Ordinance ++
Attachment 1

Section 1
Project Findings

I. CBMC Section 17.360.060 Approval criteria, Statement of Fact/Findings and Conclusions

The following is a list of the approval criteria applicable to the Project. CBMC Chapter 17.360.060, notes Comprehensive Plan and Zoning Map and text amendment proposals must be evaluated against the following approval criterion, followed by findings or justification statements.

> **Approval Criteria (a)** The proposed amendment is consistent with the applicable policies of the comprehensive plan or that a significant change in circumstances requires an amendment to the plan or map;

STATEMENTS OF FACT AND FINDINGS: The Project is the 2020 update of the Coos Bay TSP which, as the transportation element of the Comprehensive Plan, constitutes an update to the City's transportation plans and policies. CBMC amendments (further described in Exhibit 1C) as a part of the Project will implement the policy directives of the TSP. These modifications are to the standards in the Commercial / Mixed Use, Waterfront Heritage, Hollering Place and Commercial – Industrial districts, the City's parking design standards, pedestrian amenities in commercial areas, transit related project design directives and minor revisions to the Planned Unit Development and subdivision standards for internal CBMC consistency.

The Comprehensive Plan Chapter 7: Identification of Problems, Planning Issues, Goals, and Plan Implementation Strategies, includes Section 7.8, Transportation. This Section was updated in 2004 to incorporate by reference Chapter 2, Goals and Policies, from 2004 Transportation System Plan. Existing Goals and Policies are discussed in detail in the proposed TSP, Volume 2 Technical Memorandum #2, Goals, Objectives, and Evaluation Criteria. The TSP will be adopted as the transportation element of the Comprehensive Plan, updating Comprehensive Plan Section 7.8.

CONCLUSION: As proposed, this criterion is adequately satisfied.

> **Approval Criteria (b)** The proposed amendment is in the public interest; and

STATEMENTS OF FACT AND FINDINGS: The draft TSP was developed through a public engagement included involvement from a technical and Public Advisory Committee (PAC), including representation from the City of Coos Bay. Public meetings were held at the end of 2018 to discuss the project background, goals and policies, and existing conditions, as well as in January of 2020 to recap the project work and discuss the implementation of the proposed improvements. See the "Public Outreach" section of the proposed TSP for a history of public involvement.

In addition to City of Coos Bay staff, the PAC, composed of interested citizens, property owners, business representatives, and other stakeholders, provided guidance during the project. Stakeholder meetings were held throughout the project. Additionally, two open houses garnered community input at pivotal points of the TSP development. See Figure 3 of the proposed TSP.

CONCLUSION: As proposed, this criterion is adequately satisfied.

> **Approval Criteria (c)** Approval of the amendment will not result in a decrease in the level of service for capital facilities and services identified in the Coos Bay capital improvement plan(s)

The draft TSP has identified and prioritized improving roadway and intersection operations from safety, maintenance, and modernization perspective. This has included an analysis of level-of-services (LOS) for existing facilities and services, with a focus on improving the LOS.

CONCLUSION: As proposed, this criterion is adequately satisfied.

II. Statewide Planning Goals

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

STATEMENTS OF FACT AND FINDINGS: The Project complies with the Coos Bay's Comprehensive Plan citizen involvement processes and Statewide Planning Goal 1. The Planning Commission and City Council held a joint public hearing on the Project prior to adopting the TSP and amendments to the Comprehensive Plan and Coos Bay Municipal Code Title 17. Notice of the proposal and hearings was published in advance of City Council action on the project. The proposal was mailed to the Department of Land Conservation and Development on June 16, 2020, 35 days in advance of the joint Planning Commission/City Council public hearing on July 21, 2020.

A Public Advisory Committee (PAC) was formed, comprised of local residents and business representatives. The PAC reviewed and commented on each technical memorandum for the Project and met with the project team nine times, at key stages, during the project. Two public open houses were held at key stages to educate residents and provide opportunities for input and to update the public on the TSP's progress. See the Public Involvement section in this report, Figure 1 and 3 in the proposed TSP and the Title VI and the proposed TSP, Volume 2, Environmental Justice Memorandum and Public Meetings Summary.

CONCLUSION: This goal is met with the Project.

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

STATEMENTS OF FACT AND FINDINGS: Existing state and local plans, policies, standards, and laws relevant to the TSP were reviewed and evaluated to guide the development of the TSP. See TSP, Volume 2, Technical Memorandum #1: Existing Plans and Policies Review 1. Coordination between the state and local agencies was accomplished through the involvement of the of the project management team consisting of City staff, the ODOT grant manager, and consultant team. Members of the project advisory committee provided guidance on the development the TSP and included stakeholders from DLCD, Coos County, the City of North Bend, and the City of Coos Bay.

CONCLUSION: This goal is met with the Project.

Goal 3: *Agricultural Lands: to preserve and maintain agricultural lands.*

STATEMENTS OF FACT AND FINDINGS: This goal is not applicable. The City of Coos Bay has no lands designated as agricultural within its municipal boundaries.

Goal 4: *Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

STATEMENTS OF FACT AND FINDINGS: The City of Coos Bay has no lands specifically designated as forest use within its municipal boundaries.

Goal 5: *Natural Resources, Scenic and Historic Areas, and Open Spaces: To protect natural resources and conserve scenic and historic areas and open spaces.*

STATEMENTS OF FACT AND FINDINGS: This goal is not applicable to the Project as there are no impacts to natural resources, scenic and historic areas, or designated open space areas. However, the goals and policies identified in the "Goals and Policies" Section of the proposed TSP support natural and cultural resource protection, including the objectives below that specifically address protection and objectives and projects that generally support protection by promoting walking, biking, and taking transit. These include:

- Goal 5, Objective g - Support recreational transit use to boost tourism, enhance economic development, and reduce the environmental impacts of automobile traffic.
- Goal 6, Objective b - Operate City land use, financial, and environmental planning functions with priority on strategic transportation and financial investment to implement strategic transportation investments.
- Goal 8, Objective c - Implement the Transportation System Plan's multi-modal system to limit users' exposure to pollution and that enhances air quality.
- Goal 8, Objective e – Avoid or minimize impacts to scenic, natural, and cultural resources. In physically constrained areas, and as necessary to protect resources, develop and consider alternative transportation design facilities.
- Goal 8, Objective J - Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (water reduction methods to protect waterways, solar infrastructure, impervious materials).

Notes for the street connectivity plan of the proposed TSP specify that the projects may be constrained by environmental resources ("Roadway" Section).

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

STATEMENTS OF FACT AND FINDINGS: The Project process was guided by Goal #8 of the proposed TSP to provide a transportation system that enhances the health of residents and users that minimizes impacts to the environment. As the plan will ideally reduce traffic by providing for more transportation choices and increasing the efficiency of transportation facilities, implementation of the TSP policies and projects is expected to improve air quality.

CONCLUSION: This goal is met with the Project.

Goal 7: *Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.*

STATEMENTS OF FACT AND FINDINGS: The TSP documents the City's transportation deficiencies and identifies needed infrastructure improvements to ensure that community members and visitors have safe and efficient ways to move within and through the City. Multi-modal options and a connected, well-maintained roadway system are key to evacuation in the event of a tsunami or other emergency event. The "Goals and Policies" Section of the proposed TSP addresses the importance of providing tsunami evacuation routes in the following policies, used for evaluation of recommended TSP projects:

- Goal 2, Policy e - Maintain and enhance lifeline and evacuation routes in coordination with local, regional, state and private entities.
- Goal 6, Policy c - Require findings that affirm land use and transportation decisions efficiently use public infrastructure investments that:
  - Maintain the mobility and safety of the roadway system
  - Foster efficient development patterns
  - Encourage the availability and use of transportation options such as biking, walking and taking transit
  - Plan for efficient and safe emergency response and evacuation needs

CONCLUSION: This goal is met with the Project.

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.*

STATEMENTS OF FACT AND FINDINGS: The TSP addressed the recreational facilities of Coos Bay in multiple areas. The TSP "Goal and Policies" Section note the importance of recreational tourism to the City's economic interests; recreational needs were addressed in the following policies:

- Goal 5, Policy e - Encourage recreational tourism by developing vehicular, pedestrian, and bicycle connections and recreation routes and services throughout the City and between major recreational locations and destinations and key City service areas.
- Goal 5, Policy f - Improve designated major tourist routes with enhanced streetscape and directional markings.
- Goal 5, Policy g - Support recreational transit use to boost tourism, enhance economic development, and reduce the environmental impacts of automobile traffic.
- Goal 5, Policy h - Explore options to enhance tourist transit use with Coos County Area Transit, including the use of seasonal trolleys, and with businesses that attract tourists, such as local casinos.
- Goal 8, Policy b - Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of residents, to reduce vehicular traffic congestion, to provide community and recreational alternatives, and to support local commerce and economic development.

Travel demand modeling accounted for recreational tourism when determining current and future travel demand. See the "Coos Bay 2040" section of proposed TSP. Travel demand models were used to help predict the patterns of future commuters, school traffic, and recreational traffic. This

allowed estimates for future demand on all modes to account for growth and indicated where improvement projects were most needed.

The Oregon Coast Bike Route (OCBR) was identified as a key recreation feature in Coos Bay. The OCBR spans the Oregon coastline from Astoria to Brookings, primarily on US 101. It connects coastal communities, recreational destinations, and viewpoints. The OCBR through Coos Bay, is signed along Cape Arago Highway (Newmark Avenue and Empire Boulevard). The TSP highlights the potential for opportunities to attract riders along the OCBR to destinations in their community.

CONCLUSION: This goal is met with the Project.

> ***Goal 9:*** *Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.*

STATEMENTS OF FACT AND FINDINGS: The adoption and implementation of the proposed TSP will promote economic development within the City, especially as related to the transportation of goods, efficiency of funding projects, and recreational tourism through active transportation modes. The planning process was guided by Goal 5 of the proposed TSP to "Provide a transportation system that supports existing industry and encourages economic development in the City". Specific Goal 5 policies particularly supportive of economic development include:

- Goal 5, Policy a - Improve the movement of goods and delivery of services throughout the City while balancing the needs of all users with a variety of travel modes and preserving livability in residential areas and established neighborhoods.
- Goal 5, Policy b - Prioritize efficient freight movement on identified freight routes in the Transportation System Plan and improve freight intermodal connectors as last mile connectors between state highways and intermodal freight facilities.
- Goal 5, Policy e - Encourage recreational tourism by developing vehicular, pedestrian, and bicycle connections and recreation routes and services throughout the City and between major recreational locations and destinations and key City service areas.
- Goal 5, Policy f - Improve designated major tourist routes with enhanced streetscape and directional markings.
- Goal 5, Policy g - Support recreational transit use to boost tourism, enhance economic development, and reduce the environmental impacts of automobile traffic.
- Goal 8, Policy b - Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of residents, to reduce vehicular traffic congestion, to provide community and recreational alternatives, and to support local commerce and economic development.

Most projects recommended in the TSP support economic development in the city directly or indirectly as they will more efficiently use existing facilities and make transportation options more viable. The Tier 1 Financially Constrained Project List ("The Projects" Section of the proposed TSP) identifies the projects that could be constructed with funding anticipated through 2040. This list includes projects already committed in adopted documents; general locations are summarized in Figure 11 of the proposed TSP.

Key examples of these projects include the following: Front St Blueprint for the Front Street Action Plan and Boardwalk multimodal improvements, Mingus Park Wayfinding, access to the Hospital and Medical Park and extended transit route service hours.

Tier 2 projects, Table 12 of the proposed TSP, currently do not have committed funding but were recommended as important to the future transportation system. This includes pedestrian improvements, bicycle facilities, and safe routes to school, and access management around the US 101.

Modal system plans found in the TSP ("Modal Plans"), including the roadway system plan, as well as the funding and implementation plan provide guidance on funding projects that may increase economic opportunities for the City. Proposed projects such as pedestrian access improvements to recreational areas (Figure 5 of the TSP), modifying US 101 to accommodate high heavy vehicle volumes, and improvements related to the Coos Bay Rail Line (Table 7 of the TSP) were identified as providing a variety of economic development opportunities in the County.

CONCLUSION: The Project addresses Statewide Planning Goal 9.

> ***Goal 10:*** *Housing: To provide the housing needs of the citizens of the state.*

STATEMENTS OF FACT AND FINDINGS: The draft TSP used the 2040 population and employment forecast and existing land use designations in travel demand modeling to determine needed transportation improvements. The travel demand model used socioeconomic data to predict future vehicle traffic volumes and predict supply (capacity) and demand on the transportation system. This model is reflected in the Goal 1, Policy a. which speaks to maintenance and improvements of connections between households and essential destinations, like schools, parks, transit stops, and the waterfront.

The existing conditions ("Coos Bay Today" of the draft TSP) identify where the majority of households in the urban landscape have settled, as well as the commute patterns from those households. The mapping of the more disadvantaged communities is summarized in TSP Volume 2, under the Title VI/Environmental Justice Outreach Memorandum. The mapping of these populations is available in Technical Memorandum #4: System Inventory. Many of the recommended improvements on the project will support population growth in Coos Bay in some way; projects that serve residential areas in particular include the addition of sidewalks on Woodland Drive and between medical facilities near the hospital; wayfinding signs to Mingus park, improving bike/ped crossings across US 101, restriping to a 3-lane cross-section with sidewalk bump outs at 4th Street from Market to Golden avenue, and improvements of bicycle and pedestrian connectivity to transit routes.

CONCLUSION: The Project addresses Statewide Planning Goal 10.

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

STATEMENTS OF FACT AND FINDINGS: The City finds the Project consistent with Goal 11 as the TSP provides guidance for managing, operating, and improving the transportation system, a public facility, over a 20-year period. The TSP documents existing conditions and future needs for the City's transportation system, including highways within the City of Coos Bay (see proposed TSP Volume 2: Technical Memorandum #4: System Inventory, Technical Memorandum #6: Current System Conditions Technical Memorandum, #7: Future Deficiencies and Needs, and Technical Memorandum #8: System Alternatives). Proposed improvements and implementation

measures have been tailored as the means to meet those future needs, primarily to improve safety and increase efficiency of existing roadways, (TSP Tables 11 and 12).

The TSP includes access spacing standards that balance needs to provide efficient travel for motorists with the ability to access specific property and destinations. Access management standards are designed to reduce congestion and accident rates and may lessen the need for constructing additional roadway capacity. TSP Table 9 identifies the minimum and maximum public street intersection and minimum private access spacing standards for Coos Bay streets.

As part of the Project implementation, CBMC changes include requirements for Transportation Impact Analyses (TIA) to be universally consistent with CBMC Chapter 18.40.010 which specifies TIA requirements and contents. TIAs advise City staff to determine whether land use development conditions are needed to protect and minimize impacts to and preserve City transportation resources and facilities.

CONCLUSION: The Project addresses Statewide Planning Goal 11.

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

STATEMENTS OF FACT AND FINDINGS: The City of Coos Bay finds the Project is consistent with Goal 12 in recommending improvements that meet the TSP goals (see "Goals and Policies"" section in the proposed TSP). TSP goals include improving mobility and connectivity, support economic development, promote safety, provide for multimodal users, protect the environment and maintain planning and funding for the transportation network.

An inventory of the current transportation system found all City, State, and County roadways are adequately meeting existing vehicle and truck demand and operate below capacity (see TSP Volume 2, Technical Memorandum #6, Current System Conditions). Although none of the intersections exceed the mobility targets, some locations are nearing them: 7th Street at Anderson Avenue and Johnson Avenue at US 101 South. As shown in the draft TSP section "Future Driving Conditions," the future growth in the Bay Area is expected to increase demand on certain sections of roadway, especially around bridges which is how most visitors access to Coos Bay. Sections of the roadway network that are expected to exceed capacity include:

- Newmark Avenue at Morrison Street: Southbound movements
- 7th Street at Anderson Avenue: Eastbound movements
- Hall Avenue at US 101 northbound: Westbound movements

The future needs for the transportation system are not forecasted to result in capacity deficiencies. so, addressing future transportation needs primarily focuses on improving roadway and intersection operations from a safety, maintenance, and modernization perspective (see TSP Volume 2, Technical Memorandum #7: Future Deficiencies and Needs). From these needs, a list of projects that improve safety and mobility within Coos Bay was developed and refined (see Table 11 and 12 of the TSP).

A major purpose of the Transportation Planning Rule ("TPR" OAR 660, Division 12 that implements Goal 12), is to promote coordination of land use and transportation planning. The relevant sections of the updated Coos Bay TSP, including updated transportation goals and policies, will be adopted in the City's Comprehensive Plan by reference through a legislative amendment. In addition, the City is proposing to adopt Municipal Code amendments to ensure

consistency between adopted development requirements (Attachment C) and the goals, objectives and recommendations of the TSP (see proposed TSP).

CONCLUSION: The Project addresses Statewide Planning Goal 12.

> ***Goal 13:*** *Energy Conservation: Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.*

STATEMENTS OF FACT AND FINDINGS: The proposed TSP projects improve roadway and intersection operations, addressing safety and maintenance needs on Coos Bay's system. A connected, well-maintained roadway system will reduce out-of-direction travel, vehicle miles traveled, and greenhouse gas emissions. In addition, by improving connections and facilities for bicycles, pedestrians, and transit service, the City can encourage those "active" forms of travel and conserve energy otherwise expended by single occupancy vehicles. A sample of the many draft TSP policies related to energy conservation include:

- Goal 1, Policy b - For new development and expansion of existing development, require multi-modal circulation internally on site and externally to adjacent land use and existing and planned multi-modal facilities.
- Goal 1, Policy c - Support options to motorized travel and to promote and support walking and biking tourism.
- Goal 1, Policy d - Require sidewalks on all new streets within the Urban Growth Boundary and facility design meeting adopted Transportation System Plan standards.
- Goal 1, Policy e - Ensure adequate access to transit facilities and services.
- Goal 3, Policy b - Reduce reliance on single-occupancy vehicle trips by implementing the adopted bicycle and pedestrian modal plans through private investment as part of future development and by seeking public funding to enhance facilities.
- Goal 3, Policy h - Coordinate with Coos County Area Transit to develop system enhancements that support the movement of people in high traffic corridors.
- Goal 8, Policy b - Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of residents, to reduce vehicular traffic congestion, to provide community and recreational alternatives, and to support local commerce and economic development.
- Goal 8, Policy f - Reduce the number of vehicle-miles traveled.
- Goal 8, Policy g - Increase the number of walking, bicycling, and transit trips in the City.
- Goal 8, Policy k - Support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects.
- Goal 8, Policy l - Implement requirements for multi-modal or "complete streets," with each street servicing the needs of the various modes of travel.

Significant gains are expected in terms of project outcomes related to walking, biking, and taking transit, which in turn will have a positive impact on energy efficiency and conservation.

CONCLUSION: The Project addresses Statewide Planning Goal 13.

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

STATEMENTS OF FACT AND FINDINGS: The TSP recommends multimodal solutions to serve household and employment growth projected through 2040 within the City's UGB. Proposed TSP goals and transportation policies to support residential and economic development are identified in the findings for Statewide Planning Goals 9 and 10.

CONCLUSION: The Project addresses Statewide Planning Goal 14.

[1] ***Goal 15***

Goal 16: *Estuarine Resources: to recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.*

STATEMENTS OF FACT AND FINDINGS: Estuarine resources will not be impacted by this application or to the proposed amendment. However, the TSP includes improvements related to the Coos Bay Boardwalk that will allow people to enjoy and more fully appreciate the Coos Bay Estuary.

Goal 17: *Coastal Shorelands: To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses. economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.*

STATEMENTS OF FACT AND FINDINGS: The coastal shorelines goal is not applicable to this application. There are no shorelands affected by the proposed amendments. Goal 17 does not apply.

Goal 18: *Beaches and Dunes: To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-made induced actions associated with these areas.*

STATEMENTS OF FACT AND FINDINGS: There are no beach or dune areas affected with this application. Goal 18 does not apply.

Goal 19: *Ocean Resources: To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.*

STATEMENTS OF FACT AND FINDINGS: The ocean resources goal is not applicable to this application or the proposed amendments. Goal 19 does not apply.

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[1] Statewide Planning Goal 15 is related to the Willamette River and does not apply to Coos Bay.

III. OREGON TRANSPORTATION PLAN: The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the TSP (Attachment A Exhibit 1). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies are as follows:

> ***POLICY 1.2 – Equity, Efficiency and Travel Choices.*** *It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

Finding: As noted in the finding addressing Goal 12, the TSP's multi-modal, network-wide approach, prioritizes projects which benefit driving, bicycling, walking, and transit use. Roadway standards are designed to accommodate all users of the road, including motorists, pedestrians, and bicyclists. Street design standards are based on functional classification and surrounding land uses (see "Functional Classification Plan" section and Figure 10 in the draft TSP, Attachment A). The TSP identifies specific sidewalk and crossing, bicycle, and transit projects, in addition to roadway improvements, to promote travel choices (in the draft TSP, Table 11, "Tier 1 Projects Lists" and Table 12, "Tier 2 Projects Lists").

> ***POLICY 2.1*** *- Capacity and Operational Efficiency. It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long-term benefit of people and goods movement.*
>
> ***POLICY 2.2*** *– Management of Assets. It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.*

Finding: As discussed to the Goal 11 findings, all standards which preserve the capacity and efficiency of the transportation system are incorporated into the TSP and implementation measures proposed to the Coos Bay Municipal Code. TSP standards include access management measures (see draft TSP, Table 9: Access Spacing) and Project requirement for TIA consistency with CBMC Chapter 18 requirements,

> ***POLICY 3.1*** *– An Integrated and Efficient Freight System. It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.*
>
> ***POLICY 3.2*** *– Moving People to Support Economic Vitality. It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.*

Finding: US 101 within Coos Bay is designated as a Statewide Highway, a Freight Route, and part of the National Highway System (NHS). Newmark Ave, Central Ave, and Ocean Blvd are designated as non-state parts of the NHS. Port and rail facilities are also located in Coos Bay. The draft TSP identifies improvements that will enhance rail, truck, marine, and air freight movement. (see draft TSP, Table 7: Air, Water, Rail and Pipeline Improvements). In addition to supporting tourism and economic development (see findings under Goal 8 and Goal 9), draft TSP policies support freight. The following policies specifically are intended to support the movement of goods to and through the community:

- Goal 5, Policy a - Improve the movement of goods and delivery of services throughout the City while balancing the needs of all users with a variety of travel modes and preserving livability in residential areas and established neighborhoods.
- Goal 5, Policy b - Prioritize efficient freight movement on identified freight routes in the Transportation System Plan and improve freight intermodal connectors as last mile connectors between state highways and intermodal freight facilities.

> ***POLICY 4.1*** *- Environmentally Responsible Transportation System. It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

Finding: Goal 8 of the draft TSP is to "Provide a transportation system that enhances the health of residents and users and that minimizes impacts to the environment." The TSP identifies projects that support alternative modes of transportation to allow individuals to reduce single-occupancy vehicle trips, specifically projects that support walking, cycling, and transit (see TSP Tables 4 and 5.)

Existing standards within Chapter 17 of the Coos Bay Municipal Code already require development for nonmotorized facilities and transit facilities. These sections of code will be supplemented to meet Transportation Planning Rule requirements for multimodal infrastructure, which reduced the need for single-occupancy vehicles further. This includes a new Pedestrian and Bicycle Access subsection (17.335.090) within the "Supplementary Design Standards."

> ***POLICY 5.1*** *– Safety. It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners*.

Finding: Transportation projects and policies were evaluated to address needs based on current and future traffic conditions. The evaluation and prioritization of all projects included applying criteria for the health and safety of all modes of travel (see TSP Volume 2, Technical Memorandum #8: Draft System Alternatives, Table 6). Projects identified include pedestrian connections at Front Street, at rail crossings, and around the hospital and medical center. As Coos Bay is a part of a larger bicycle network (the Oregon Coast Highway sees a high frequency of cyclists), the safety of cyclists along the Oregon Coast Highway/US 101 was addressed in the plans and projects along this corridor. One of the Tier 2 projects identified within the draft TSP is "Provide bicycle lanes (OCBR priority) through road widening or lane diet" (see draft TSP Table 12: Tier 2 (Needed but Unfunded) Projects).

> ***POLICY 7.1*** *– A Coordinated Transportation System. It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

Finding: ODOT, North Bend, and Coos County are the primary agencies the City needs to coordinate with regarding transportation system planning within the City limits. Representatives of the Confederate Tribes of Coos, Lower Umpqua, and Siuslaw Indians, the Confederated Tribe of Siletz, and the Coquille Indian Tribe ensured coordination with tribal interests as part of the PAC. The Coos County Area Transit were also represented on the PAC, coordinating long-range transit planning underway with the development of the City's TSP. As grant and project manager, ODOT staff has been involved in project management meetings as well as the public meetings addressed under Statewide Goal 1 in this report.

POLICY 7.3 *– Public Involvement and Consultation. It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.*

POLICY 7.4 *- Environmental Justice. It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.*

Finding: The proposed 2020 Coos Bay TSP was developed through a process that included multiple opportunities for public involvement (see the Statewide Goal 1 responses of this report), including two open houses and meetings with the PAC. See also TSP Volume 2, Title VI and Environmental Justice Memorandum and Public Meetings Summary. Information regarding the planning process was made available through the City website, where announcements and materials were shared.

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

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

Policy 1C *(State Highway Freight System) states the need to balance the movement of goods and services with other uses.*

Finding: US 101 within Coos Bay is designated as a Statewide Highway, a Freight Route, and part of the National Highway System (NHS). The proposed TSP identifies OHP policy that specifies v/c ratio mobility targets for ODOT facilities and clarifies that streets under the State's jurisdiction must comply with mobility targets included in the Oregon Highway Plan (OHP).

Policy 1B *(Land Use and Transportation) recognizes the need for coordination between state and local jurisdictions.*

Finding: As has been described in previous findings, specifically in response to Statewide Goals 1 and 2 and OTP Policy 7.1A, development of the 2020 TSP has involved close coordination between the City of Coos Bay, City of North Bend, Coos County, and ODOT.

In addition, proposed City Municipal Code language to meet TPR requirements provides a crucial connection between land use development decisions and managing and protecting the City's transportation system (see proposed TSP, Volume 2, Technical Memorandum #11 and Technical Memorandum #12). Recommendations include adding reference to consistency with TPR -0060 as a specific approval criterion for plan amendments and zone changes (CBMC 17.360.060) as

noted in Exhibit C.

Policy 1D *(Scenic Byways)*

Finding: The Oregon Coast Scenic Byway (byway name Pacific Coast Byway) runs along Highway 101 on the eastern edge of Coos Bay. Aesthetic and design elements along US 101 will primarily be guided by ODOT design standards for the highway. The proposed TSP consistently defers to ODOT standards for management of US 101, including state mobility targets and access management standards. Walking and bicycling projects recommended along US 101 – including sidewalks, bike lanes, and pedestrian trails – may be accompanied by additional planting or landscaping (See TSP Table 12) along the highway and will allow residents and visitors to more slowly enjoy the scenic qualities of US 101 through Coos Bay.

Safety and performance considerations are addressed in findings for OTP Policy 5.1 and OHP Policies 1A and 1F.

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

Finding: Intersections along US 101 that experience delay are identified in TSP Volume 2, Technical Memorandum #6: Existing System Conditions. Although none of the intersections exceeds the mobility targets, there are a couple locations approaching the target, including the intersection at Johnson Avenue at US 101 South. Johnson Avenue at US 101 South is a five-legged intersection and one of the busiest intersections in Coos Bay. Upgrades to improve the mobility at the intersection are included in the recommendation in TSP, Table 12: Tier 2 (Needed but Unfunded) Projects.

The draft TSP includes key provisions to help manage mobility in the city. In addition to establishing mobility targets for local streets and intersections ("Potential Management Actions and Ordinance Revisions: Mobility Targets"), new requirements are recommended that strengthen coordination with ODOT and other transportation facility and service providers when considering the potential impacts of proposed development. Additionally, proposed CBMC amendments to align Title 17 references to CBMC Title 18 TIA requirements assures consistency in developing mitigations to address potential impacts of proposed development, including degradation of mobility.

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

Finding: The framework for developing recommendations in the proposed TSP utilized Transportation System Management (TSM) measures, which are designed to make maximum use of existing transportation facilities to reduce costs by avoiding the need for more expensive roadway expansion projects. This includes traffic control improvements, traffic signal coordination, traffic calming, access management, local street connectivity, and intelligent transportation systems (ITS). TSM and TDM alternatives guided the alternatives analysis (see proposed TSP Volume 2, Technical Memorandum 8, "Transportation Tools and Guidelines"). As part of the iterative process to determine the preferred concepts for the TSPs, a preliminary evaluation was done to screen and prioritize the alternatives, which included the goal of Strategic Investment and criteria used to meet that goal.

Policy 2B *(Off-System Improvements) helps local jurisdictions adopt land use and access management policies.*

Finding: As noted in the findings for OHP Policy 1G above, the Draft TSP establishes updated access management standards to manage access to the City's road system and to provide safe spacing (TSP, Table 9) from intersections involving state facilities. Access management is one of many tools from the TSM/TDM toolbox, referenced in the findings to OHP Policy 1G.

The proposed TSP also establishes an updated mobility standard for City streets (see "Mobility Targets" section of draft TSP). Management of City streets consistent with this standard should also benefit operations on state facilities.

Alternative transportation options, such as walking, cycling, and transit, are supported through the planned system, which could result in some shifting from vehicle trips to "active" modes, and possibly reducing the load on the state highway facilities. Improvements in draft TSP Tables 11 and 12 ("Tier 1 Projects" and "Tier 2 Projects") include:

- Bike/Ped/Transit connectivity
- Transit Shelters, stops, and pull outs
- Transit service hours extension, weekend service, and increased frequency
- Various street pedestrian improvements
- US 101 bicycle lanes

Proposed code amendments also support improvements to the local transportation system and connectivity through land use approval and private investment. As shown in Attachment B of the Technical Memorandum #11 in TSP Volume 2, these amendments address pedestrian connectivity standards on commercial and downtown districts, new access spacing standards, and requiring pedestrian and bicycle access in cul-de-sacs.

***Policy 2F** (Traffic Safety) improves the safety of the highway system.*

Finding: Please refer to the findings for OTP Policy 5.1 (Safety).

Policy 2G (Rail and Highway Compatibility)

Finding: This policy recognizes the need to increase safety and transportation efficiency through the reduction and prevention of conflicts between railroads and highway users. The Coos Bay Rail Line is the short line railroad operating in the North Bend and Coos Bay region. However, the rail line does not cross US 101, and identified projects related to the highway do not relate to the rail.

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

Finding: Local access spacing standards are shown in TSP Table 9. The TSP recommends that access spacing be used with other access management tools, such as channelized turn lanes, median treatments, and turn restrictions to enhance safety and improve traffic operations. The development of new streets must comply with these standards, to the extent practical as determined by the City.

Access spacing standards for US 101 are determined by ODOT. These spacing standards vary based on posted speed limit and facility classification. Strategies identified for access management on City streets could be employed by ODOT to improve access spacing compliance on US 101.

The TSP supports access management in that it recommends adding a reference to local access management standards that are established in the TSP in engineering standards.

> ***Policy 3B*** *(Medians) manages the placement of medians on the state highways.*
>
> ***Policy 3D*** *(Deviations) establishes general policies and procedures for deviations from adopted access management standards and policies.*

Finding: The Median, IAMP, and Deviation policies are not applicable to this application or the proposed amendments.

> ***Policy 4A*** *(Efficiency of Freight Movement)*

Finding: Please refer to the findings for OTP Policy 3.1 (Integrated and Efficient Freight System).

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

Finding: The TSP documents existing conditions related to multimodal travel, including pedestrian, bicycle, and transit travel. The TSP advances and supports "alternative passenger modes" by focusing on Goals #1 (an interconnected, multimodal transportation network) and #8 (a healthy transportation system that minimizes impacts on the environment). These goals created criteria which were used to analyze alternatives (see proposed TSP, Volume 2, Technical Memorandum #8, Draft System Alternatives).

> ***Policy 4D*** *(Transportation Demand Management)*

Finding: Development and implementation of the draft TSP, including associated transportation policies and recommended Municipal Code amendments emphasizes multimodal transportation, which diversifies the ways people travel, generates less demand on highway travel lanes, and therefore, makes more efficient use of the State system.

As noted in the "TSM and TDM Toolbox" section of the draft TSP, a collection of system and demand management options were applied through multiple projects recommended in the TSP. TDM measures in the TSP include strategies such as:

- Employer-based trip reduction strategies (e.g., parking management/pricing, carpool spaces, telecommuting, transit allowance)
- Transit improvements
- Investment in pedestrian/bicycle facilities and amenities
- Comprehensive performance indicators (examples: multimodal level of traffic stress, accessibility, land use density)
- Mass communication/marketing to increase awareness of transportation options
- Safe routes to school

Transit service, frequency, and route extensions are identified in the "Tier 1 Projects" (see draft TSP, Table 11). Pedestrian amenities and multimodal improvements at key downtown or employment areas are also identified, including around the Medical Center. In addition, multiple

Safe Routes to School improvements and increased bicycle facilities are identified in "Tier 2 Projects" in Table 12.

V. OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Section 660-012-0005 through 660-012-0055

These sections of the TPR contain policies for preparing and implementing a transportation system plan.

Finding: The Project TSP includes sections on existing conditions and future conditions (sections "Coos Bay Today" and "Coos Bay 2040"), a roadway classification system and corresponding standards ("Roadway Cross-Section"), recommended improvements by mode ("Modal Plans"), and a general funding plan ("Funding") as required by Section -0020 of the TPR. These elements of the TSP are addressed in detail within technical memorandum included in Volume 2. The 2011 TSP was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR. The Project includes an update of the acknowledged TSP.

Implementation of the TSP is governed by Section -0045. To provide consistency with TPR standards, proposed Municipal Code provisions in Technical Memorandum #11 of the proposed TSP Volume 2, reflect recommendations prepared as part of a regulatory evaluation conducted early in the TSP update process. An evaluation of Title 17, as well as the City's Engineering Design Standards (Title 18), found that City requirements are largely consistent with the TPR but that some areas could be modified to better achieve and strengthen TPR Compliance. The full Title 17 code evaluation can be found in proposed TSP Volume 2, Technical Memorandum #11.

Section 660-012-0060 – Plan and Land Use Regulation Amendments

Finding: Municipal Code amendments are included in the Project to ensure future proposals for amending the text or maps of the Comprehensive Plan and Municipal Code demonstrate compliance with the TPR, and that the impact of all transportation facilities from the proposed change are mitigated, consistent with TPR~0060 (see TSP Volume 2, Technical Memorandum #11). As noted in the proposed TSP Volume 2 and Technical Memorandum #12, such changes are proposed to subsections of Section 17.360.060 (Plan Amendments and Zone Changes) to comply with this requirement.

VI. OAR 734, Division 51. Highway Approaches, Access Control, Spacing Standards and Medians

OAR 734-051 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways. OAR 734-051 policies address the following:

- How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- The purpose and components of an access management plan; and
- Requirements regarding mitigation, modification and closure of existing approaches as part of project development.

Finding: The Oregon Highway Plan (OHP) was used in the assessment of intersection operations. Mobility targets were summarized for all state highways in Coos Bay and North Bend (as shown in TSP Volume 2, Technical Memorandum #6: Current System Conditions, Table 3). For Coos Bay, peak hour traffic operations were summarized for each intersection; none of the intersections exceeded the mobility targets set by the OHP.

Alternatives within Coos Bay included access management strategies (as illustrated in TSP Volume 2, Technical Memorandum #8: Draft System Alternatives). Access management was part of the Transportation System Management Toolbox, which included turn restrictions and access consolidation and non-traversable medians.

Exhibit A: Coos Bay 2020 Transportation System Plan, Volume 1

Provided under separate cover.

Exhibit B: Coos Bay 2020 Transportation System Plan, Volume 2

Provided under separate cover and includes the following:

- *Title VI and Environmental Justice Memorandum Public Meetings Summary*
- *Technical Memorandum #1: Existing Plans and Policies Review*
- *Technical Memorandum #2: Goals, Objectives and Evaluation Criteria*
- *Technical Memorandum #3: Financial Funding Forecast*
- *Technical Memorandum #4: System Inventory Technical Memorandum #5: Methodology Memorandum*
- *Technical Memorandum #6: Current System Conditions*
- *Technical Memorandum #7: Future Deficiencies and Needs*
- *Technical Memorandum #8: System Alternatives*
- *Technical Memorandum #9: Preferred Alternative Selection*
- *Technical Memorandum #10: Financial Forecast*
- *Technical Memorandum #11: Policies and Standards*
- *Technical Memorandum #12: Code Provisions and Ordinance Amendments*

Exhibit C: Proposed Municipal Code Amendments

Summary Table

	Code Section	Recommendation	Citation
1	**17.240, 17.250**	Expand the purpose and intent statements in key land use districts in the city, such as the Waterfront Heritage District, to refer to safe and secure travel as referenced in TSP goals and objectives.	City recommendation
2	**17.235**	Address right-of-way dedications necessary to provide sufficient right-of-way in the development standards for the Industrial-Commercial District.	City recommendation
3	**17.240**	Reconcile trip analysis requirements for the Waterfront Heritage District with traffic impact analysis requirements in the Engineering Design Standards.	City recommendation
4	**17.245 and 17.250**	Establish provisions for pedestrian access to the waterfront and along the waterfront (e.g., boardwalk opportunities) in the Waterfront Industrial District and Hollering Place District.	City recommendation
5	**17.330.020**	Allow for redevelopment of parking areas for transit uses (e.g., park-and-rides) as new provisions in CBDC 17.330.020 (Joint use of facilities). Require development to provide park-and-rides per location and design guidance in the Coos County Transit Master Plan.	TPR -0045(4)(e), City recommendation
6	**17.330.030**	Include preferential location provisions for rideshare (e.g., carpool) parking in a new subsection in parking design standards	TPR -0045(4)(d)
7	**17.330.030**	Require “crosswalks” (pedestrian connections) through parking areas over a certain size in a new parking area design subsection in CBDC 17.330.030.	TPR -0045(3)(d) and (6)
8	**17.330.030**	Add bicycle parking requirements for transit transfer stations and park-and-ride lots in Table 17.330.030 (the location and design of spaces to be determined through development review).	TPR -0045(3)(a), City recommendation
9	**17.335.090**	Require pedestrian access to the street (sidewalk), adjacent properties, and existing and planned transit stops for development other than single-family residential development.	City recommendation, TPR -0045(3)(d) and (6)
10	**17.335.090**	Establish requirements related to transit stops, including required building entrance orientation, for development other than single-family residential development in a new subsection in CBDC Chapter 17.335 (Supplementary Development Standards).	TPR -0045(3)(d) and (6)

	Code Section	Recommendation	Citation
11	17.335.100	Add transit facilities requirements to the Supplementary Development Standards in Title 17.	TPR -0045(3)(d) and (6)
12	17.360.060	Add consistency with TPR Section -0060 as a specific approval criterion for plan amendments and zone changes in CBDC 17.360.060.	TPR -0045(2)(g) and -0060
13	18.15.005	Ensure that mobility standards in the code are consistent with recommendations in the Draft TSP.	TPR -0045(2)(b)
14	18.15.010	Institute block size standards according to street functional classification in a new subsection in CBMC Chapter 18.15 (Transportation Facilities).	TPR -0045(3)(d) and (6)
15	18.15.010	Consider narrower paved widths standards, as compared to existing standards in Table 3-1 in CBMC 18.15.010(2).	TPR -0045(7)
16	18.15.010	Ensure that requirements are consistent with spacing standards (updated, or existing 2004 TSP Tables 3-6 and 3-7). Add access spacing standards in the code.	TPR -0045(2)(a) -0045(7)
17	18.15.010	Add requirements for non-motorized connections from cul-de-sacs to CBMC 18.15.10(9).	TPR -0045(3)(d) and (6) and -0045(2)(a)
18	17.362, 17.367	Address vision clearance area requirements. *Clear-vision area requirements are found in 18.15.010(6)(b). No modifications are recommended to Chapter 18, but cross-references to street standards in 18.15 are recommended to be included in the City's PUD and subdivision standards.*	City recommendation
19	17.330.030	Review parking standards. *A proposed new section, Parking Stall Design and Minimum Dimensions, includes requirements for off-street parking.*	City recommendation
20	17.235, 17.240	Require easement dedication for access along Front Street. *The alignment for the planned Coos Waterfront Walkway traverses land zoned Industrial-Commercial Waterfront-Heritage. Requirements for right-of-way easements are proposed for these zones.*	City recommendation

The following Coos Bay Municipal Code modifications are numbered to correspond to recommendations in Table 1. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as <u>underlined</u>, and text recommended to be removed is shown in ~~strikeout~~.

Recommendation 1

Expand the purpose and intent statements in key land use districts in the city, such as the Waterfront Heritage District, to refer to safe and secure travel as referenced in TSP goals and objectives.

Chapter 17.230 Commercial Districts (C and Mx)

17.230.010 Purpose.

(1) Commercial (C) District. These commercial areas are intended to provide for the regular shopping and service needs for the community and adjacent service areas. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and service industries. These areas are held to a high standard of site plan review due to the close proximity of residential zones. Development activity shall meet, as applicable, the design guidelines contained in this code and ensure that there is safe, interconnected, and multimodal transportation access to and within development sites.

(2) The mixed-use (MX) district requires mixed-use developments to provide the community with a mix of mutually supporting retail, service, office and medium- or high-density residential uses. The zone is designed to promote cohesive site planning and design that integrates and interconnects two or more land uses into a development that is mutually supportive. It can provide incentives to develop a higher density, active, urban environment than generally would be found in a suburban community. This type of development is further expected to:

(a) Achieve the goals and objectives of the city's comprehensive plan and capital facilities plans;

(b) Enhance livability, environmental quality and economic vitality;

(c) Maximize efficient use of public facilities and services;

(d) Create a safe, attractive and convenient environment for a variety of uses including living, working, recreating and traveling by all transportation modes.

…

Chapter 17.240 Waterfront Heritage District (WH)

17.240.010 Intent.

The WH district is created to achieve the following objectives:

(1) To diversify the local economy.

(2) To preserve the city's historical waterfront and guide private and public development in a direction that strengthens a relationship to that setting.

(3) To guide the construction of private and public improvements to evoke historic architectural styles which existed in the Coos Bay area between the 1870s and the 1920s.

(4) To provide for a mix of uses and improvements that include:

(a) Existing waterfront industrial uses;

(b) New water-oriented, water-related and non-water-related service businesses;

(c) Amenities and attractions which encourage public access to and enjoyment of the waterfront;

(d) Urban residential opportunities; and

(e) Non-water-dependent industrial uses.

(5) To provide an opportunity to reclaim the city's waterfront heritage and express pride in our past and present by redevelopment which evokes, but does not necessarily duplicate, the appearance of the early days of Euro-American settlement.
(6) To promote physical, cultural and commercial links among Front Street, the boardwalk and the downtown core area.
(7) To ensure that there is safe, interconnected, and multimodal transportation access to and within development sites.
(8) To accommodate Pedestrian connectivity to and along the Coos Bay waterfront.
…

Chapter 17.250 Hollering Place District (HP)

17.250.010 Intent.

The area encompassed by the Hollering Place zoning district is intended to be developed as a planned unit development (PUD) based on the guidelines and requirements outlined below and the Hollering Place master plan. A cohesive design celebrating historic seaside architecture, reclamation of native shoreline habitats, sustainability, interpretation of local history and reconnection to the water are unifying elements relevant to the zoning district.

Development on the site must complement and connect with the existing business district to the east and act as a catalyst to help spur additional development and investment in the Empire area. A small-scaled gateway development near the intersection of Newmark Avenue and Empire Boulevard should act as a connection to the existing business district and as an entry statement signaling the presence of the remainder of the project. Preserving and enhancing views is a key component and must be balanced with achieving the right development mix and ensuring safe, secure, and multimodal access for people and vehicles. The myriad of weather and environmental factors is also significant, as is making sure the new development is complementary to adjacent uses.

The master plan referred to herein was prepared not as a detailed requirement, but as an example of the uses, property organization and development, site design, and architectural form and composition that can meet the intent of this code.

…

Recommendation 2

Address right-of-way dedications necessary to provide sufficient right-of-way in the development standards for the Industrial-Commercial District.

Chapter 17.235 Industrial-Commercial District (I-C)

17.235.040 Industrial-Commercial Development Standards.

Developments in the I-C zoning district shall be designed and constructed in accordance with the following standards:

…

(12) Electromagnetic Interference. Electric fields and magnetic fields shall not be created that adversely affect the normal operation of equipment or instruments or normal radio, telephone, or television reception from off the premises where the activity is conducted. This section does not

apply to telecommunication facilities which are regulated by the Federal Communications Commission under the Federal Telecommunications Act of 1996 or its successor.

(13) Sufficient right-of-way shall be dedicated to ensure space necessary for freight access, as determined by the street functional classification and right-of-way standards in CBMC 18.15.010(2) Table 3-1.

Recommendation 3

Reconcile trip analysis requirements for the Waterfront Heritage District with traffic impact analysis requirements in the Engineering Design Standards.

Chapter 17.240 Waterfront Heritage District (WH)

17.240.070 Property Development Requirements.

(16) Trip Analysis. For the purposes of this section, a "trip analysis" is a study or report consistent with methods described in CBMC Section 18.40.010 ~~that specifies the ADT (average daily traffic) for a use~~.

(a) Prior to approval of any use, or the expansion of a use, in the area comprised of subdistrict WH-3 and the portion of subdistricts WH-1 and WH-2 lying east of Front Street, it is necessary to ensure that the cumulative ADT generated in this area only, by existing uses and the proposed use, does not exceed a total 8,000 ADT.

(b) The applicant must complete a trip analysis for development or re-development of 20 or more residential units or 20,000 s.f. or more of commercial or industrial development or as required by the Director. The trip analysis must conform to the ~~demonstrating the change in the current ADT due to the proposal and compute the cumulative ADT~~ methods described within CBMC 18.40.010~~using one of the following methods:~~

> ~~(i) Retain a professional engineer with expertise in traffic or transportation engineering;~~
>
> ~~(ii) Trip generation figures for similar uses based on the latest edition of the publication "Trip Generation" by the Institute of Transportation Engineers (ITE Manual); or~~
>
> ~~(iii) Compute the average daily trips using a minimum of three sites with the same type and size of activity as proposed.~~

~~(c) The director may require a particular computation method upon determining that the development may have a substantial impact on the average daily trips to ensure the most reliable projections of impacts will be obtained.~~

(~~d~~c) A copy of the analysis and cumulative figures shall be sent to the Oregon Department of Transportation, Region 3, which will have 10 days to respond to the city in writing before approval may be granted.

(~~e~~d) The 8,000-ADT limitation for the area shall be removed or modified only in accordance with OAR 660-012-0060.

Recommendation 4

Establish provisions for pedestrian access to the waterfront and along the waterfront (e.g., boardwalk opportunities) in the Waterfront Industrial District and Hollering Place District.

Chapter 17.245 Waterfront Industrial District (W-I)

17.245.030 Property Development Requirements.

…

(9) Noise. Maximum permissible noise level shall not exceed permitted levels measured at the appropriate measuring points established by the Oregon Department of Environmental Quality. If there is doubt that the proposed use will violate these standards or if a valid complaint has been registered about the level of noise, the owner or agent may be required to show written compliance with state regulations.

(10) Pedestrian Circulation. Pedestrian connectivity to and along the waterfront shall be provided throughout the project pursuant to CBDC 17.330.030 and 17.335.090.

…

Chapter 17.250 Hollering Place District (HP)

17.250.080 Site Design, Guidelines and Standards.

All development in the HP district shall be consistent with the intent of the Hollering Place master plan and shall be consistent with the site design, guidelines and standards listed in this section, and the Hollering Place Master Plan Section 6 specifications for Vehicle Circulation, Parking, Pedestrian Circulation, Internal Circulation, Site Design elements and Landscaping. Site design shall respond to environmental, cultural and historic site features by taking advantage of existing view corridors, land use patterns, landforms, prevailing winds, and water-related activities. Long-term sustainable practices should be a focus, including marine resource protection, restoration of native plant communities, and habitat enhancement.

(1) Vehicle Circulation. The existing street patterns, access points and rights-of-way off of Empire Boulevard shall remain. The primary entry point to the lower development will be from Newmark Avenue with a secondary access along Mill Street off of Michigan Avenue. Access to existing businesses and uses will remain, but will be modified to support on-street parking. Existing access to the boat ramp and parking lot shall remain. Parking along Holland Avenue, the south property line of the subject property, shall remain as boat ramp parking.

(2) Pedestrian Circulation. Pedestrian connectivity is required for new development consistent with CBDC 17.330.030 and 17.335.090. ~~and continuity be provided throughout the project with clear crosswalks, curb cuts that meet code, and adequate lighting. Provide high-quality site furnishings suitable for coastal environments with long life and low maintenance~~.

…

17.250.090 General Design Guidelines and Standards – Architectural Form and Composition.

Establish visual linkages between the Empire business district and development on the bluff along Empire Boulevard, the various development areas on the lower site, views to the bay, and potential future development on adjacent sites. Design and locate buildings to minimize the effects of undesirable bay winds at ground level. The following design guidelines and standards are provided for all development in the HP zoning district:

(1) Respond to public streets and public spaces. Along pedestrian routes, design development to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment consistent with building design building design requirements of Sections 17.250.090 (2) and (3).

…

Recommendation 5

Allow for redevelopment of parking areas for transit uses as new provisions in CBDC 17.330.030 (Joint use of facilities). Require development to provide park-and-rides per guidance in the Coos County Transit Master Plan.

17.330.020 Joint Use of Facilities.
Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use. [Ord. 503 § 1 (Exh. B), 2018; Ord. 473 § 3 (Exh. A), 2016. Formerly 17.340.020].

Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space and design requirements for the site can still be met. Development required to provide park-and-rides shall be consistent with the location and design specifications of the Coos County transit master plan.

Recommendation 6

Include preferential location provisions for rideshare (e.g., carpool) parking in a new subsection in parking design standards

Chapter 17.330 Off-Street Parking and Loading Requirements
17.330.030 Parking Design Standards.

…

(2) Location. Off-street parking facilities shall be located on site to the extent feasible. Off-site parking shall be no further than 300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the nearest building that the facility is required to serve. Off-site parking shall be primarily employee parking.

Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA-accessible parking spaces.

Recommendation 7

Require "crosswalks" (pedestrian connections) through parking areas over a certain size in a new parking area design subsection in CBDC 17.330.030.

17.330.030 Parking Design Standards

…

(3) Materials, Design, and Lighting.

(a) Off-street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water to the satisfaction of the public works department and shall be maintained in good condition, free of weeds, dust, trash, and debris.

(b) Except for a single-family or duplex dwelling, groups of more than two parking spaces per lot must:

(i) Provide aisles or turnaround areas so that all vehicles may enter the street in a forward manner; and

(ii) Serve a driveway designed and constructed to facilitate the flow of traffic on and off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. In no case shall two-way and one-way driveways be less than 20 feet and 12 feet, respectively, and arranged so as not to use any part of adjoining public sidewalks, street, or alley rights-of-way, except for ingress and egress.

(iii) Provide internal pedestrian connections in parking lots with more than ten (10) parking spaces located in commercial districts and in parking lots with more than thirty (30) parking spaces located in non-commercial districts. These connections shall be a minimum of five (5) feet wide and distinguished from vehicular areas through changes in elevation or contrasting paving materials (such as light-color concrete inlay between asphalt). Paint or thermo-plastic striping and similar types of non-permanent applications may be approved for crossings of parking lot areas that do not exceed 24 feet in crossing length.

(iv) Provide at-grade pedestrian lighting- level of no less than two footcandles.

Recommendation 8[2]

Add bicycle parking requirements for transit transfer stations and park-and-ride lots in Table 17.330.030 (the number and design of spaces to be determined through development review).

17.330.030 Parking Design Standards.

…

[2] Table name was updated since Technical Memo #12 original draft to include (B), as Recommendation #19 added a table to Subsection 17.330.030, prompting renaming of original table 17.330.030 – Bicycle Parking.

(4) All uses, except for single-family dwellings and duplexes, required to provide off-street vehicle parking shall provide bicycle parking consistent with the standards in Table 17.330.030(B).

Table 17.330.030(B) – Bicycle Parking

Type of Use	Number of Bicycle Parking Spaces
Multifamily residential	One space per dwelling unit
Commercial	One space per use plus one space per ~~50~~ 15 vehicle parking spaces
Industrial, institutional and public uses	Schools – One space per ~~10~~25 students Transit Stops – Two spaces Transit Centers – Four spaces or one per 10 vehicle spaces, whichever is greater Other uses – One space per use plus one space per 10 vehicle parking spaces

(a) Bicycle parking space may be located within garage, storage shed, basement, utility room or similar area.

(b) Bicycle Parking Location. Bicycle parking shall be located in lighted, secure locations within 50 feet of the main entrance to a building, but not further from the entrance than the closest general-purpose automobile parking space. Where a building has multiple entrances, required bicycle parking shall be no farther than 50 feet from an entrance. Bicycle parking shall be located and designed so as to not impede or create a hazard to pedestrians (at least 36 inches between bicycles and other obstructions or buildings).

(c) Bicycle Parking for Transit. The location and design of bicycle parking for transit stops and transit centers shall be determined through the development review process.

Recommendation 9

Require pedestrian access to the street (sidewalk), adjacent properties, and existing and planned transit stops for development other than single-family residential development.

Chapter 17.335 Supplementary Development Standards
Sections:

17.335.010 Generally.

17.335.020 Height of fences and hedges.

17.335.030 Solid waste.

17.335.040 Lighting.

17.335.050 Noise.

17.335.060 Landscaping.

17.335.070 Drive-ins/drive-throughs.

17.335.080 Indoor marijuana-related businesses.

17.335.090 Pedestrian and Bicycle Access.

17.335.100 Transit Facilities.

17.335.090 Pedestrian and Bicycle Access.
Pathways within developments shall provide safe, reasonably direct and convenient connections between primary entrances and all adjacent streets, adjacent properties, and existing or planned transit stops based on the following definitions:

(1) Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

(2) Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

(3) For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

(4) For residential buildings the "primary entrance" is the front door (i.e., facing the street).

(5) For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

(6) Pathways shall be concrete, asphalt, brick/masonry pavers, or another city-approved durable surface meeting ADA requirements.

Recommendation 10

Establish requirements related to transit stops, including required building entrance orientation, for development other than single-family residential development in a new subsection in CBDC Chapter 17.335 (Supplementary Development Standards).

17.335.090 Pedestrian and Bicycle Access.
…

(5) Retail, office, and institutional developments proposed on the same site as, or adjacent to, an existing or planned transit stop as designated in an adopted transportation or transit plan shall provide the following transit access:

(a) Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.

(b) The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.

(c) Easements and/or transit stop improvements in coordination with the transit service provider and consistent with an adopted plan, pursuant to CBDC 17.335.100.

Recommendation 11

Add transit facilities requirements to the Supplementary Development Standards in Title 17.

17.335.100 Transit Facilities.
Developers shall coordinate and provide documentation of coordination with Coos County Area Transit, the local transit provider, with regard to the design of the street and other transportation facilities that are located within 100 feet of existing or planned transit routes and stops and of development sites that are adjacent to existing or planned transit stops. ADA-accessible transit stop improvements, pedestrian connections to transit stop locations, and furnishings such as shelters, benches, bicycle racks, and/or other amenities may be required by public works, consistent with adopted plans.

Recommendation 12

Add consistency with TPR Section -0060 as a specific approval criterion for plan amendments and zone changes in CBDC 17.360.060.

Chapter 17.360 Plan Amendments and Zone Changes
17.360.060 Approval Criteria.

(1) With a ~~Type III or~~ Type IV review, the city council shall approve the proposal upon finding that:

(a) The proposed amendment is consistent with the applicable policies of the comprehensive plan or that a significant change in circumstances requires an amendment to the plan or map;

(b) The proposed amendment is in the public interest; ~~and~~

(c) Approval of the amendment will not result in a decrease in the level of service for capital facilities and services ~~identified in the Coos Bay capital improvement plan(s).~~;

(d) The proposed amendment is consistent with the City of Coos Bay's planned transportation system as described within the Transportation System Plan;

(e) The proposed amendment is consistent with the adopted transportation system plan and would facilitate the planned function, capacity, and performance standards of the impacted facility or facilities; and

(f) The proposed amendment shall be consistent with the Oregon Administrative Rule (OAR) 660-012-0060 requirements. Where it is found that a proposed amendment would have a significant effect on a transportation facility in consultation with the applicable roadway authority, the City shall work with the roadway authority and applicant to modify the amendment request or mitigate the impacts in accordance with the TPR and applicable law.

Recommendation 13

Ensure that mobility standards in the code are consistent with recommendations in the Draft TSP.

Chapter 18.15 Transportation Facilities
18.15.005 Generally.
…

Level of Service (LOS). The level of service standard to determine what is acceptable or unacceptable traffic flow on streets shall be based on average seconds of delay ~~a volume-to-capacity ratio~~. City streets shall maintain a LOS of "D" during the peak 15 minutes of the day ~~p.m. peak hour of the day~~. However, the developer will be responsible for making appropriate safety improvements should warrants for turn lanes, traffic signals, and/or other traffic safety improvements be met.

Recommendation 14

Institute block size standards according to street functional classification in a new subsection in CBMC Chapter 18.15 (Transportation Facilities).

18.15.010 City Streets.
(1) Street Classifications. The city has adopted the following functional classification of streets based on the context of the surrounding land use:

(a) Principal arterial (state highway under ODOT jurisdiction);

(b) Arterial street;

(c) Collector street;

(d) Neighborhood route;

(e) Local street.

Refer to the city's transportation system plan (TSP) for a map showing the city's functional classification street designations.

(2) Block Length and Perimeter.

(a) The maximum block length shall not exceed 600 feet between street corner lines in residential and commercial districts, 400 feet in the downtown zone, and 1,000 feet in other zones unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets design exception pursuant to CBMC Section 18.10.060.

(b) The minimum length of blocks along an arterial in zones other than Residential, downtown, and C-MX is 1,800 feet.

(c) A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.

(3~~2~~) Vehicular Zone.

[Note: This new re-numbering will need to be carried through this subsection.]

Recommendation 15

Consider narrower paved widths standards, as compared to existing standards in Table 3-1 in CBMC 18.15.010(2).

18.15.010 City Streets.
…

(2) Vehicular Zone.

(a)(i) Vehicular Zone Cross-Section. The vehicular zone width is defined as the horizontal distance from face of curb to face of curb, measured perpendicular to the centerline. The vehicular zone includes paved travel lanes for motorized vehicles and bicycles, and may also include median spaces and paved areas for on-street parking. The width of the vehicular zone shall be sufficient to allow for the safe passage of normal multi-modal traffic and emergency vehicles.

Required lane widths and configuration are shown in the standard details. Streets should be centered within the right-of-way; however, design exceptions may be considered due to topography or other physical constraints. The city's design exception process in CBMC 18.10.060 will apply; including the Director's discretion to deviate from minimum Right – of – way width standards.

Table 3-1. Lane Widths and Configuration in the Vehicular Zone

	Minimum Paving Width Curb-to-Curb						Max Grade
Type of Street	**Min ROW Width**	**Vehicle Travel Lane**	**~~Median~~ ~~or~~ Center**	**On-Street Parking**	**Bike Lane (a)**	**Sidewalk Curb (b)**	

			Turn Lane				
Arterial/Collector (c)							
5-lane ~~(c)~~(d)	100’	12’/11’	12’~~14’~~	-	2 @ 6’~~(g)~~(h)	2 @ 6’/5’	10%~~8%~~
3-lane ~~(c)~~(d)	76’	~~12’~~11’	12’~~14’~~ ~~(Optional)~~	-	2 @ 6’~~(g)~~(h)	2 @ 6’/5’	10%~~8%~~
2-lane	50’	~~12’~~11’	-	-	2 @ 6’~~(g)~~(h)	2 @ 6’/5’	10%~~8%~~
Local Roads							
20’ Residential (no parking)	~~50’~~ 40’	10’		-		2 @ 5’	10%
~~28'~~ 28’ ~~Standard~~ Residential (parking one side)	~~50’~~ 48’	10’		1 @ 8’		2 @ 5’	10%
~~36'~~ 34’ ~~Neighborhood~~ Residential (parking both sides)	~~50’~~ 54’	10’	-	2 @ ~~8~~7’	-	2 @ 5’	10%~~16%~~
40' Standard Commercial~~/~~	60’	12’	-	2 @ 8’	-	2 @ 5’	10%~~16%~~
Dead End ~~(d)~~(e)	50’	10’	-	2 @ 8’	-	2 @ 5’	10%~~16%~~
Cul-de-Sac ~~(e)~~(f)	50’	10’	-	~~(d)~~(e)	-	1 @ 5’ ~~(f)~~(g)	10%~~16%~~ ~~(d)~~(e)
Alley							
1-way	20’	12’	-	-	-	-	-
2-way	20’	16’	-	-	-	-	-

(a~~A~~) New construction: six feet; reconstruction: five feet.

(b~~B~~) Wider sidewalks may be required in commercial areas.

(c) On designated freight routes the minimum lane width is 12’.

(d~~C~~) The minimum right-of-way width includes the option of two six-foot-wide landscape strips for arterials or two four-foot-wide strips for local commercial/industrial.

(e~~D~~) A dead end must be less than 400 feet in length and terminate with a circular or hammerhead turnaround with a maximum grade of eight percent.

(f~~E~~) No parking is permitted at the end of a cul-de-sac which must have adequate space for emergency equipment turnaround, usually a 45-foot unobstructed radius.

(g~~F~~) At the end of the cul-de-sac, a five-foot sidewalk is required along the perimeter adjacent to the development.

(h~~G~~) Bike lanes allowed to be reduced to five feet in width if the project is reconstruction.

….

Table 3-6. Maximum Street Grades

Street Classification	Maximum Grade (%)
~~Residential~~ Local	~~12~~10
Arterial/Collector	10
~~Commercial/Industrial Local~~	~~10~~
~~Arterial~~	~~8~~

Recommendation 16

Ensure that requirements are consistent with spacing standards (updated, or existing 2004 TSP Tables 3-6 and 3-7). Add access spacing standards in the code.

18.15.010 City Streets.

…

(6) Roadway Intersections.

(a) Minimum Access spacing for City Streets. Minimum access spacing for city streets are found in Table 3-7.

Table 3-7. Minimum Access Spacing

Type of Street	Minimum Access Spacing(a)
Arterial Streets	Between new access points: 500 feet
Collector Streets	Between new access points: 300 feet
Arterial-arterial intersections	From the intersection: 300 feet
Arterial-Collector intersections	From the intersection: 300 feet
Collector-Collector intersections	From the intersection: 150 feet
State Highways or County Roads	ODOT or county standards supersede city standards
Local Roads	To be determined in the development review process.

(a) For City facilities, existing developed or undeveloped lots or parcels cannot be denied access. The maximum access spacing possible should be provided unless it renders access to individual lots or parcels impractical.

~~(a)~~(b) Intersection Geometry.

[Note: Subsequent tables and subsections will need to be re-numbered accordingly.]

Recommendation 17

Add requirements for non-motorized connections from cul-de-sacs to CBMC 18.15.10(9).

18.15.010 City Streets.
… (9) Cul-de-Sacs. Dead-end streets over 150 feet in length shall terminate in an approved turnaround acceptable to the fire marshal and public works to provide adequate emergency vehicle access. The maximum length of a dead-end street shall be 400 feet unless approved through the design exception process (see CBMC 18.10.060). This length shall be measured from the centerline of the intersecting street along the centerline of the dead end street to the center of the turnaround.

No islands or other obstructions are allowed in the centers of cul-de-sacs.

The entire cul-de-sac or hammerhead must be contained within the public right-of-way and signed appropriately to restrict parking. Refer to subsection (2)(f) of this section for information regarding sign installation responsibilities.

<u>The cul-de-sac shall provide a location where pedestrian and bicycle access to adjacent areas can be achieved. This will be determined by the review authority as a part of the subdivision review in conformance with CBDC Section 17.335.090 (4).</u>

Recommendation 18

Resolve any conflicts between clear-vision area requirements and updated TSP standards. Add references to transportation standards requirements for subdivisions and planned unit development in Title 17.

Chapter 17.362 Planned Unit Development

17.362.040 PROPERTY DEVELOPMENT REQUIREMENTS.
(4) Access and Roads.

(a) The development shall provide vehicular and pedestrian access from a dedicated and improved street <u>according to applicable zoning district standards and engineering requirements in 18.15</u>.

(b) Private streets within the development shall meet the following minimum paving standards:

(i) Eighteen feet where no on-street parking is allowed.

(ii) Twenty-eight feet where on-street parking is allowed only on one side of the right-of-way.

(iii) Thirty-six feet where parking is permitted on both sides of the right-of-way.

(iv) All private streets within a PUD shall be designed and constructed to city standards.

(v) An additional three feet on each side of pavement shall be designated as right-of-way area in which no construction shall take place.

(vi) The review authority shall approve the names of all streets within the PUD. The owner or operator of the development shall furnish, install, and maintain street signs of a type approved by the review authority.

Chapter 17.367 Subdivisions

17.367.040 APPROVAL CRITERIA FOR A PRELIMINARY PLAT.
(1) The review authority shall approve a preliminary plat if he or she finds:

(a) The applicant has sustained the burden of proving that the application complies with the applicable provisions of this title and Title 18.15, Transportation Facilities;

(b) The application will comply with all applicable regulations by satisfying all adopted conditions of approval; or that necessary adjustments, exceptions, modifications or variations have been approved or are required to be approved before the final partition is approved; and

(c) The subdivision makes appropriate provision for potable water supplies and for disposal of sanitary wastes.

Recommendation 19

Add angled parking standards to existing parking dimensional standards.

Chapter 17.330 Off-Street Parking and Loading Requirements

17.330.030 PARKING DESIGN STANDARDS.
…

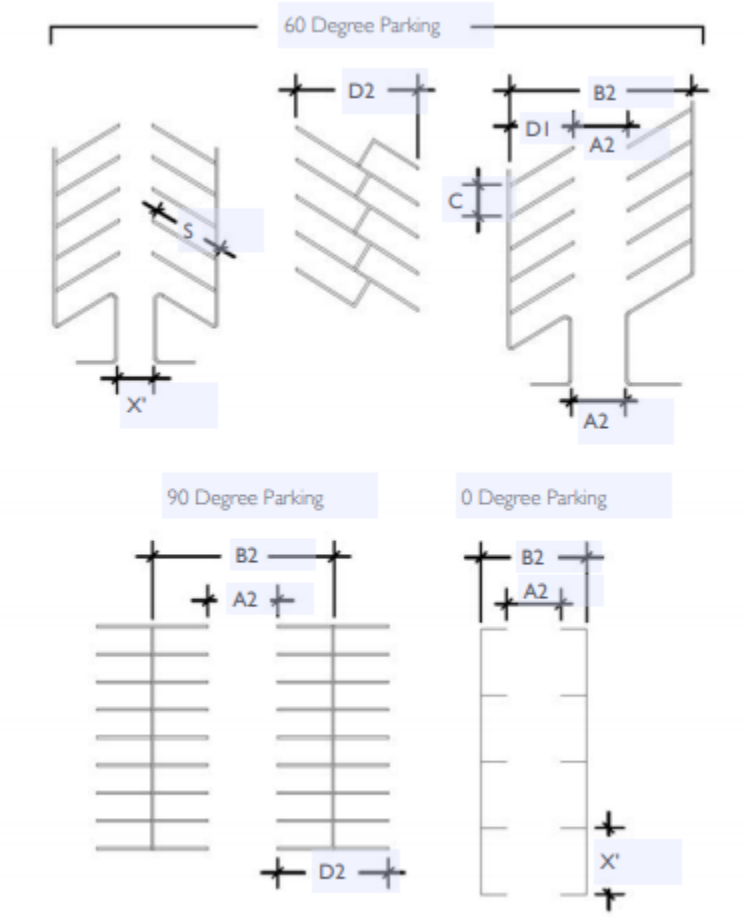
(1) Size of Parking Space. Each off-street parking space shall not be less than nine feet by 18 feet. Up to 25 percent of all required parking spaces can be used for compact vehicles. These compact spaces shall not be less than eight feet by 16 feet. Each space shall be provided with adequate ingress and egress.

(a) Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with the CBDC. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 17.330.030(A) and Figure 17.330.030. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way.

Table 17.330.030(A) - Parking Area Minimum Dimensions					
Parking		**Stall Depth**	**Aisle Width**	**Bay Width**	**Stripe**

Angle < °	Curb Length	Single (D1)	Double D2	One Way A1	Two Way A2	One Way B1	Two Way B2	Length
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 17.330.030 - Parking Stall Design and Minimum Dimensions



Recommendation 20

Include requirements for easement dedication for access along Front Street.

Chapter 17.235 INDUSTRIAL-COMMERCIAL DISTRICT (I-C)
17.235.040 INDUSTRIAL-COMMERCIAL DEVELOPMENT STANDARDS.

(7) Pedestrian Access Plan. An on-site pedestrian circulation system must be provided, which connects the street to the public entrances of the structure(s) on site.

(a) The circulation system shall be hard-surfaced and be at least five feet wide.
(b) Where the system crosses driveways, parking, and/or loading areas, the system must be clearly identifiable through the use of elevation changes, speed bumps, varied paving materials or other similar methods approved by the reviewing authority and in compliance with the Americans with Disabilities Act (ADA).
(c) The on-site pedestrian circulation system and parking areas must be lighted to a level which provides adequate lighting so that parking areas can be used safely when natural light is not present.
(d) The pedestrian system must connect the site to adjacent streets and transit stops. The pedestrian system must also connect on-site public open space or parks, commercial, office and institutional developments to adjacent like uses and developments for all buildings set back 45 feet or farther from the street lot line, when existing development does not preclude such connection. Development patterns must not preclude eventual site-to-site connections, even if an adjoining site is not planned for development at the time of the applicant's development.

(e) Land to accommodate the planned Coos Waterfront Walkway alignment, as shown in Figure 12 of the TSP and described in the Tier 2 TSP Project list, shall be provided through either existing right-of-way, right-of-way that is created and dedicated to the City, or easements dedicated through development approval. Minimum boardwalk right-of-way width shall be 14 feet.

Chapter 17.240 WATERFRONT HERITAGE DISTRICT (WH)
17.240.070 PROPERTY DEVELOPMENT REQUIREMENTS.

(18) Land to accommodate the planned Coos Waterfront Walkway alignment, as shown in Figure 12 of the TSP and described in the Tier 2 TSP Project list, shall be provided through either existing right-of-way, right-of-way that is created and dedicated to the City, or easements dedicated through development approval. Minimum boardwalk right-of-way width shall be 14 feet.