



Oregon

Kate Brown, Governor

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: January 19, 2016
Jurisdiction: City of Cottage Grove
Local file no.: CPA 1-15
DLCD file no.: 003-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 01/14/2016. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 83 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us

DLCD FORM 2



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE DEPT OF File No.: Received: JAN 14 2016 LAND CONSERVATION AND DEVELOPMENT

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Cottage Grove

Local file no.: **CPA 1-15**

Date of adoption: 01-11-16

Date sent: 1/12/2016

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 07-30-15

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Amanda Ferguson

Phone: 541-942-3340

E-mail: planner@cottagegrove.org

Street address: 400 Main St

City: Cottage Grove

Zip: 97424-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Adopted 2015 Transportation System Plan Update as a Refinement Plan to the Cottage Grove Comprehensive Plan.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from change.	to	acres.	A goal exception was required for this
Change from change.	to	acres.	A goal exception was required for this
Change from change.	to	acres.	A goal exception was required for this
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: ODOT, Lane County

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

ORDINANCE NO. 3059

AN ORDINANCE AMENDING THE COTTAGE GROVE
COMPREHENSIVE PLAN ADOPTING
2015 COTTAGE GROVE TRANSPORTATION SYSTEM PLAN.
(CPA-1-15)

WHEREAS, the City of Cottage Grove has developed and adopted the City Comprehensive Plan that includes a Transportation System Plan serving as the transportation element. The Plan has been adopted in accordance with Statewide Planning Goals and acknowledged by the Oregon State Land Conservation and Development Commission; and

WHEREAS, the City of Cottage Grove adopted the 2008 Transportation System Plan for the area within the Cottage Grove Urban Growth Boundary in March of 2008; and

WHEREAS, with the adoption of an enlarged Cottage Grove Urban Growth Boundary for employment lands in 2011, the City was required to update the 2008 Transportation System Plan to include the new urban growth boundary area; and

WHEREAS, the Oregon Department of Transportation hired DKS Associates to undertake the update of the Transportation System Plan in 2013; and

WHEREAS, on November 18, 2015 the Cottage Grove Planning Commission conducted a properly noticed public hearing, provided the public an opportunity to comment on the proposed updated Transportation System Plan, and adopted findings and recommended Council approval of the proposal; and

WHEREAS, on January 11, 2016 the Cottage Grove City Council conducted a properly noticed public hearing concerning the proposed Transportation System Plan; and

WHEREAS, the Council has reviewed the record and Planning Commission recommendation of approval, and has determined to approve the 2015 Cottage Grove Transportation System Plan.

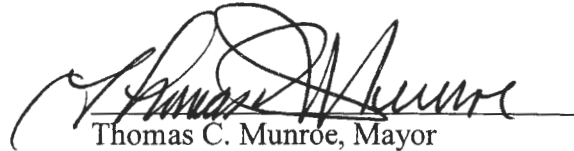
THE CITY OF COTTAGE GROVE ORDAINS AS FOLLOWS:

Section 1. Purpose. The purpose of this ordinance is to amend the adopted Comprehensive Plan by repealing the 2008 Cottage Grove Transportation System Plan and adopting in lieu thereof the 2015 Cottage Grove Transportation System Plan for that area within the Cottage Grove Urban Growth Boundary.

Section 2. Findings. The City Council hereby adopts the above findings of fact and those set forth in Exhibit A, attached hereto and incorporated herein by this reference, as support for the 2015 Cottage Grove Transportation System Plan adopted in Section 3 of this Ordinance, below.

Section 3. Amendments. The Cottage Grove Comprehensive Plan is hereby amended by repealing the 2008 Cottage Grove Transportation System Plan and adopting in lieu thereof the 2015 Cottage Grove Transportation System Plan as the Transportation Element of the Comprehensive Plan, as shown in Exhibit B attached hereto and by reference made a part thereof.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR THIS 11th OF January, 2016.


Thomas C. Munroe, Mayor

Dated: JAN 11, 2016


Richard Meyers, City Manager

Dated: JAN. 11, 2016



EXHIBIT A – FINDINGS

ORDINANCE NO. 3059

1. Transportation System Plan is a refinement plan to the Cottage Grove Comprehensive Plan, and is the Transportation element of the Comprehensive Plan. It describes multi-modal transportation facilities that are designed to support the land uses designated in Cottage Grove’s Comprehensive Plan Map for the next 20 years, through 2035.
2. The purpose of the plan is to provide and encourage a safe, convenient and economic transportation system, as required by Statewide Planning Goal 12. It also acts as the public facility plan for transportation facilities within Cottage Grove’s UGB, as required by Statewide Planning Goal 11.
3. The City Urban Growth Boundary was enlarged in 201, which then required the updating of the 2008 Transportation System Plan to include the newly enlarged area.
4. The 2015 TSP update prioritizes community investments that: increase safety for everyone using the roads; improve walking and biking connections throughout the city to make active transportation more convenient, direct and comfortable; accommodate anticipated growth and provide connectivity in new Urban Growth Boundary areas; support a vibrant Historic Downtown Cottage Grove; and enhance popular recreational opportunities on trails and in parks around Cottage Grove.
5. The Joint Agreement for Planning Coordination between Lane County and the City of Cottage Grove, our current Urban Growth Management Agreement with Lane County signed in 2001, provides guidance for coordination between Lane County and Cottage Grove on public facility provision (storm water and transportation only). City and County staff coordinated closely throughout the planning process, with County staff acting as a member of the internal staff review team and participating in all open houses and public meetings. The resultant TSP update complies with the requirements of the Joint Agreement. The City Council approved version of the TSP will be presented to the Lane County Commission for co-adoption per this agreement.
6. **The State of Oregon has adopted statewide land use planning goals.** Comprehensive Plan amendments must comply with the applicable Statewide Planning Goals and implementing regulations. To recommend approval to the City Council, the Planning Commission must find that the application complies with the applicable Statewide Goals. Part of this decision requires determining which Statewide Goals are applicable.

The following Statewide Planning Goals are not applicable to the proposed refinement plan as detailed in the staff report dated November 18, 2015: Goal 3 – Agricultural Lands; Goal 4 – Forest Lands; Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces; Goal 6 – Air and Water Resources; Goal 16 -- Estuarine Resources

Goal 17 – Coastal Shorelands; Goal 18 – Beaches & Dunes; and Goal 19 – Ocean Resources.

The updated Transportation System Plan in the City’s Comprehensive Plan must comply with the following Statewide Planning Goals:

Goal 1: Citizen Involvement.

This request is consistent with Goal 1, Public Involvement. Multiple public meetings and open houses were held through the planning process, and a Citizen Advisory Committee met regularly to review planning progress. Public notice of the proposed TSP has been provided through the Type IV public notice process as specified in Section 14.4.1.500 of the Development Code. The Department of Land Conservation and Development was notified of the intended modification on July 30, 2015, and did not express any concerns in writing about the changes. Lane County transportation planning staff participated in bi-monthly planning updates, and was notified formally of public hearings before the Cottage Grove Planning Commission and City Council. After Adoption by the Cottage Grove City Council a public process will be held at Lane County as co-adoption by the Lane County Commission is required. Goal 1 is met.

Goal 2: Land Use Planning

This request is consistent with Goal 2. The purpose of Goal 2, Land Use Planning, is to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. Under Goal 2, “All land use plans shall include identification of issues and problems, inventories and other factual information for each applicable statewide planning goal, evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs. The required information shall be contained in the plan document or in supporting documents.”

The current Cottage Grove Comprehensive Plan includes through an ordinance a Transportation System Plan adopted as the Transportation element in 2008. In 2011, the City of Cottage Grove expanded its Urban Growth Boundary, making the 2008 Transportation System Plan out-of-date regarding the full extent of the city’s jurisdictional planning area.

It is appropriate for the City at this time to adopt a 20-year planning horizon for its transportation system planning to include its full, amended UGB. In order to do so, the City must follow procedures outlined in Goal 12 and OAR 660-0011 for public facilities. Provided the City follows the requirements of OAR 660-0015 and adopts the TSP as a refinement plan to the Comprehensive Plan, the requirements of Goal 2 are being met through this adoption process.

Goal 7: Areas Subject to Natural Disasters and Hazards

Some of the proposed projects are located within mapped floodplain areas, but their presence does not have any adverse effect on existing policies or procedures adopted by

the City of Cottage Grove for application in floodplain areas. Facilities recommended for construction in this TSP will comply with city, state and federal standards to protect against natural hazards. Steps will be taken to protect life and property from natural disasters and hazards during any future development by following all applicable building codes and regulations. Furthermore, proposed projects located in floodplain areas are intended to ensure adequate transportation networks for all modes of travel and, correspondingly, to protect life and property from damage due to flood impacts. This goal is being met.

Goal 8: Recreational Needs

All of the proposed projects are intended to improve or expand current facilities, or to accommodate future growth in population or employment, including recreational needs for developing areas. The TSP recognizes prior parks & open space master planning, including the adopted 2003 Water to Woods: Master Parks Plan, as well as needs for facilitating pedestrian and bicycle traffic to existing developed and undeveloped parks within current city limits. The TSP update prioritizes community investments that: improve walking and biking connections throughout the city; and enhance popular recreational opportunities on trails and in parks around Cottage Grove. This goal is met.

Goal 9: Economic Development

Adequate transportation facilities are vital for economic development. Adoption of this transportation system plan will formally adopt financially constrained and illustrative project lists for street, bicycle, pedestrian, and multi-modal transportation facilities that will ensure the City can serve proposed commercial and industrial development through 2035 for the entire Urban Growth Boundary. This goal is met.

Goal 10: Housing

Adequate transportation facilities are necessary to accomplish the objectives of this goal and applicable administrative rules. The purpose of the proposed plan is to provide connectivity and meet multi-modal transportation needs for future development of residential uses consistent with the comprehensive plan. Housing needs as identified by the City of Cottage Grove's Comprehensive Plan map are adequately addressed through the proposed transportation system plan. The proposed amendments comply with Goal 10.

Goal 11: Public Facilities and Services

Goal 11, Public Facilities and Services, requires cities to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Goal 11, Public Facilities, is implemented through OAR 660-011. The City has adopted a 2011 Public Facilities Plan that addresses drinking water, sanitary sewer, and storm drainage facilities in compliance with the above regulations. This Transportation System Plan replaces the currently adopted 2008 Transportation System Plan, which has been serving as the transportation section for the Public Facilities Plan.

Per OAR 660-011-0010(1), this Public Facility Plan must include the following

elements:

- (a) *An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan.* The 2015 Transportation System Plan Update includes an inventory and general assessment of significant transportation facilities.
- (b) *A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan.* The 2015 Transportation System Plan Update includes a list of significant public facility transportation projects of all modes that support the land uses designated in the acknowledged comprehensive plan.
- (c) *Rough cost estimates of each public facility project.* Rough cost estimates for each project identified is included in the 2015 Transportation System Plan Update.
- (d) *Maps or written description of each public facility project's general location or service area.* Maps and written descriptions are provided for each transportation project identified.
- (e) *Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated.* Policy statements are provided identifying each provided of each public facility transportation element.
- (f) *An estimate of when each facility project will be needed.* The 2015 Transportation System Plan Update identifies each transportation project as short, medium and long range depending on the funding source and when the project is needed.
- (g) *A discussion of the City's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system.* A discussion on existing and proposed funding mechanisms for these transportation projects is provided in the plan.

With this information, the City can adequately plan for or develop timely, orderly and efficient arrangements of transportation facilities over the planning period (next 20 years). The proposed amendments comply with Goal 11.

Goal 12: Transportation

The 2008 Transportation System Plan (TSP) was independently adopted as the Transportation element of the Cottage Grove Comprehensive Plan in 2008. This document, which was co-adopted with Lane County, acts as the current public facility plan for transportation facilities within Cottage Grove's UGB.

The 2015 Transportation System Plan updates the 2008 adopted TSP to include expanded Urban Growth Boundary areas, revise planning expectations based on new traffic data and population trends, and address multi-modal concerns more fully. This TSP considers all modes of transportation, including mass transit, rail, vehicular, bicycle and pedestrian. The TSP was developed using 2014 population projections from the Lane County Coordinated Population forecasts and the 2009 Lane County Rural Comprehensive Plan. The 2015 PSU population projections updated the planning horizon (2035) population projections but the changes were small (13,482 vs. 13,542) and have no effect on the findings of the TSP.

This TSP is based on an inventory of local, regional and state transportation needs, bolstered by traffic data gathered in 2013-2015. It is designed to emphasize the importance of a multi-modal transportation network; minimize adverse social, economic and environmental impacts and costs; conserve energy through the use and enhancement of existing facilities and right-of-ways; meet the needs of transportation disadvantage by improving transportation services and multi-modal access; facilitate the flow of goods and services so as to strengthen the local and regional economy; and conform with and bolster local and regional comprehensive land use plans and planning efforts.

Division 12: Transportation Planning Rule Findings (OAR 660-012-000):

Section 660-012-0015(3), Preparation and Coordination of Transportation System Plans- Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP. The TSP is consistent with this criterion because the system of transportation facilities and services identified are adequate to meet local transportation needs, are consistent with existing regional TSPs (Lane County's TSP) and adopted elements of the state TSP (the Oregon Transportation Plan, OTP).

(b) Where the Regional TSP or elements of the State TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated. The proposal is consistent with this criterion because development of the TSP was coordinated with Lane County and ODOT.

Section 660-012-0015(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan. The TSP is consistent with this criterion because it is adopted as part of the City's comprehensive plans and co-adopted by the County.

Section 660-012-0015(5). *The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.* The TSP was prepared in coordination with affected state and federal agencies, local governments, special districts and private providers of transportation services.

Section 660-012-0016(1). *Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas- In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law.* The criterion is not applicable as Cottage Grove is not in a metropolitan area nor in an MPO.

Section 660-012-0020(1). *Coordinated Network of Transportation Facilities, of the TPR requires TSPs to establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.* The TSP complies with this criterion because it includes a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

Section 660-012-0020(2)(a). *Determination of Transportation Needs, of the TPR requires TSPs to include a determination of transportation needs as provided in 660-012-0030.* The TSP is consistent with this criterion as demonstrated in the findings for 660-012-0030.

Section 660-012-0020(2)(b). *Road Plan of the TPR requires a plan that includes a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.* The TSP is consistent with this requirement because it contains street classification maps and standards for the City. The maps include Arterials, Collectors, and Local Streets.

Section 660-012-0020(2)(c). *Public Transportation Plan of the TPR requires an inventory and assessment of public transportation services including services for the transportation disadvantaged.* The TSP is consistent with this criterion because it includes an inventory and assessment of public transportation services including those for the transportation disadvantaged.

Section 660-012-0020(2)(d). *Pedestrian Plan of the TPR requires a plan for a network of pedestrian routes throughout the planning area.* The TSP is consistent with this requirement because it includes a pedestrian plan for the entire planning area.

Section 660-012-0020(2)(e). *Air, Rail, Water, and Pipeline Transportation Plan, of the TPR requires TSPs to identify where major facilities are located or planned within the planning area.* The TSP meets this requirement related to air and rail. There are no water or gas pipelines traveling through the UGB.

Section 660-012-0020(2)(f). *Transportation System Management, of the TPR requires TSPs to address travel demand with measures which may include traffic signal improvements, traffic control devices, channelization, access management, ramp metering, and restriping for HOV lanes.* The TSP addresses Transportation System Management. The TSP is supportive of this policy because it includes policies that call for giving preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system; supports using access management in situations where needed to ensure the safe and efficient operation of higher-speed, heavily traveled streets; and includes projects, programs, and strategies to make the system more efficient and safe without capacity increases.

Section 660-012-0020(2)(g). *A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c).* This criterion is not applicable as the planning area is not in an MPO.

Section 660-012-0020(2)(h). *Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045.* The proposal is consistent with this criterion because the Comprehensive Plan and Cottage Grove Development Code include TSP implementation measures.

Section 660-012-0020(3)(a) *Requires an inventory, assessment of capacity, and conditions for the street system.* The TSP meets this requirement because it includes an inventory, assessment of capacity and conditions for the street system.

Section 660-012-0020(3)(b). *A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards.* The TSP meets this requirement because it includes maps and project descriptions for major transportation improvements, including local street improvements.

Section 660-012-0020(3)(c). *A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate.* The TSP is consistent with this criterion because the TSP includes a description/map of the location of planned facilities and major improvements, and its street standards provide a description of facility parameters such as minimum and maximum road right of way width, number and size of lanes, and other relevant design standards.

Section 660-012-0020(3)(d). *Identification of the provider of each transportation facility or service.* The TSP is consistent with this criterion because the plan in text and the Figure 11 Roadway Jurisdiction map identifies the provider of each transportation facility or service; and the discussion of transit identifies the transit service provider.

Section 660-012-0025(2). *Complying with Statewide Goals, of the TPR requires findings of compliance with applicable statewide planning goals.* The TSP is consistent with this requirement because statewide planning goal findings of compliance are included in earlier sections of these findings.

Section 660-012-0025(2). *Complying with Comprehensive Plan, of the TPR requires findings of compliance with applicable acknowledged comprehensive plan policies.* The TSP is consistent with this requirement because the proposal is consistent with applicable acknowledged comprehensive plan policies and is the transportation element of the Comprehensive Plan. The proposed TSP implements and provides a transportation system that evenly distributes traffic throughout the community, minimizes impacts to residential streets, identifies arterials; is interconnected, safe, convenient, accessible, environmentally responsible, and considers neighborhood impacts; and is responsive to community needs as identified in the City's urbanization study.

Section 660-012-0030(1)(a). *Determination of Transportation Needs, of the TRP requires TSPs to identify state, regional and local transportation needs relevant to the planning area and the scale of the transportation network being planned.* The TSP meets this requirement because it identifies state, regional, and local transportation needs relevant to the Cottage Grove UGB and bases needs on projections of future travel demand. The Lane County Transportation System Plan is currently being updated and shall consider the findings of the Cottage Grove TSP.

Section 660-012-0030(1)(b). *Determination of Transportation Needs, the TPR requires TSPs to identify the needs of the transportation disadvantaged.* The TSP is consistent with this provision because the needs of the transportation disadvantaged were identified and factored into the project evaluation framework for selection.

Section 660-012-0030(1)(c). *Determination of Transportation Needs, the TPR requires TSPs to identify the needs for movement of goods and services to support industrial and commercial development pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development).* The TSP meets this requirement because the TSP identifies facilities to meet the needs for the movement of goods and services to support industrial and commercial development.

Section 660-012-0030(2). *Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.* The TSP is consistent with this provision because it is a local TSP and the analyses of state and regional transportation needs as adopted in elements of the state TSP and adopted Lane County TSP were considered in the analyses developing the Cottage Grove TSP.

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

regional, and local needs. Population and employment forecasts and distributions are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. The TSP was developed using certified 2014 population projections from the Lane County Coordinated Population forecasts and the 2009 Lane County Rural Comprehensive Plan. In 2015, PSU population projections updated the planning horizon (2035) population projections but the changes were small (13,482 vs 13,542) and these changes have no effect on the findings of the TSP. The TSP update is consistent with this requirement because 20-year state adopted certified population used and employment forecasts consistent with the Cottage Grove Comprehensive Plan that implements Goal 14 were applied in all transportation component analyses (vehicle, bicycle, pedestrian and transit).

Section 660-012-0030(3)(b). *Determination of Transportation Needs, the TPR requires TSPs to include, as part of their determination of needs, measures to reduce reliance on the automobile. The TSP is consistent with this requirement because measures to reduce reliance on the automobile such as increasing bicycle and pedestrian facilities are included in the TSP.*

Section 660-012-0035(1). *Evaluation and Selection of Transportation System Alternatives, The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives: (a) Improvements to existing facilities or services; (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs; (c) Transportation system management measures; (d) Demand management measures; and (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws. The TSP is consistent with this requirement because alternatives which could reasonably be expected to meet identified transportation needs in a safe manner and at a reasonable cost with available technology were considered in the development of the preferred alternative/proposed TSP. Evaluation of alternatives included the following components: improvements to existing facilities or services; new facilities and services including different modes or combination of modes; transportation system management measures; transportation demand management measures; and a no-build system alternative which was found to not meet the identified transportation needs.*

Section 660-012-0035(3)(a). *The following standards shall be used to evaluate and select alternatives: The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;*

(3)(b), The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;
(3)(c), The transportation system shall minimize adverse economic, social, environ-

mental and energy consequences;

(3)(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and

(3)(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.

The TSP is consistent with this requirement because 3a-3e were used to evaluate alternatives and select a preferred alternative. The MPO requirement is not applicable as the planning area is not in an MPO.

Section 660-012-0035(5). *MPO areas shall adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance as provided for in this rule.* This criterion is not applicable as the planning area is not in an MPO.

Based on the above this Transportation System Plan Update is consistent with Goal 12 and ORS 660-015-0000(12).

Goal 13: Energy Conservation

All of the projects are upgrades, enhancements, or expansions of capacity and/or performance within existing transportation systems. These projects maximize the efficiency of existing facilities and rights-of-way. Hence adoption of this transportation system plan is consistent with this goal.

Goal 14: Urbanization

The transportation system plan does not affect or change the existing UGB, although the plan includes projects/ideas for multi-modal transportation service provision to recently included UGB expansion areas to the south. The transportation system plan details how the city will expand existing facilities to encourage a safe, convenient, and economic transportation system that meets projected population and employment growth within the existing UGB through 2035.

Goal 15 – Willamette River Greenway

Projects in the TSP within the Willamette River Greenway are restricted to those that allow planned development of these areas to occur and that replace, repair, or enhance existing facilities to improve multi-modal connections or ensure safe passage over waterways through the planning horizon. These projects will be constructed in compliance with City and State regulations for Willamette River Greenway and riparian development.

7. Cottage Grove Development Code 4.7.500.

A recommendation or a decision to approve, approve with conditions, or to deny an application for a legislative amendment or a quasi-judicial land use district map amendment shall be based on all of the following criteria:

1. *Approval of the request is consistent with the Statewide Planning Goals.*

As determined by the above Goal findings in section 6, the proposed amendments comply, or can comply as conditions, with all applicable Statewide Planning Goals. This criterion is met.

2. *Approval of the request is consistent with the adopted Comprehensive Plan designation, including the Transportation System Plan, for the area.*

This plan is consistent with and furthers the goals of the Cottage Grove Comprehensive Plan.

The 2015 Transportation System Plan acts as the Transportation planning element for the Comprehensive Plan. It replaces the 2008 adopted TSP, updating our transportation planning to include expanded Urban Growth Boundary areas, revise planning expectations based on new traffic data and population trends, and address multi-modal concerns more fully. This TSP considers all modes of transportation, including mass transit, rail, vehicular, bicycle and pedestrian.

The TSP was developed using 2014 population projections from the Lane County Coordinated Population forecasts and the 2009 Lane County Rural Comprehensive Plan. The 2015 PSU population projections updated the planning horizon (2035) population projections but the changes were small (13,482 vs 13,542) and have no effect on the findings of the TSP. Either can be used as they are State certified.

This TSP is based on an inventory of local, regional and state transportation needs, bolstered by traffic data gathered in 2013-2015. It is designed to emphasize the importance of a multi-modal transportation network; minimize adverse social, economic and environmental impacts and costs; conserve energy through the use and enhancement of existing facilities and right-of-ways; meet the needs of transportation disadvantage by improving transportation services and multi-modal access; facilitate the flow of goods and services so as to strengthen the local and regional economy; and conform with and bolster local and regional comprehensive land use plans and planning efforts.

This TSP meets the following Goals for Community Development within the Cottage Grove Comprehensive Plan. It “assures the wise and efficient use of our urbanizable lands”, through the use and enhancement of existing facilities and rights-of-way before the development of new rights-of-way. It “encourages opportunities to broaden our economic base” by providing adequate transportation facilities to expanded UGB areas for industrial and commercial growth. It also “strives to attract tourist-oriented development”, residential development, and industrial development by “assuring first that our community is an attractive and desirable place to work, live, shop, and play.” The TSP update prioritizes community investments that: increase safety for everyone using the roads; improve walking and biking connections throughout the city to make active transportation more convenient, direct, and comfortable; accommodate anticipated growth and

provide connectivity in new Urban Growth Boundary areas; support a vibrant Historic Downtown Cottage Grove; and enhance popular recreational opportunities on trails and in parks around Cottage Grove.

The Comprehensive Plan and the City's Annexation Policy does not allow for the expansion of city services into unincorporated areas. This TSP is in compliance with the Comprehensive Plan element as it projects needed improvements within the UGB, but only schedules those improvements upon annexation of those areas into the City.

This criterion is met.

- 3. The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities and transportation networks are planned to be provided in the planning period.*

The 2015 TSP discusses projects required over the next 20 years to meet expected transportation system needs, and will bring the City into compliance with OAR 660-015. No projects are specifically approved or authorized by the adoption of this plan; rather this plan documents the capital improvements the City expects to need to make through 2035. This criterion is met.

- 4. The change is in the public interest with regard to neighborhood or community conditions, or corrects a mistake or inconsistency in the comprehensive plan or land use district map regarding the property with is the subject of the application.*

The updated Transportation System Plan is in the public interest at the Citywide, community or neighborhood level in order to provide efficient and timely transportation solutions to accommodate future growth. The plan is based on existing and projected conditions. There is no mistake or inconsistency in the comprehensive plan or land use district map that is being corrected with the plan. It is an update of a State wide requirement for the City. This criterion is met.

- 5. The change is consistent with the function, capacity and performance standards for the streets used for access, consistent with the Cottage Grove TSP, the Oregon Highway Plan, the Transportation Planning Rule (OAR 600-12).*

Based on the findings above, this criterion is met as this is the basis for development of the plan.

- 6. The amendments conforms to the Transportation Planning Rule under Section 4.7.800.*

Based on the findings above, this criterion is met as this is the basis for development of the plan.

7. **Cottage Grove Development Code 14.4.1.500(H) Type IV Procedure (Legislative) Decision- Making Criteria.** *The recommendation by the Planning Commission and the decision by the City Council shall be based on the following factors:*

1. *Approval of the request is consistent with the Statewide Planning Goals. As detailed in the findings above this update of the Transportation System Plan is consistent with the Statewide Planning Goals. This criterion is met.*
2. *Approval of the request is consistent with the Comprehensive Plan. This update is consistent with the Comprehensive Plan and will update the transportation element. This criterion is met.*
3. *The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property. As the plan is citywide there is no specific property involved so this criterion is not applicable.*



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JAN 14 2016

LAND CONSERVATION
AND DEVELOPMENT



TO:



Attn: Plan Amendment Specialist
DLCD
635 Capitol St NE, Suite 150
Salem, OR 97301-2540