining low-density residen-
9 tial development have used solid fencing and landscaped buffers of 25' to aid in com-
10 patibility. Future developments should demonstrate compatibility with adjoining land
11 uses through the use of attractive architecture, vegetative buffers, significant building
12 setbacks from streets and trails, low-profile exterior lighting for buildings and parking
13 lots, berms to hide parking and extensive site landscaping. Natural contours should be
14 observed in site design, and protection of significant vegetative stands should be en-
15 couraged through the City's design review process and vegetation clearing permit re-
16 quirements. Paved trails and sidewalks should provide convenient access between
17 office, commercial, residential and public uses.

18
19 A significant drainage way enters the West 9th Street Area at the southern boundary of
20 the City airport between Greenwood Street right-of-way and Fir Street right-of-way. It
21 continues south through the planning area and, after leaving the area, eventually out-
22 falls to the Siuslaw River. A second drainage way, a smaller tributary of the above de-
23 scribed drainage way, borders this planning area at the southern airport boundary be-
24 tween Juniper and Ivy Street rights-of-way and continues south to 9th Street. At 9th
25 Street, this natural drainageway is culverted, and a pipe conveys this drainage west
26 under 9th Street to its outfall with the larger drainage way. A small wetland where this
27 tributary enters the culvert at 9th Street is reflected in the City's 1997 Local Wetlands
28 and Riparian Inventory. Both of these drainage ways are also shown as riparian areas
29 on this inventory.

30
31 These drainage corridors create challenges for street improvements based on the plat-
32 ted right-of-way, and a street network, which avoids impacting these features, is neces-
33 sary. These corridors have evolved into environmental features worth protection, and
34 shall be incorporated as greenways in the overall build-out plan, rather than being piped
35 or paved over. A paved trail with one or more bridge crossings will parallel the main
36 greenway and provide pedestrian and bicycle access from Rhododendron Drive to the
37 City's future park land north of 9th Street.

38
39 Greenwood Street is the main North ~~and~~ south through-street connections within the
40 West 9th Street Area. ~~include Elm Street, Hemlock Street, and 10th Street between~~
41 ~~Driftwood and Elm Streets.~~ 9th Street shall be the only east-west through street con-
42 nection within this planning area. 12th Street, from Rhododendron Drive east to King-
43 ~~wood the creek,~~ should not be opened except for a multi-use path bicycle trail. ~~12th~~
44 ~~Street, east of the creek, should be opened to Kingwood Street to provide the industrial-~~
45 ~~ly planned and zoned property to the north suitable heavy vehicle access. This street~~
46 ~~connection will require FAA approval, as it crosses airport property and the airport glide~~
47 ~~path. In any case, industrial traffic shall not be routed via Greenwood or Hemlock~~
48 ~~Streets to 9th Street.~~ Other street recommendations are found in the subarea planning

1 sections of the Specific Plans section of this chapter.

2
3 **Specific Plans:**

4
5 **West 9th Street Planning Area**

6
7 The West 9th Street Planning Area of Florence is shown as a Plan designation on the
8 Comprehensive Plan Map. The policies guiding development of this area are described
9 in this section and in the Plan designation section of this chapter. This area is an im-
10 portant component of the Comprehensive Plan because it is one of the last relatively
11 undeveloped areas within the older part of the City. It is platted into blocks and relative-
12 ly small lots created for residential development. Public street rights-of-way are platted
13 in grid-like fashion throughout, although many remain unopened. Because of its high
14 development value to the community, it merits special planning attention.

15
16 The West 9th Street Planning Area lies west of Highway 101. In the 1988 Comprehen-
17 sive Plan, the area was divided into commercial and residential Comprehensive Plan
18 designations. The line previously used to divide residential and commercial plan desig-
19 nations and zoning district boundaries was Maple Street, although in actuality, that line
20 was crossed many times by non-residential developments.

21
22 The Peace Harbor Hospital was constructed west of that line in 1990 near 9th and Elm
23 Streets. Due to that development, other professional (medical) office buildings have
24 been established west of that line. In addition, the city owns several vacant blocks of
25 land in the 9th Street area, and in 1997, the City constructed the Florence Justice Cen-
26 ter: a city/county combined police station, sheriff's office, city and county courthouse,
27 and city detention facility. All of this non-residential development, west of the Plan's
28 residential/commercial dividing line, was permitted conditionally under the City's Multi-
29 family Residential Zoning District. The residential plan designation and dividing line
30 shown on the 1988 Comprehensive Plan Map are no longer practical for serving the
31 long-term planning needs for this area.

32
33 For planning purposes, the West 9th Street Planning Area is formed by Ivy Street on the
34 east and Rhododendron Drive on the west, and its boundary is shown on the Compre-
35 hensive Plan Map. The West 9th Street Area is further divided into several planning
36 subareas to address specific development issues. Maps of these subareas are includ-
37 ed in this chapter, but are not shown on the Comprehensive Plan Map.

38
39 **West 9th Street Subarea Recommendations (See Subareas in**
40 **Map 2-3):**

41
42 **Subarea 1**

43
44 This L-shaped area lies west of the City's property reserved for the airport land-
45 ing glidpath, and northeast of the Justice Center. It is bounded on the east by
46 Ivy Street, contains four full bocks, is currently undeveloped and is suitable for
47 medium and high density residential development. The block adjacent to 9th

1 Street may also be developed with office uses. Hemlock Street shall run north-
2 south through the subarea, providing access to 9th Street and ~~12th Street~~Park
3 Village. ~~Greenwood Street shall not be extended north of 11th Street, in order to~~
4 ~~allow consolidation of the small parcel west of Greenwood Street right-of-way~~
5 ~~with the larger Block 8.~~ Ivy Street shall ~~remain unopened due to~~ be developed
6 with a multi-use path due to environmental impacts if this street was constructed.
7 10th Street and 11th Street should not be built to cross the eastern drainage
8 way, ~~nor should they be extended west across the western drainage way.~~ ~~A~~
9 ~~suitable buffer should be maintained between this and the industrially planned~~
10 ~~and zoned property to the north opposite 12th Street.~~ The drainage ways ~~bor-~~
11 ~~dering the west side, and also the east side, of this area, are~~ is to be protected
12 with undisturbed buffers of 50' ~~and 25' respectively.~~

14 Subarea 2

15
16 This rectangular shaped area lies between the 11th and 12th streets rights-of-
17 way on the northwest corner of the West 9th Street Planning Area. It contains
18 approximately four full blocks and is currently undeveloped. A large vegetated
19 sand dune is located in the eastern half of the subarea, and any development of
20 this subarea should work with that feature rather than eliminate it. Medium to
21 high-density residential development is suitable for this subarea, utilizing the
22 City's planned unit development (PUD) process. Office development may also
23 be appropriate, provided vehicular access is obtained internal to the subarea,
24 and not directly from Rhododendron Drive.

25
26 Any development should also be sensitive to the City's park land property locat-
27 ed on Blocks 58 and 59. 12th Street should not be opened to vehicular traffic.
28 11th Street may be opened for vehicular traffic from Rhododendron Drive to pro-
29 vide access to this subarea, but should either be terminated at Driftwood Street
30 right-of-way or drawn northward away from the City's park land. 11th Street shall
31 not cross the drainage way. Driftwood Street may extend north from 9th Street
32 and curve into 10th Street avoiding the wetland. ~~also be opened to 10th Street,~~
33 ~~where access from 10th can then be provided to 9th Street via Elm Street.~~ ~~Drift-~~
34 ~~wood Street will remain unopened from 10th Street to 9th Street.~~

35
36 ~~A suitable undisturbed~~ The multi-use path within the 12th Street right-of-way pro-
37 vides a buffer ~~shall be maintained~~ between this property and the Greentrees res-
38 idential mobile home planned unit development to the north. The drainage way
39 bordering the east side of this subarea is to be protected with an undisturbed
40 buffer of 50'. There shall be a multi-use path that connects from 12th Street to
41 the City Park. That path is shown on Map 2-4 as being located within the Drift-
42 wood Street right-of-way as the most logical location given the topography, but
43 could instead be located at Elm Street or Fir Street or anywhere in between. ~~A 6'~~
44 ~~wide bicycle trail paralleling this greenway shall be constructed as part of an ad-~~
45 ~~joining development in accord with the trail plan.~~ ~~In addition, a bike trail from~~
46 ~~Rhododendron Drive to a bridge crossing of this greenway shall also be con-~~
47 ~~structed as part of an adjoining development in accord with the trail plan.~~

1 **Subarea 3**

2
3 This subarea is a rectangular shaped area on the western edge of the West 9th
4 Street Planning Area, between the Peace Health medical complex and Rhodo-
5 dendron Drive. It slopes upward from Rhododendron Drive. Formerly planned
6 and zoned for large lot residential development, it is now planned for medium or
7 high density residential development. It may also be appropriate for office de-
8 velopment, hospital or clinic expansion or medical complexes, provided vehicular
9 access is obtained internal to the subarea rather than from Rhododendron Drive.
10 ~~The Ninth Street right-of-way, currently unopened, may either be opened to pro-~~
11 ~~vide access, or vacated as part of an alternatively proposed street or access~~
12 ~~plan.~~

13
14 **Subarea 4**

15
16 This area lies south of 9th Street and immediately east of the Peace Health med-
17 ical complex. Its eastern boundary is formed by the eastern edge of the green-
18 way, and its southern boundary is 6th Street. The 3.5 block subarea is bordered
19 by the major north-south drainage way. A medical office building currently exists
20 in the northwest corner of this subarea, which is otherwise undeveloped and
21 heavily vegetated. Office or medium to high density residential development is
22 appropriate within this subarea.

23
24 ~~Elm Street shall run north-south through the subarea providing access to 9th~~
25 ~~Street and Rhododendron Drive.~~ Greenwood Street shall ~~also~~ run north-south
26 ~~to the east of through~~ this subarea, providing access to 9th Street, but not to
27 Rhododendron Drive to the south. Fir Street will be left unopened due to envi-
28 ronmental impacts of constructing that portion. It may be vacated, provided the
29 drainage way is placed in a protective easement or dedicated to the City as park
30 land. 6th, 7th, and 8th Street will intersect with Greenwood Street, but shall re-
31 ~~main unopened from Greenwood to Elm Street~~ may extend west from Green-
32 ~~wood Street in order to provide access to the properties within the subarea.~~

33
34 The drainage way is to be protected with an undisturbed buffer of 50 feet.. A ~~6~~
35 ~~foot wide bicycle trail paralleling this greenway multi-use path extending north~~
36 ~~from Rhododendron Drive through the alleys between Elm and Fir Streets~~ shall
37 be constructed as part of an adjoining development ~~in accord with the trail plan.~~
38 This path would connect to 8th Street.

- 39
40 ■ **[Replace Map 2-4 with Figure 5-5 in the TSP]**

41
42 **Chapter 12: Transportation**

- 43
44 ■ **[Delete the TSP Map in Chapter 12, Page XII-5]**

1
2 **Goals**

- 3
4 1. To create a safe transportation system.
5
6 2. To operate transportation facilities at a level of service that is cost-effective and
7 appropriate for the area served.
8
9 3. To develop systematic annual maintenance plans for city streets, bike, pedestri- |
10 an and air facilities.
11
12 4. To create a transportation network to support existing and proposed land uses.
13
14 5. To meet the needs of land development while protecting public safety, transpor-
15 tation operations and mobility of all transportation modes.
16
17 6. To provide a balanced transportation system that provides options for meeting
18 the travel needs of all modes of transportation.
19
20 7. To enhance the quality of life for citizens and visitors by providing adequate ac-
21 cess to residences, employers, services, social and recreational opportunities.
22
23 8. To minimize transportation-related energy consumption by using energy efficient
24 modes of transportation for movement of goods, services and people where
25 possible.
26
27 9. To provide economic health and diversity through the efficient and effective
28 movement of goods, services and people.
29
30 10. To minimize the impacts on natural and cultural resources when constructing
31 transportation facilities and ~~should~~ encouraging use of non-polluting transporta- |
32 tion alternatives.
33
34 11. To choose transportation facilities which balance the requirements of other
35 transportation goals with the need to minimize air, water and noise pollution.
36
37 12. To provide for adequate parking facilities in conjunction with other transportation
38 facilities, as appropriate.
39
40 13. To collaborate and coordinate with state, county and other agencies during long
41 range planning efforts, development review, design and construction of transpor-
42 tation projects.

43
44 **Policies**

45
46 * The Transportation System Plan (TSP) is part of the Florence Public Facility Plan
47 and, as such, the TSP is adopted as a supporting document to this Comprehen- |

1 sive Plan.

2
3 * Use the project lists and maps, or described locations of projects, in the TSP to
4 guide transportation facilities and their general location in the urban growth
5 boundary. Use City Code, Capital Improvement Programming, and City Public
6 Works work programs, engineering reports, and other administrative tools as the
7 guide for project timing, detailed planning, financing and implementation.

8
9 * Amend the TSP and the Comprehensive Plan, in order to modify, add to, or de-
10 lete projects from the project lists in the TSP or to make significant changes to
11 project location from that described in the TSP. The following changes to the
12 TSP do not require a Comprehensive Plan amendment unless changed as part
13 of an overall update of the TSP:

14
15 a. Modifications to a transportation project which are minor in nature and do
16 not significantly impact the project's general description, location, sizing,
17 capacity, or other general characteristic of the project; or

18
19 b. Technical and environmental modifications to a transportation facility
20 which are made pursuant to final engineering on a project; or

21
22 c. Modifications to a transportation project which are made pursuant to find-
23 ings of an Environmental Assessment or Environmental Impact Statement
24 conducted under regulations implementing the procedural provisions of
25 the National Environmental Policy Act of 1969 or any federal or State of
26 Oregon agency project development regulations consistent with that act
27 and its regulations.

28
29 1. City street standards shall promote street design which provides for adequate
30 lane widths, curvature and grades to create a street network which provides safe trans-
31 portation at all seasons of the year. Provide safe transportation all seasons of the year
32 through street standards that require lane widths, curvature and grades appropriate to
33 all weather conditions.

34
35 2. Vision clearance provisions shall be enforced. To protect public safety, property
36 owners shall maintain vision clearance in accordance with City standards and the
37 City shall enforce vision clearance requirements.

38
39 3. The City shall continue to work with ODOT to ~~improve~~ provide safe pedestrian
40 crossings ty of existing crosswalks on state highways, and to cooperate in the lo-
41 cation of additional crosswalks in safe locations.

42
43 * The City shall utilize the mobility standards in the Oregon Highway Plan for the
44 state highways. Elsewhere within the city, the minimum operating standards at inter-
45 sections are as follows:

1 • LOS “D” is considered acceptable at signalized and all-way stop controlled intersec-
2 tions if the V/C (volume/capacity) ratio is not higher than 1.0 for the sum of critical
3 movements.

4 • LOS “E” is considered acceptable for the poorest operating approach at two-way stop
5 intersections. LOS “F” is allowed in situations where a traffic signal is not warranted.

6 Where a facility is maintained by the County, the more restrictive of the City or
7 County standards apply.

8
9 4. The City shall develop systematic annual maintenance plans for streets, bike,
10 pedestrian and air facilities.

11
12 5. The City shall continue to pursue grant and loan funds to supplement local
13 transportation facility funds.

14
15 6. The City shall continue to require new development to pay its share of costs of
16 development of, or improvements to, transportation facilities which will serve the
17 proposed development.

18
19 ~~7. The City shall continue to pursue grant and loan funds to supplement local~~
20 ~~transportation facility funds.~~

21
22 7. Development within a City right-of-way, including but not limited to excavation,
23 clearing, grading, utility placement, culvert placement or replacement, other
24 stormwater facilities, and construction or reconstruction of road or driveway ap-
25 proaches, is allowed only upon approval of a city permit.

26
27 8. The City shall protect the function of existing and planned transportation systems
28 as identified in the TSP this Plan through application of appropriate land use and
29 access management techniques.

30
31 * Pursuant to the State Transportation Planning rule, any land use decisions which
32 significantly affect a transportation facility shall ensure that allowed land uses are
33 consistent with the function, capacity, level of service of the facility.

34
35 9. Land development shall not encroach within setbacks required for future expan-
36 sion of transportation facilities. At the time of land development or land division,
37 the City shall require dedication of adequate right-of-way or easements con-
38 sistent with the adopted TSP in order to achieve connectivity; maintain adequate
39 street widths, bikeways and walkways; and to accommodate transit facilities.

40
41 * New development and redevelopment shall accommodate on-site traffic circula-
42 tion on the site. For new development and redevelopment, “backing out” ma-
43 neuvers onto all streets shall be avoided for uses other than single-family and
44 duplex homes. “Backing out” maneuvers shall also be avoided for new single-
45 family and duplexes accessing arterial or collector streets.

46

1 | 10. ~~New development shall gain access primarily from local streets. Driveway access~~
2 | ~~onto arterials and collectors shall be evaluated based on access options, street~~
3 | ~~classifications and the effects of new access on the function, operation and safety~~
4 | ~~of surrounding streets and intersections. Access to and from off-street parking~~
5 | ~~areas shall be designed to prevent backing onto a public street (other than an al-~~
6 | ~~ley), except that single-family and duplex dwellings are exempt.~~

7 |
8 | ~~Land development shall not encroach within setbacks required for future expan-~~
9 | ~~sion of transportation facilities.~~

10 |
11 | * ODOT has authority to manage access to the state highway system. Where
12 | property abuts a state highway or is served by a private approach on a state
13 | highway, the City will work with ODOT to ensure coordinated and consistent ap-
14 | plication of applicable State and City policies.

15 |
16 | 11. The City shall provide an inter-connected trail system as directed in Comprehen-
17 | sive Plan Chapter 8 policy and shown in the TSP Project Maps.

18 |
19 | * The City shall ~~C~~consider the potential to establish or maintain bikeways and/or
20 | walkways ~~or provide access to coastal waters (ocean, estuary, and lakes)~~ prior to
21 | vacating any public easement or right-of-way.

22 |
23 | 12. Convenient access for motor vehicles, transit, bicycles and pedestrians shall be
24 | provided to major activity centers, including public buildings and schools, the
25 | hospital, shopping areas, parks, and places of employment.

26 |
27 | 13. Streets, bikeways and walkways shall be designed to meet the needs of pedes-
28 | trians and cyclists to promote safe and convenient bicycle and pedestrian circula-
29 | tion within the community. To promote bicycling and walking, ~~all new collector~~
30 | ~~and arterial streets shall have bicycle lanes, and all new streets shall have side-~~
31 | ~~walks, marked bicycle lanes and sidewalks are required on all arterial and collec-~~
32 | ~~tor streets (other than those collectors identified as scenic drives) when those~~
33 | ~~streets are newly constructed, reconstructed, or widened to provide additional~~
34 | ~~vehicular capacity. For collector streets that are identified as scenic drives, pro-~~
35 | ~~vision shall be made to adequately accommodate bicycles and pedestrians when~~
36 | ~~those streets are newly constructed, reconstructed, or widened to provide addi-~~
37 | ~~tional vehicular capacity.~~

38 |
39 | * Development shall provide adequate on-site circulation for vehicles, buses, bicy-
40 | cles, and pedestrians and shall provide off-site transportation improvements
41 | necessary to ensure that the incremental demands placed on the transportation
42 | system by the development are met

43 |
44 | 14. Streets shall be designed to efficiently and safely accommodate emergency ser-
45 | vice vehicles.

46 |
47 | * In partnership with the School District, the City shall work toward a safe and con-
48 | venient transportation system that accommodates school buses; children walking

1 to and waiting at a bus stop; and children walking and riding their bicycles to
2 school.

3
4 *. The City shall accommodate local freight traffic accessing the industrial areas
5 along Kingwood Avenue via 9th, 27th, and 35th Streets by maintaining adequate
6 clear street widths (unimpeded by parking or overhanging signs/trees), adequate
7 turning radii, and visibility.
8 *[To support economic development, this policy establishes local freight routes.]*
9

10 15. The North, South and East Gateways shall be pursued as soon as funding can
11 be obtained.

12
13 ~~16. City policies shall discourage the placement of streets serving primarily commer-~~
14 ~~cial or industrial development from negatively impacting adjoining residential de-~~
15 ~~velopment. The placement of streets shall minimize negative impacts on residen-~~
16 ~~tial neighborhoods.~~

17
18 ~~17. Encourage placement of streets that minimizes negative impacts in residential~~
19 ~~development.~~

20
21 17. City shall cooperate with ODOT to implement the Access Management Plan for
22 US 101 in Downtown Florence and elements of the Florence Downtown Imple-
23 mentation Plan that pertain to US 101.
24

25 18. The City shall encourage demand management programs such as park-and-ride
26 facilities and vanpools to reduce single occupancy vehicle trips, especially to and
27 from Eugene.

28
29 19. The City shall promote the use of telecommunications, transit and rail facilities as
30 energy efficient alternatives to vehicular transport.

31
32 20. The City shall coordinate with the Port of Siuslaw regarding transportation pro-
33 jects that may affect facilities which are operated by the Port or which affect the
34 Port's operations.
35

36 ~~20. The City shall strongly promote a feasibility study to identify solutions to the defi-~~
37 ~~cient rail overpass in Cushman, and support implementation of the chosen alter-~~
38 ~~native.~~

39
40 ~~21. The City shall continue to be advocates for the provision of effective telecommu-~~
41 ~~nications facilities in Florence, including provision of quality basic telephone ser-~~
42 ~~vice.~~
43

44 22. The City shall continue to pursue the cooperative effort of coastal cities and
45 counties to bring a natural gas pipeline north on the coast to Florence and other
46 communities.
47

- 1 23. Design and construction of transportation facilities shall be responsive to topog-
2 raphy and should minimize impacts on natural resources such as streams, wet-
3 lands and wildlife corridors.
4
- 5 ~~24. Stormwater shall be required to have appropriate pre-treatment prior to dis-~~
6 ~~charge. All transportation improvements shall be consistent with the require-~~
7 ~~ments for stormwater in Chapter 11 of the Comprehensive Plan.~~
8
- 9 ~~25. The City shall amend the City Code as appropriate to include processes for iden-~~
10 ~~tification, inventory, classification, and conflict resolution on sites which contain~~
11 ~~cultural resources.~~
12
- 13 26. As the use of the airport increases, and night operations become a reality, the
14 City shall work with neighboring residential uses to ~~resolve~~ minimize issues of
15 noise and vibration.
16
- 17 27. The City shall require that noise sensitive land uses (including uses involving
18 sleeping, schools, hospitals, libraries) proposed in the airport noise impact
19 boundary, as shown in Figure 8-1 of the Florence Municipal Airport – Airport
20 Master Plan Update Final Report, provide a noise-abatement strategy to achieve
21 indoor noise level equal to or less than 55 Day-Night Average Noise Level (DNL).
22 ~~continue to discourage new residential uses, schools, hospitals, and similar facili-~~
23 ~~ties in the approach zones of the airport.~~
24
- 25 *. The City shall protect current and future viability of the airport and compatibility of
26 land uses through the Public Airport Safety and Compatibility Overlay Zone and
27 coordination with the Oregon Department of Aviation and the Federal Aviation
28 Administration.
29
- 30 ~~28. On-site parking for motor vehicles shall continue to be provided, unless another~~
31 ~~adopted City plan expressly provides otherwise.~~
32
- 33 ~~29. The policies and direction of Downtown Implementation Plan regarding the pro-~~
34 ~~vision of on-street parking shall be implemented.~~
35 On-site parking for motor vehicles and bicycles is required except in Downtown
36 Districts where some motor vehicle parking can be provided on the street.
37
- 38 ~~2930. Appropriate bicycle parking facilities shall be provided as part of new develop-~~
39 ~~ment at places of employment, at businesses, multi-family residential develop-~~
40 ~~ments and at public buildings.~~
41
- 42 ~~304. The City shall notify ODOT of all project proposals and development applications~~
43 ~~adjacent to state highways or served by a private vehicular approach on a state~~
44 ~~highway. The City should notify Lane County of all project proposals and devel-~~
45 ~~opment applications adjacent to county roads.~~
46

1 312. The City shall notify ODOT and Lane County of all major development proposals
2 which will generate more than 50 trips during an average peak hour, or more
3 than 500 daily trips, or which require a traffic study.

4
5
6 323. The City shall notify ODOT, DLCD and Lane County of any proposed changes or
7 amendments to this Transportation System Plan.

8 9 Recommendations

10
11 1. The City Council should consider opportunities to purchase land for extensions
12 of right-of-way where connectivity is needed to promote efficient traffic flow.

13
14 2 The City should promote a feasibility study to identify solutions to the deficient
15 rail overpass in Cushman, and support implementation of the chosen alternative.

16 17 **Background**

18
19 The City of Florence, in conjunction with the Oregon Department of Transportation
20 (ODOT), initiated an update of the urban area's Transportation System Plan (TSP) in
21 2010. The TSP is intended to guide the management and implementation of the trans-
22 portation facilities, policies, and programs, within the urban area over the next 25 years.
23 It represents the vision of the City as it relates to the future of the transportation system
24 while remaining consistent with state and other local plans and policies~~The City adopt-~~
25 ~~ed a Transportation System Plan (TSP), as required by the State's Transportation~~
26 ~~Planning Rule (TPR) and as part of the City's update of its Comprehensive Plan. The~~
27 ~~adopted TSP is incorporated into this Comprehensive Plan and is physically located in~~
28 ~~Appendix 12. The TSP summarizes the technical analyses that have been performed~~
29 ~~in the development of the TSP, including coordination with the affected agencies. The~~
30 ~~TSP also summarizes the technical analyses that have been performed in the devel-~~
31 ~~opment of the TSP and through coordination with affected agencies. The TSP has been~~
32 ~~adopted as a supporting document to the Comprehensive Plan and is physically located~~
33 ~~in Appendix 12~~

34
35 The City of Florence's location on the Oregon Coast makes it an attractive destination
36 for tourists and summer vacationers with the associated traffic impacts. In addition,
37 Florence is experiencing growth pressures from both development and increasing traf-
38 fic. To address these issues, the TSP is based on an evaluation of future growth and
39 includes recommendations for appropriate transportation improvements to serve that
40 growth while maintaining and enhancing the character of the city. The TSP recognizes
41 that state roadways must be used efficiently and an effective facilities management
42 plan must be developed to allow the City's street system to operate effectively as in-fill
43 development continues within the Urban Growth Boundary.

44
45 ~~To minimize the adverse economic, social, energy and environmental impacts of further~~
46 ~~development in Florence, development of the TSP, and land use and transportation~~
47 ~~alternatives have been considered in combination with facilities management strategies.~~

1 ~~To maintain consistency and address further development of the local system, the find-~~
2 ~~ings, recommendations and policies of the U.S. 101 Oregon Coast Highway study were~~
3 ~~incorporated into this TSP study. The TSP also takes into account the complex system~~
4 ~~of state, county, and City roads, Port of Siuslaw facilities, rail, air, bike, pedestrian,~~
5 ~~transit and other alternative modes, and recognizes that implementation of the TSP will~~
6 ~~require inter-jurisdictional cooperation.~~

7
8 A Comprehensive Plan that embraces coordinated and systematic development of all
9 gateways is vital to achieving an efficient transportation system. The City of Florence
10 recognizes the importance of the five existing transportation gateways to the communi-
11 ty:

- 12
- 13 • East Highway 126 Gateway
- 14 • North Florence Highway 101 Gateway
- 15 • Siuslaw River Bridge/South Highway 101 Gateway
- 16 • Florence Airport Gateway
- 17 • Siuslaw River/Port of Siuslaw Gateway.
- 18

19 ~~A Comprehensive Plan that embraces coordinated and systematic development of all~~
20 ~~gateways is vital to achieving an efficient transportation system.~~

21
22 State of Oregon planning rules require that the TSP be based on the current compre-
23 hensive plan land use map and must provide a transportation system that accommo-
24 dates the expected 20-year growth in population and employment that will result from
25 implementation of the land use plan. The contents of this TSP update are guided by
26 Oregon Revised Statute (ORS) 197.712 and the Land Conservation and Development
27 Commission (LCDC) Transportation Planning Rule (OAR Chapter 660 Division 12).
28 These laws and rule require that jurisdictions develop the following:

- 29 • a road plan for a network of arterial and collector streets;
- 30 • a bicycle and pedestrian plan;
- 31 • an air, rail, water, and pipeline plan;
- 32 • a transportation financing plan; and
- 33 • policies and ordinances for implementing the TSP.
- 34

35 The TPR requires that the transportation system plan incorporate the needs of all users
36 and abilities. In addition, the TPR requires that local jurisdictions adopt land use and
37 land division ordinance amendments to protect transportation facilities and to provide
38 bicycle and pedestrian facilities between residential, commercial, and employ-
39 ment/institutional areas. It is further required that local communities coordinate their
40 respective plans with the applicable county, regional, and state transportation plans.

41
42 The TSP also includes proposed improvements to non-City facilities. Without additional
43 action by the governmental entity that owns the subject facility or land (i.e., Lane Coun-
44 ty or the State of Oregon), any project in this Plan that involves a non-City facility is
45 merely a recommendation for connecting the pedestrian and bicycle network. As in
46 most facility planning efforts, moving towards, and planning for, a well-connected net-
47 work depends on the cooperation of multiple jurisdictions; the TSP is intended to facili-

1 tate discussions between the City and its governmental partners as they work together
2 to achieve a well-connected network. The TSP does not, however, obligate its govern-
3 mental partners to take any action or construct any projects.
4

5 ~~To address the requirements of the Transportation Planning Rule, the TSP addresses~~
6 ~~not only automobile and truck travel in the study area, but also alternative travel modes,~~
7 ~~such as pedestrian, bicycle, and public transit. Each mode was evaluated to determine~~
8 ~~how the level of service for the mode can be improved to allow development of a mul-~~
9 ~~ti-modal transportation system with efficient interconnections to transportation systems~~
10 ~~within Florence, and to other transportation systems in the Lane County region. In addi-~~
11 ~~tion, opportunities for new development patterns that encourage pedestrian, transit and~~
12 ~~bicycle travel were evaluated to allow the City to develop an effective transportation~~
13 ~~system within Florence that does not rely exclusively on any one mode of transporta-~~
14 ~~tion.~~

15
16 ~~Finally, the TSP includes an evaluation of funding approaches for the existing and fu-~~
17 ~~ture transportation system, and identifies financial constraints and opportunities. Rec-~~
18 ~~ommendations for a Transportation Financing Program are included in Section 5 of the~~
19 ~~TSP.~~

20 ~~The TSP is organized by geographic planning areas. It recommends 68 multi-modal~~
21 ~~transportation system improvements distributed among these planning areas. For more~~
22 ~~detailed descriptions of transportation planning projects and funding, refer to the TSP in~~
23 ~~Appendix 12.~~

24
25 The policies resulting from the Transportation System Plan (TSP) Update process have
26 been inserted into this Chapter of the Comprehensive Plan. The policies provide direc-
27 tion for public and private developmental and program decision-making regarding
28 transportation facilities and services. Development should be coordinated with the plan-
29 ning, financing, and construction of planned transportation facilities and services to en-
30 sure the efficient use and expansion of these facilities.

31
32 The project lists and maps, or written descriptions of locations, in the TSP are adopted
33 as part of the Comprehensive Plan, and physically located in the TSP. The exact loca-
34 tion of the projects shown on the TSP Maps, or described in writing in the TSP, is de-
35 termined through City processes, outside of the Comprehensive Plan amendment pro-
36 cess. The TSP will be updated as part of the City's Periodic Review process or in a TSP
37 update process initiated by the City outside of Periodic Review.
38

1
2
3 **Planning Commission Recommended Amendments to Florence Realization 2020**
4 **Comprehensive Plan Appendix 12: Transportation System Plan**
5

6 *Additions are shown in double underline and deletions shown as strike-out.*
7 **[Change Directions are shown in Bold, Red within Brackets]**
8

9 ■ **[Replace the 2002 Transportation System Plan, as amended, with the February**
10 **2012 Transportation System Plan.]**
11

12 ■ **[Replace the 1997 Airport Plan with the Florence Municipal Airport Master Plan**
13 **Update 2010.]**
14

15 ■ **[Amend the Rhododendron Drive Integrated Transportation Plan as follows:]**

16 Modify the segment of Rhododendron Drive from Hemlock Street to 9th Street from
17 bicycle lanes and sidewalks on both sides to a separated multi-use path on the
18 northeast side of the street. The segment of Rhododendron Drive from 9th Street to 12th
19 Street should no longer be one of transition between the mutli-use path at 12th Street
20 and then sidewalks and bicycle lanes to the south of 9th Street. Rather this segment
21 should be modified to show a separated multi-use path on the east side of the street.
22

23 Priorities documents in the Rhododendron Drive Plan for the various segments of
24 Rhododendron Drive improvements should be modified to reflect the Council's priorities.
25

26 ■ **[Amend the Florence Community Transit Plan as follows:]**
27

28 The following Goals come from Chapter Six of the Community Transit Plan.
29

30 ***Mission***

31 Provide safe, reliable and cost effective transit services that meet the widest possible
32 range of community needs.
33

34 ***Foundation Goals***

- 35 1. Provide transit service that meets the widest possible range of community needs
36 within funding constraints.
- 37 ○ Establish a visible and accessible transit service open to the general public that
 - 38 also targets the needs of people who are older or have disabilities;
 - 39 ○ Provide for vehicle accessibility; full ADA compliance
 - 40 ○ ~~Maintain~~ Develop and implement an advertising and marketing program to inform
 - 41 Florence residents of transit availability.
- 42
- 43 2. Do not displace existing transportation services that are efficient and effective.
44

- 1 3. Meet existing and future transit demand; expand transit service over time to meet
2 | increasing needs.
- 3
- 4 4. Respond to and modify service as necessary to effectively meet the needs of
5 | seniors and the disabled.
- 6
- 7 5. Provide effective service to the general public in Florence ~~and surrounding~~
8 | ~~communities.~~
- 9
- 10 6. Maintain a high level of customer service and good rider and community relations.
- 11
- 12 7. Provide stable and consistent operation and service within a local transit
13 | environment.
- 14
- 15 8. Maximize service efficiency while maintaining standards for safety and reliability
16 |
 - 17 o Provide reliable service: good availability, short wait times.
 - 18 o Provide safe service: low/no vehicular accidents, no passenger loading
19 | accidents.
- 20 9. Manage and provide local transit services in an efficient and cost-effective way.
21 |
 - 22 o Maintain current levels of public funding (at a minimum).
 - 23 o Adhere to an operations plan realistic to existing community resources.
 - 24 o Minimize operating costs: (costs per mile, costs per passenger).
 - 25 o Maintain vehicles for safety and reliability.
 - 26 o Provide for a productive transit service: (passengers per vehicle mile).
 - 27 o Minimize subsidy requirements: (fares and agency fees)
 - 28 o Balance costs and revenues: (avoid significant cost overruns)
 - 29 o Pursue a financing strategy to take advantage of state and federal funding
30 | opportunities.
- 31 10. Plan for ~~short-term (1 year) and~~ the long term (ten years).
- 32 11. Design a transit system to be attractive to future riders.
- 33
- 34 12. Address seasonal transportation needs.
- 35

36 ***Short-Term Goals***

- 37 ~~Establish general public service by July 1, 2000 (to meet FTA Section 5311 funding~~
- 38 ~~requirements).~~
- 39 ~~Explore shuttle opportunities targeting (shopping) trips from existing voucher program~~
- 40 ~~(shopper shuttles).~~
- 41 ~~Provide a combination bus-taxi system; establish a limited Dial-A-Ride service.~~
- 42 ~~Provide a service to general public (workers) in combination with trips from voucher~~
- 43 ~~program.~~
- 44 ~~Pursue (former) F.A.C.T. vehicle available in Eugene.~~
- 45 ~~*[These goals no longer apply with the Rhody Express in operation.]*~~
- 46

1 **Long-Term Goals**

2 ~~1. Develop a combination service: comprehensive deviated route or fixed route~~
3 ~~service, and Taxi or Dial-A-Ride Service (door-to-door). At a minimum, continue the~~
4 ~~current fixed-route bus service (with limited deviations) that provides hourly service~~
5 ~~between 10 am and 6 pm five days a week.~~

6 ~~2. Continue to meet ADA requirements for complementary paratransit by providing~~
7 ~~Dial-A-Ride Service (door to door).~~

8 ~~3. Maintain current schedule as ridership increases by minimizing diversions onto~~
9 ~~private property such as shopping centers and creating designated bus stops~~
10 ~~(instead of allowing flag stops).~~

11 ~~6.4. As resources are available, expand Rhody Express service to include Saturday~~
12 ~~service first, then expanded morning hours (starting earlier in the day).~~

13 ~~7.5. In the longer term future and in response to growth, obtain a second bus in order~~
14 ~~to expand the service area and provide more frequent service.~~

15 ~~8.6. Develop a Transit Center as part of service delivery system (transit hub or~~
16 ~~dispatch center). Establish major transit stops at Fred Meyer, Safeway/Dunes Village~~
17 ~~Shopping Center, Peace Harbor Hospital, and City Hall (Old Town and transfer point~~
18 ~~to Porter Stage) that include a paved ADA-compliant landing pad, a shelter, and~~
19 ~~lighting.~~

20 ~~7. Conduct periodic transit surveys to determine ridership preferences in order to make~~
21 ~~route adjustments and prioritize locations for landing pads and bus shelters.~~

22 ~~8. Develop an Old Town summer tourist shuttle system; explore the use of trolleys.~~

23 ~~9. Pursue a public transit service connection to Eugene, (fill inter-city gaps not~~
24 ~~served by Porter Stage Lines and Greyhound Bus Lines). [moved part of policy to~~
25 ~~bullet below]~~

26 ~~10. Work collaboratively with other entities to establish regional transit connections~~
27 ~~north to the north Yachats to complete the coastal link, south, and east of Florence.~~

28 ~~12. Determine feasibility of forming an independent transportation district, or establishing~~
29 ~~a local-based subsidiary of Lane Transit District.~~

30 ~~11. Meet the City's long-term economic development goals (by serving tourists and~~
31 ~~the visiting population).~~

32 ~~12. Provide transportation services for conferences at the Florence Events Center.~~

33 ~~13. Provide for after-hours and/or evening transit service.~~

34 **[Add the Transit Plan from the Transportation System Plan.]**