

## **Lincoln City Sustainability Plan**

The Sustainability Plan includes three parts:

- A Mission Statement, Goals and Process document
- An Outline of Topics (matrix of goals) for the Lincoln City Community (Community Model)
- An Outline of Topics (matrix of goals) for the Lincoln City City Facilities (Business Model)

**Mission Statement:** To increase awareness and actions that foster a more sustainable living agenda for residents and visitors to thrive economically, socially and environmentally in Lincoln City.

**“Sustainability” is defined as:** “Meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.” (Bruntland, 1987)

### **Environmental categories:**

- Social & Economic Development
- Education / Awareness / Brand
- Energy Use
- Natural Resources
- Transportation
- Waste

### **Values & Attributes:**

- Reduce pollution and toxins through promotion of alternatives.
- Reduce and reuse waste.
- Natural Resources – Preserve and enhance natural habitat and native species.
- Climate – Decrease impact on the atmosphere.
- Change public mindset regarding consumption.

### **Goals of Sustainability Plan:**

- Reduce impact on the environment and reduce the financial bottom costs over time. This is achieved by reducing the City (municipal entity) footprint through:
  - Decreasing use of non-renewable energy and resources (fuel; water; etc.)

- Increasing use of renewable energy and resources
- Increasing City Hall reuse and recycling
- City Hall as a model for alternative energy such as solar, biodiesel, windpower, etc.
- Marketing and recognizing Lincoln City as a city that is working on the solution, through City-led and Community-led efforts.
- Educate public about sustainability issues locally to enable more informed consumer decisions about conservation, consumption, reuse, recycling, etc.

**Process:**

- Request City Council Resolution (target date May 14<sup>th</sup>) to form Sustainability Committee
- Continue with Short-Term Action Plan
  - √ Develop Mission Statement, Values / Attributes, and Process Plan
  - √ Identify Low-Hanging Fruit (see matrices “City as Business” & “City as Community”)
  - SUSTAINABILITY COMMITTEE: Determine the Scope of Each, and the Necessary Human and Financial Resources
  - SUSTAINABILITY COMMITTEE: Formalize Plan, Timeline, and Branding for Implementation
  - SUSTAINABILITY COMMITTEE: Exceed Expectations with Plan Execution (Generate Excitement via Media, Build sustainability team)
  - SUSTAINABILITY COMMITTEE: Move to Implement Long-Term Strategy
- Initiate Long-Term Action Plan
  - Formalize Values / Attributes for Creating a Sustainable City
  - Assessments
    - Social & Economic Development
    - Education / Awareness / Brand
    - Energy Use
    - Natural Resources
    - Transportation
    - Waste
  - Evaluate Recommendations for Projects with Greatest Impact over the next 4 years based on Assessment Results.
  - Obtain Critical Input Regarding Project Prioritization from Stakeholders
    - Citizens
    - Businesses
    - Government
  - Mayor and Sustainability Committee. 2010 Plan Drafted, with Media & Education Components
  - Implementation of 2010 Plan

# Sustainability Plan Outline of Topics

BUSINESS MODEL - LINCOLN CITY FACILITIES								
Categories	Economic Development	Education / Awareness / Brand	Energy Use	Natural Resources	Transportation	Waste	City Regs / Incentives	Purchasing / Procurement Plan
In Progress	City / Urban Renewal Industrial land to any sustainable/green business				Diesel to Bio-Diesel; County-wide cooperative purchasing for alt.		City to adopt Sustainability Plan / Resolution	
					Alt. Transportation: L.C. Bus Loop	Recycling of batteries	Start green building program	
Priority # 1	"Buy Local" Reqs for City Hall	Create Sustainability City Webpage	Improve energy audits-start with City Hall				City Water Conservation Plan	
		Branding				Purchase temp recycling receptacles from Lincoln County Solid Waste for City events		Use County recycled paint, then low-VOC for interior, etc.
						Waste Assessment		Revise purchasing plan with sustainable lens (ex. Buy only Energy Star equipment)
Priority # 2		Employee Education		Decrease pesticide use	"Re-fined motor oil" for sale to community and city fleet		LEED Certifiable for future City buildings; City supported efforts are green (ex. Delake School, Culinary Arts)	replace toilets in City Hall with Low-Flow as needed
				Make more parking areas with paver bricks-permeable surfaces	Emission Audit & Reduction for City Transportation Modes		Any support for legislative issue	
					City Fleet-gas assessment			
Priority # 3			Solar water heating city offices and community center		Increase biking, walking			
					Carpooling incentives			
Priority # 4			Methane generator for sewer plant	Use cistern for rainwater recapture for toilet water				
				Watershed Plan			Award for outstanding sustainability achievement for business & residence	



# Sustainability Plan Outline of Topics

COMMUNITY MODEL - LINCOLN CITY						
Categories	Economic Development	Education / Awareness	Energy Use	Natural Resources	Transportation	Waste
In Progress		K-12 partnership; <a href="http://www.zerowaste.org/schools/resources.htm">http://www.zerowaste.org/schools/resources.htm</a>	Blue Sky energy to EPA Green Power Community designation	L.C. become a Tree City, USA; Incentives to protect trees on each lot	Diesel to Bio-Diesel; County-wide cooperative purchasing for alt. Fuel; help establish biodiesel & E85 filling station	Increase Recycling
		Nature Center	Light Bulb Swap thru N.L.Sanitary		Bus route in Lincoln City (tentative start July '07)	Opening of Re-Use / Build Green Store; Construction / Contractors' Waste
					Affordable Housing	Use County Recycled Paint
Priority # 1		<u>Sustainability Resource Center</u>		Invasive plant restriction; Ivy Ban	Increase biking, walking, bus trips; make these forms safe and efficient	Recycling at events in L.C.
		Annual Green Building Class to Builders & Developers				Increase backyard composting
		Visual material in lodging re: conservation				Waste Assessment
Priority # 2	Buy Local Campaign	Master Composter Program	Pacific Corp.: 1000 people = wind generator?	Tree planting/needs	"Re-fined motor oil" for sale to community and city fleet	
Priority # 3		Local merchants offer canvas grocery bags with sustainable marketing message; local merchants CHARGE for bags not re-used	Wind generators at public spaces	Decrease pesticide use	make riding bikes on sidewalks legal if no bike lanes/shoulders	Coffee Grounds turned into soil benefit
			Solar cells on motels	Watershed Plan		Styrofoam ban
				Community Compost-how about at the Community Garden on 21st? Health Issues?		
Priority # 4		Permanent Grower's Market	Flex-Car programs	Edible landscape / plantings in public spaces		
				keep wild open spaces	Carpool or Bike to work contest (see Seattle)	
					Capool network; van for L.City to Newport	

## EXHIBIT B

Lincoln City's existing goals, plans and ordinances exhibit a commitment to sustaining a triple bottom line: economic, environmental and social functions of the city. Lincoln County and the State of Oregon also reflect similar objectives. Exhibit A is a compilation of excerpts from:

Lincoln City 2007 City Council Goals (draft)  
Lincoln City Comprehensive Plan & Lincoln City Estuary Management Plan (1998)  
Lincoln City Parks Master Plan (2001)  
Lincoln City Transportation Master Plan (2005; Draft-2)  
Lincoln City Subdivision Code (2006)  
Lincoln City Zoning Ordinance (2005)  
Lincoln City Urban Renewal Year 2000 Development Plan  
Lincoln County Code (2005)  
Oregon Statewide Planning Goals  
Other relevant documents not referred to in this resolution

The following excerpts reflect a variety of concepts and approaches to enhancing the sustainability of Lincoln City, for example, land use patterns (street congestion relief by increasing pedestrian linkage & implementing public transportation; varying housing types), health and general welfare, city livability, natural resource conservation, establishment of open space areas, alternative transportation, and design innovation.

Relevant components of the 2007 City Council Goals (draft) read:

- Goal 4 (Develop a long-term integrated capital improvements plan for water, wastewater, transportation, and drainage and city facilities) seeks to:
  - Provide an adequate, safe, reliable, high quality, and environmentally responsible supply of water to meet the future needs of the community, and
  - Continue exploration of a long-term water source.
- Goal 5 (Broaden our Tourism Base to strengthen our economy in the shoulder and off seasons, and to attract visitors who contribute more year-round) seeks to:
  - Examine the benefits and means to enhance Lincoln City as a destination for nature based tourism...
- Goal 7 (Identify opportunities for the City to conserve energy and natural resources) seeks to:
  - Work towards implementing public transportation.
  - Develop a sustainability plan.
  - Implement known energy saving measures at Lincoln Square, and the Community Center.
  - Examine requirements for reusable salvage.
  - Become a participant in the Pacific Power Blue Sky program.
- Goal 8 (Encourage affordable housing within the City and Urban Growth Boundary) seeks to:
  - Consider annexing and/or zoning more property suitable for affordable housing, both single family detached, as well as multi-family, both rental and owner occupied.
  - Liquidate surplus city lots, and for those that are suitable, do so in a manner to encourage affordable housing.



- Continue to look for opportunities to encourage affordable housing projects.
- Explore a zoning ordinance provision to encourage affordable housing projects.

The Preamble to Comprehensive Plan of the City of Lincoln City (1998) reads,

“We, the citizens of Lincoln City, in order to promote fulfillment of our highest aspirations for the development of our community, and to incorporate into the conduct of our private and corporate lives the principles of human dignity, social responsibility, and stewardship over land and resources, do set forth herein the policies we will uphold and the goals we will pursue in the management of our civic affairs, our decisions concerning the use of the land and its resources, our acts for the public health and welfare, and our pursuit of our personal and social satisfaction and our economic and commercial affairs.”

The Comprehensive Plan of the City of Lincoln City considers social, economic, energy and environmental needs. For example:

- Zoning allows for the control of development density so that the property can be adequately utilized without causing undue stress on the natural environment.
- Subdivision plat approval:
  - Commonly requires the dedication of a certain percentage of each subdivision for permanent open space or other needed public facilities, or a payment of fees in lieu thereof; this dedication should provide community facilities in relation to the demand generated by the development.
  - Can also incorporate performance standards to affect the appearance, quality, ecology, energy efficiency and solar orientation of an area by requiring that specific standards be met; when integrated with planned unit development, the subdivision ordinance should allow for optimal innovation and design flexibility.
- Advantages of planned unit development include:
  - Preservation of larger amounts of open space, or ecologically/environmentally sensitive or fragile areas.
  - Provides for innovative design flexibility.
  - Provides for more compatible land use mixture.
- The Uniform Building Code (UBC) sets the minimum requirements for a structure and can often be supplemented to provide for other local needs, such as standards for the energy efficiency of structures.
- With Capital Improvements, government actions can influence the pattern, timing and standards of private development.
- Drainage Policies specify:
  - Subdivision of areas that have drainage problems shall have adequate provision for storm runoff.
  - Where possible, natural drainage-ways must be maintained and protected from filling or other alteration.
  - Storm drainage or runoff from new developments, particularly those which have large parking lots or service stations, shall have catch basins or other treatment facilities for oil, grease, or other contaminants to protect the water quality of Devils Lake.

- Park and Recreation Policies stipulate that the City's recreation committee shall encourage a bikeway plan within the city and shall cooperate with the Oregon Department of Transportation in establishment of the Oregon Coast Bikeway through Lincoln City.
- The Urban Growth Boundary serves as a guide to development to fit the natural resources and to preserve as much as possible, the quality of life as experienced by the citizens of today.
- Housing Policies specify:
  - The City shall work with State, County, and local housing agencies to publicize the existence of housing programs available to Lincoln City residents in order to:
    - Make residential housing more energy efficient.
    - Increase the amount of decent and affordable housing, especially rentals available to lower income households.
    - Increase the amount of lower cost rental housing available to the elderly.
    - Decrease the proportion of income which the elderly spend on housing.
- Economic Development Policies outline that Lincoln City shall explore incentives for economic development in order to expand and increase the productivity of commerce and industry.
- Aesthetics stipulate that:
  - The goal is to develop a livable and pleasing city which embraces mans activities while protecting the exceptional aesthetic quality of the area. The City's appearance should compliment nature's environment, rather than detract from it.
  - As the Planning Commission designates scenic viewpoints, evaluation of developments proposed within 100' of a scenic viewpoint or area shall submit a detailed diagram and written statement considering the following criteria:
    - How the activity will maintain natural vegetation.
    - If vegetation is removed, how the activity will restore and protect the site from erosion and other negative results.
    - The extent of natural materials and design to be employed in the activity.
    - How wildlife habitats and environmental quality will be protected.
- Transportation Policies address:
  - Pedestrian Facilities
    - Develop a plan for improved pedestrian crossings of 101, including signal treatments, with some crosswalk relocation and development.
    - Develop criteria for further sidewalk development along the streets in the City, incorporating federal guidelines for the handicapped.
    - Develop an off-street pedestrian trail system, perhaps integrated with a bike trail system, to supplement on-street provisions.
  - Bicycle Facilities
    - Identify and develop a system of off-Hwy 101 bicycle routes through and around town that are safe, attractive and user-friendly. Sign the *Oregon Coast Bike Route*.
  - Public Transit
    - Develop a basic framework for a transit system in the City (routes, service levels, ridership, and capital, operating, and maintenance costs).
  - Travel Demand Reduction



- Investigate strategies for reducing vehicle trip-making in the City other than public transit—for example: carpool/vanpool incentives and flex-time applications.
- Energy Policies, based on the Energy Goal (To conserve energy.), stipulate:
  - The City shall maintain energy standards for buildings which will meet or exceed the Uniform Building Code.
  - The City shall consider ways to conserve energy to all public buildings and facilities.
  - The City shall actively explore alternative energy funding for local facilities such as federal and state grants.
  - The City shall encourage residents to utilize federal, state, and private energy conservation programs such as weatherization and home rehabilitation.
  - The City shall encourage the use of cluster development in multi-family and planned development in order to lower energy expense in site and building development.
  - The City shall review its ordinances to insure that the users of alternative energies do not have their access to energy sources restricted.
  - The City shall work with professionals and a citizens committee such as the Parks & Recreation Committee or Chamber of Commerce to develop an access plan which encourages alternatives to the automobile.
  - The City shall locate high-density development within walking distance of services and shopping areas.
  - The City shall review proposals for onshore and offshore location of major energy producing or storage facilities for consistency with this Comprehensive Plan.
- The Overall Environmental Goal reads, “To achieve a balance between the need to provide housing and services and the need to protect and enhance the natural environments of the City. Environmental problems associated with air, water, and land quality have been identified in the Lincoln City area.
  - It is concluded that:
    - There is a need for stream bank protection.
    - There is a need to reduce the amount of nutrients permitted to enter Devils Lake.
    - There is a need to improve the sewage treatment facility to prevent further degradation of Siletz Bay and Schooner Creek.
    - There is a need to explore alternatives to the Schooner Creek sewage outfall.
    - Wildlife areas such as stream spawning beds and the eagle’s nest need to be preserved.
  - Environmental Policies state that:
    - To minimize wildlife habitat disruption, the removal of larger trees shall be minimized.
    - The City shall explore methods for preservation of the area surrounding the eagle’s nest.
    - Lincoln City will encourage the search for alternate methods of collection and disposal of solid waste.
    - Within the defined Lincoln City watershed and along all tributaries of that watershed, the City encourages only those forest activities which will insure the maintenance of high water quality standards.
    - Lincoln City shall develop programs to resolve conflicts between the preservation of sensitive wildlife habitats and conflicting uses.



- The Shoreland, Beaches, Dunes, Estuary, and Ocean Resources Goal is to conserve to protect and to enhance the coastal resources of the City. This is achieved in part by:
  - Riparian vegetation shall be protected and maintained...
  - Dredged material disposal and mitigation sites identified in the Lincoln County Estuary Management Plan shall be used to meet dredged material disposal and mitigation needs for estuarine areas within the Lincoln City city limits.
  - The Planning Commission shall work with State and Federal agencies to study ocean resources development proposals. The Commission shall recommend appropriate actions to preserve valuable resources and minimize impacts.

Chapter 8 – Facility Recommendations, of the Lincoln City Parks Master Plan (2001) specifies that trails and pathways are designed to provide walking, bicycling, equestrian, and other non-motorized recreational opportunities. By providing linkages to other areas and facilities, they can provide non-vehicular options for travel throughout the community. Policies related to pathways transportation oriented are found in the City’s Transportation Plan (TMP).

- Trails that follow along stream corridors and drainageways provide natural linkages from the urban development to recreational areas. Trails located parallel to these amenities provide connections with natural areas desired by citizens. In addition, these trails minimize the loss of land for development at urban densities compared to situations where trails might need to bisect developable lands.
- Stream corridors provide essential ecological functions that need protection from the impacts of development and human activity as these streams travel through urban areas.
- There are negative impacts from both planned recreational facilities and unplanned recreational activities that happen near stream resource lands. Good planning can minimize the negative impacts.
- Natural systems are impacted by farming, logging, lawns, streets, buildings, overhead utility lines, sewers, and other human activities. In Lincoln City there is a need to have a closer review of ways to obtain the advantages and efficiencies of urban density, while still maintaining the essential ecological functions of streams and wetlands.
- Trails should be planned, sized, designed, and located to minimize their impacts on the ecological functions of stream corridors and to minimize the impacts of unplanned access in and near these drainageways.
- Developers should be encouraged to provide and build pathways and trail amenities within their proposed developments that link with the City’s overall trail system.
- Trails easements, dedications, and development need to occur prior to or at the time of development.
- Trails along creek corridors are intended to be within a corridor and will require and will require special design/construction techniques in order to protect drainageway functions.

The Lincoln City Transportation Master Plan (TMP) (2005; Draft-2):

- Outlines the TMP goal, which is to provide a safe, diversified, economical, and efficient transportation system (including auto, truck, transit, bicycle, pedestrian, water, air, and pipeline transportation) that protects and enhances Lincoln City’s economy, environment, neighborhood quality, and cultural and scenic values, while facilitating the movement of goods and people through and within Lincoln City.

- Places a strong emphasis on ensuring that community livability is balanced with the need to move traffic safely and efficiently through Lincoln City. The TMP incorporates new transportation assumptions based on Lincoln City's "string of pearls" (villages and links) concept. These assumptions focus on the need for:
  - 4 travel lanes (with turn pockets/lanes and signals as needed)
  - 25 mph in the villages; 35 mph in the links between the villages
  - Provisions for bicycle and pedestrian use
  - Parking
  - Access management
  - Lighting
  - Project phasing
- Includes a land use component to foster a more pedestrian-friendly environment that is not dependent upon more vehicular traffic to meet local needs.
- Stipulates when planning, designing, and providing transportation systems, the City shall:
  - Develop the transportation system in a manner that contributes to community livability, respects the characteristics of natural features, considers the effects on abutting land uses, and minimized operational and safety conflicts.
  - Develop and manage the transportation system to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within and through Lincoln City.
  - Develop and promote alternative modes of transportation which will safely, economically, and conveniently serve the needs of Lincoln City residents and visitors, and that connect major local activity centers (e.g., parks, schools, shopping centers).
  - Give special consideration in the design of the transportation system to meet the needs of people who have limited transportation choices.
  - Give special consideration to energy-efficient transportation alternatives.
  - Periodically review and update the long-range transportation plan.
- Pedestrian Plan (Chapter 6) seeks to:
  - Consider pedestrian and ADA issues on all transportation projects.
  - Develop standards for pedestrian facilities; consistent with community needs and in compliance with state and federal requirements, that creates safe and convenient facilities to encourage walking.
  - Develop sidewalks along city streets and county roads as appropriate to support pedestrians.
  - Develop an off-street pedestrian trail system, perhaps integrated with a bike trail system, to supplement on-street provisions.
  - Evaluate existing zoning and development code for deficiencies in supporting pedestrian-friendly development; modify the codes to encourage more pedestrian-friendly development patterns.
  - Adopt maintenance practices to preserve bikeways and walkways in a smooth, clean and safe condition.
- Bicycle Plan (Chapter 7) seeks to:
  - Identify and develop a connected system of bicycle routes through and around town that are safe, attractive and user-friendly.



- Provide bicycle facilities that are primarily located on arterials and collectors, and will link activity centers with residential areas and with other modes of transportation (e.g., buses).
- Provide uniform bicycle route signs, markings, and design standards that meet state and national standards, are consistent with community needs, and create safe and convenient facilities to encourage bicycling.
- Public Transportation Plan (Chapter 7) seeks to:
  - Support Lincoln County Transit as the basic framework for a transit system in the City (routes, service levels, rider ship, and capital, operating, and maintenance costs).
  - Promote a transit/Para transit system that identifies future alternative fuel options that are clean, renewable, and cost-efficient.
  - Support Lincoln County Transit to pursue joint funding to support increased transit service.
- Transportation Demand Management (TDM) Plan (Chapter 7) stipulates:
  - The City shall investigate strategies for reducing vehicle trip making in the City (e.g., carpool/vanpool incentives and flex-time applications).
  - The City shall support efforts to develop TDM/Rideshare program staffing to do ride-matching, development of commuter projects with area employees, as well as incentives to employers to provide transit fare subsidies, flexible work hours, and telecommuting opportunities.

The purpose of Title 16, the Lincoln City Subdivision Code (2006), seeks to:

- Encourage well-planned subdivision development so that good, livable neighborhoods with all needed amenities and community facilities may be created.
- Encourage development in harmony with the natural environment.

Title 17, the Zoning Ordinance of Lincoln City, Oregon (2005),

- Is designed to:
  - Encourage the most appropriate use of lands
  - To conserve and preserve natural resources
  - To provide adequate open space for light and air...
  - To lessen congestion of streets
  - To facilitate adequate provisions for community utilities such transportation, water, sewerage, schools, parks, and other public requirements
  - To promote the public health, safety and general welfare
- Is adopted for the following special purposes:
  - To promote coordinated, sound development, taking into consideration the City's natural environment, amenities, view, and the appearance of its buildings and open spaces.
  - To achieve a balanced and efficient land use pattern, to protect and enhance real property values, to promote safe and uncongested traffic movement and to avoid uses and development which might be detrimental to the stability and livability of the City
  - To encourage innovations in residential development and renewal so that the demand for housing may be met by a greater variety in the type and design of dwellings and by the conservation and more efficient and attractive use of open space.

- To safeguard and enhance the appearance of the City through the advancement of effective land use, architectural design and site planning, which reflect improvements in the technology of urban development.
- Open Space Zone (OS) (Section 3.096) stipulates primary purposes of:
  - Preserve open space for future generations
  - Maintain water quality in lakes and streams
  - Provide educational opportunities
  - Protect significant and sensitive natural resource areas
  - Enhance the city's scenic beauty

The Lincoln City Urban Renewal Year 2000 Development Plan is intended to improve the Urban Renewal Area's drainage systems, land uses, traffic flow, off-street parking, access to and from the Highway, and to improve the visual quality of the man-built environment, within the Highway 101 Corridor.

Conclusions in the Lincoln County Code (LCC) (2007) state:

- Estuarine Resources (6.): Since estuaries have such high economic and social values, it is of critical importance to establish estuarine management practices that will provide for development of estuarine-dependent resources in a manner compatible with conservation and enhancement of estuarine environments.
- Coastal Shorelands (7.): The coastal Shorelands planning area includes lands contiguous to the Pacific Ocean and tidal rivers and streams. Many of the principal economic activities in Lincoln County are directly dependent on sound management of shore land areas. Preservation of the scenic qualities of these resources as well as public shore land access is obviously crucial if tourists are to continue to be attracted to the area. The fishing industry is dependent on sound management of shoreline areas. Industrial needs such as processing, moorage. Boat repair and construction must be provided for in the limited shore land area. At the same time, areas of coastal waters and adjacent lands which are crucial for the maintenance of marine food webs must be soundly managed.
- Energy Sources (11.): Energy sources in Lincoln County are confined to some potential low-head hydroelectric sites and some potential wind power generating sites.
- Fish and Wildlife Habitats (12.): Fish and wildlife habitats of various types occur throughout the County. Some significant habitats do occur in areas designated for higher intensity developments, and potential conflicts exist. The inventory examines these conflicts and their consequences and concludes that such conflicting uses should be specifically limited through the use of clear and objective standards.
- Significant Natural Areas (13.): The Nature Conservancy Data Summary for Lincoln County identified a list of 15 candidate natural areas which might be considered as significant natural areas.
- Energy (21.): Increasing population coupled with reliance on increasingly scarce energy resources necessitates expanded efforts for conservation and more efficient use of energy. Local governments can encourage efficient energy use and conservation through a variety of methods including seeking funding sources for alternative energy development, encouraging residents to utilize conservation programs, providing public information and education on energy related matters and encouraging energy efficient design in housing and other types of developments.



- Housing (22.): The problem of providing both adequate and affordable housing has become an issue of national concern. Housing problems in Lincoln County largely parallel national trends. In existing rural communities and other rural residential areas, the provision of opportunities for affordable housing will be emphasized.

Current Statewide Planning Goals focus on:

- Goal #3 – Agricultural Lands (1994): Requires counties to inventory agricultural lands and to “preserve and maintain” them through farm zoning.
- Goal #4 – Forest Lands (1994): Requires counties to inventory forestlands and adopt policies and ordinances that will “conserve forest lands for forest uses.”
- Goal #5 – Open Spaces, Scenic and Historic Areas and Natural Resources (1996): Establishes a process for each resource (e.g., wildlife habitats, wetlands, etc.) to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of balance between the resource and the uses that would conflict with it.
- Goal #6 – Air, Water and Land Resources Quality (1975): Requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.
- Goal #10 – Housing (1988): Specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.
- Goal #12 – Transportation (1975): Aims to provide a “safe, convenient and economic transportation system.” It asks for communities to address the needs of the “transportation disadvantaged”.
- Goal #13 – Energy Conservation (1975): Declares that “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.”
- Goal #16 – Estuarine Resources (1984): Requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”
- Goal #17 – Coastal Shorelands (1999): Defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (e.g., port facilities) are reserved for “water-dependent” or “water-related” uses.
- Goal #18 – Beaches and Dunes (1988): Sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. It also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.
- Goal #19 – Ocean Resources (2001): Aims to “conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with

matters such as dumping of dredge spoils and discharging of waste products into the open sea. The main requirements are for state agencies rather than cities and counties.

The relevant Oregon State Transportation Plan (2006; Executive Summary) Goals, Challenges, Opportunities, Policy Directives, and Outcomes are as follows:

- Goal #3 - Economic Vitality: Expand and diversify Oregon's economy by transporting people, goods, services and information in safe, energy-efficient and environmentally sound ways.
- Goal #4 – Sustainability: Meet present needs without compromising the ability of future generations to meet their needs from the joint perspective of the environment, economy and communities. Encourage conservation and communities that integrate land use and transportation choices.
- Challenge – Global Warming: Transportation activities are the second-largest single source of greenhouse gas emissions in Oregon.
  - Implication: Encouraging the use of hybrid, electric and other alternative-fuel engines, increasing public transit, and guiding land use and transportation choices could reduce greenhouse gas emissions.
- Opportunities:
  - Sustainability practices are being implemented from farms to urban areas. The state is well-positioned to foster the development of green transportation industries.
  - Communities throughout Oregon are using public transit and other alternatives that save fuel: commuting via bicycle is growing. Cities are planning development that expands transportation options.
- Policy Directives – Key initiatives needed to implement the OTP:
  - Integrate transportation, land use, economic development and the environment (C.). By coordinating tribal, state, local and regional planning, we could protect transportation facilities, corridors and sites, and facilitate community and economic development. By joining the energy debate as an advocate for Oregon transportation, we could help ensure a reliable, diverse and adequate fuel supply and develop a contingency plan for dealing with fuel shortages.
- Outcomes- Possible effects of a transportation plan that would benefit all of Oregon for the next 25 years.
  - Enhance Livability: With high fuel prices and global warming, we need more choices for getting around in our communities, which help make shorter trips, walking, bicycling and transit possible.

NOW THEREFORE BE IT RESOLVED that the City Council of Lincoln City hereby endorses the spirit and intent of the Sustainability Plan which is to promote environmentally-, socially-, and economically-improved alternatives for development, operations and maintenance in Lincoln City.