PLANNING COMMISSION WORK SESSION AGENDA
Monday, June 14, 2021 - 6:00 PM
City Hall, Conference Room A, 169 SW Coast Hwy, Newport, OR 97365

This will be a hybrid meeting, which means that it will be held electronically, via Zoom, with a limited number of people (up to 15) allowed to attend in-person. The meeting will be live-streamed at https://newportoregon.gov, and broadcast on Charter Channel 190.

Anyone interested in making public comment is allowed to attend in-person, subject to congregant limitations (up to 15).

Anyone wishing to provide real-time, virtual public comment should make a request at least four hours prior to the meeting, at publiccomment@newportoregon.gov, and request the Zoom meeting information.

Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. The e-mail must be received at least four hours prior to the scheduled meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting, and pursuant to the municipal code.

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1. CALL TO ORDER

Jim Patrick, Bill Branigan, Lee Hardy, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, Dustin Capri, and Greg Sutton.

2. NEW BUSINESS

2.A Survey Questions for SB / US 101 Commercial-Industrial Corridor Refinement Plan.

Memorandum
Draft Survey Questions
21.06.10 SB Refinement Schedule
21.06.09 - SB Virtual Open House-DRAFT

2.B Alternate Design Standards for Low Volume Local Streets.
Memorandum
Newport TSP Critical Success Factors
Newport's Current and Proposed Minimum Street Specifications
PBOT Shared Residential Street Specifications
Yield Street Specifications
Tigard Street Standards
Excerpts from Chapter 5 and Appendix D of the 2019 Oregon Fire Code
Low Volume Street Examples

2.C Scope of Work for HB 2003 Compliant Housing Capacity Analysis and Housing Production Strategy.
Memorandum
RFI Form with One-Page Project Description
Grant Submittal Guidelines

3. UNFINISHED BUSINESS

3.A Updated Planning Commission Work Program.
PC Work Program 6-11-21

4. ADJOURNMENT

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: June 10, 2021

Re: Survey Questions for SB / US 101 Commercial-Industrial Corridor Refinement Plan

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At your last work session, I put together a memo outlining the objectives of this targeted, urban renewal funded refinement plan and included with the memo a draft of the Opportunities and Constraints report that the consultants have prepared.

A final draft of the opportunities and constraints report will be presented to the Urban Renewal Agency on June 21st. The Agency will also have an opportunity to review and provide input on a series of online survey questions that we have developed. Attached is a draft set of the survey questions, along with a distribution list outlining how we intend to get the word out to the community.

For the Urban Renewal Agency meeting, ECONorthwest will provide a brief PowerPoint overview of the project. That presentation will be recorded and made available on a webpage the City will host for the survey. A copy of the final Opportunity and Constraints report will be posted on the website as well.

We have pushed the launch date for the survey back a bit to account for the fourth of July holiday. This will also provide a little more time for us to get the word out to those that may be interested in participating in the survey. The website and survey will launch on July 9th and our plan is to keep it open through the end of the month. While the survey is open, we will look to schedule three focus group meetings, oriented to the marine research community, Spanish language speakers, and lastly a catchall for South Beach residents, employees, etc. The focus group meetings will be held by videoconference.

Please take a moment to review the draft survey questions and I look forward to any feedback you may have as to how they can be improved. The same goes for the distribution list, and whether or not there are stakeholders we should be reaching out to that are not currently listed. A second online survey will be launched in late August or early September to present and prioritize project concepts for this last round of South Beach urban renewal investments.

Attachments
Draft Survey Questions

ECONorthwest
ECONOMICS · FINANCE · PLANNING

DATE: May 25, 2021
TO: Derrick Tokos, City of Newport
FROM: Emily Picha, Lorelei Juntunen, and Nicole Underwood
SUBJECT: Agenda for June 21 Newport URA Briefing and Workshop

The Newport Urban Renewal Agency is seeking input on the types of investments it should make to support the South Beach Area from 2022 to 2025. The Agency seeks to invest in projects that provide the greatest benefit to residents, visitors, and employees while also helping remove development barriers on remaining underutilized parcels in the area.

This survey is the first step in the South Beach / US 101 Refinement Plan process that will ultimately recommend a prioritized list of projects for Agency investments in November 2021, based on public and stakeholder feedback and technical analysis. The City and its consulting team will use feedback from this survey to develop a list of projects for the Agency's consideration.

What investments can urban renewal dollars fund?

Urban renewal funding can be used for physical investments that meet the objectives of the South Beach Urban Renewal Plan:

- Preserve forest, water, wildlife, and other natural resources
- Identify sites for public uses such as the OSU Marine Science Center
- Complete a Port facilitated marine recreation area
- Encourage marine oriented activities on the northern Shorelands
- Assure the development of complementary uses adjacent to the Airport
- Plan new sewer, water, and transportation capacity
- Allocate a major part of South Beach to heavy commercial and light industrial uses

Source: South Beach Urban Renewal Plan Amendment 5

Draft Questions

What are three words you would use to describe South Beach today?

- 1
- 2
- 3

What three words would you want people to use to describe South Beach in the future?

- 1
- 2
- 3

What are South Beach's biggest challenges? Please pick up to three.

- Congestion / hard to get around
- It's hard to know when you've arrived and where to go
- Not enough parking
- It doesn't feel safe or easy to bike/walk in the area.
- Not enough retail, services, and/or food options
- Other

The Urban Renewal Agency has drafted a list of investment priorities for final investments in South Beach. How would you rank the priorities in order of importance?

1. Promote a sense of place for residents and visitors that reflects the South Beach identity.
2. Improve connectivity for bicyclists and pedestrians to South Beach destinations.
3. Attract new development that can meet the service and retail needs of South Beach residents.
4. Invest in overcoming market and development barriers on underutilized or vacant sites.
5. Reduce sewer, water, and transportation infrastructure barriers to enable job creation on industrial lands near the airport.
6. Invest in improvements that promote long-term community resiliency to address tsunami, flooding, and earthquake hazards.

Is anything missing from the list of priorities?

- No
- Yes, see comments:

Comments:

What types of services and retail would you most like to see in South Beach (pick up to three)?

- Financial Services
- Health Services (Doctor, Dentist, Vision)
- Gas Station
- Camping/Fishing Supplies
- Pack/Mail

- Convenience Store
- Repair Shop
- Specialty Grocer (E.g, Trader Joe's)
- Salon/Spa
- Laundry/Dry Cleaning
- Lodging
- Other (please explain) _____

Please rank the types of restaurants you would most like to see in South Beach.

- Deli
- Café/Restaurant (Counter Service)
- Restaurant (Sit Down)
- Brewery/Distillery
- Other (please explain) _____

Which physical improvements would help enhance the experience of living in and visiting South Beach? Please rank.

- Improvements to bike paths and sidewalks
- Enhancements to landscaping and public art installations
- Improvements to wayfinding, signage, and welcoming features with South Beach branding
- New or improved public spaces (plazas, playgrounds, dog parks)
- New street furniture like benches, waste receptacles, and lighting

Please choose the options that apply to you:

- I work in South Beach.
- I live in South Beach.
- I live in Newport.
- I live outside of Newport.

Would you like to be added to the mailing list for this project? Y / N

Name (Optional)

Email (Optional)

Distribution List

The City will coordinate outreach community organizations to disseminate the survey or provide opportunities for feedback with the community.

- Centro de Ayuda (presentation and live survey)
- Neighborhood Associations/HOAs in South Beach:
  - Southshore
  - Surfland
  - Wilder
- City mailer/postcard, route service
- Rogue staff
- Port (will share with commercial fishing group)
- Port RV Park
- Hatfield Center/NOAA students/faculty/staff
- NOAA
- Aquarium staff (Carrie)
- Public Arts Committee
- South Beach State Park staff
- Airport Committee
- Oregon Coast Community College

South Beach Refinement Plan Schedule

	Kickoff Feb	Existing Conditions March-July	Project Concepts June-Aug	Code Audit June-Sept	Project Evaluation Aug-Sept	Final Report Oct-Nov
TECHNICAL ANALYSIS		• Opportunities & Constraints Analysis • Gather input on priorities; Tour	• Identify projects • Develop Evaluation and Prioritization Framework	• Commercial and industrial land use code audit • Develop rec's	• Prioritize projects • Evaluate the feasibility of 3 projects	• Finalize Report and Investment Strategy
OUTREACH		• Stakeholder Interviews • Virtual Open House	• Stakeholder Interviews • Survey		• Survey	• URA Final Presentation
DELIVERABLE		• Opportunities and Constraints Report ★ We are here	• Project Concept Evaluation and Memo	• Land Use Code Audit Report	• Graphics and description of redevelopment concepts	• Final Refinement Plan

ECONorthwest
ECONOMICS · FINANCE · PLANNING

DATE: May 25, 2021
TO: Derrick Tokos, City of Newport
FROM: Emily Picha, Lorelei Juntunen, and Nicole Underwood
SUBJECT: South Beach Virtual Open House Outline - DRAFT

This document provides a draft of the content that would go onto a webpage as a "South Beach /US 101 Virtual Open House" from July 9-30th. It also provides a draft of the survey that would be included as a separate Surveymonkey link.

Project Overview – South Beach Refinement Plan

Newport's South Beach has come a long way since 1983, when the City of Newport established an urban renewal district in the area to address the area's lack of transportation connections, urban infrastructure, and public amenities. However, key issues remain. The Newport Urban Renewal Agency has initiated on a refinement plan process to determine where remaining investments should be prioritized before the Urban Renewal District closes to new projects in 2025, based on stakeholder feedback and technical analysis.

To learn more about this project, please view this **15 minute presentation** [insert link when final].

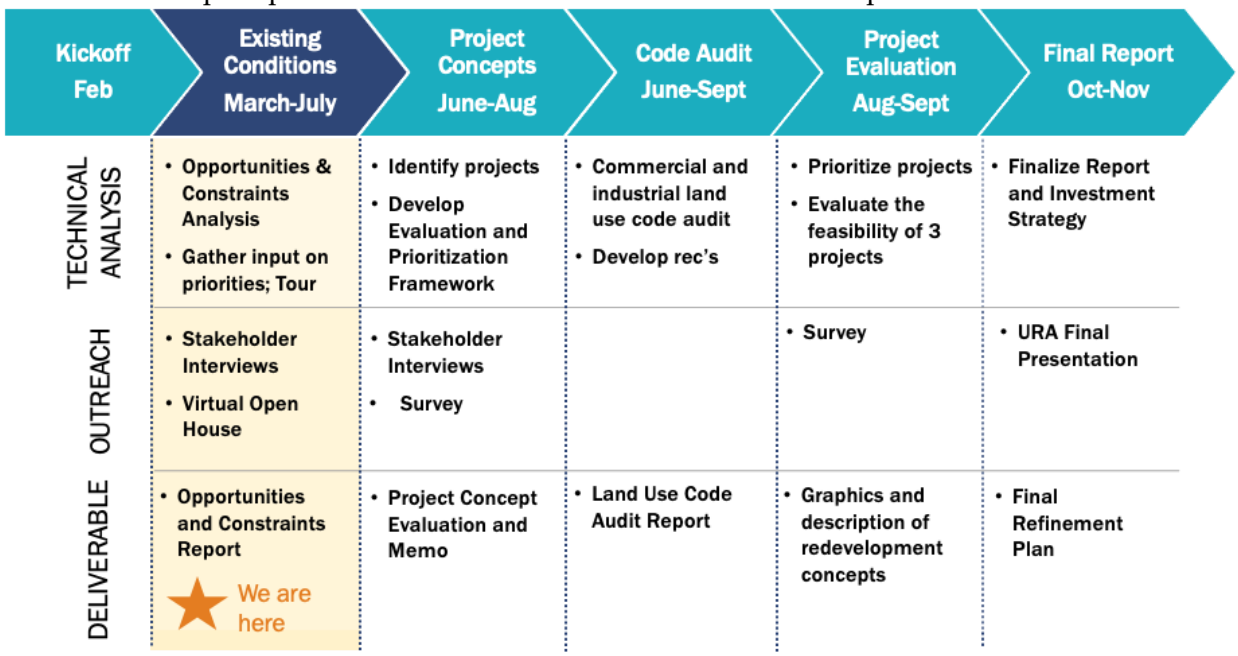
What has been completed so far?

As a first step, the project team completed an Opportunities and Constraints Report, which summarizes stakeholder interviews to date and organizes key issues within South Beach alongside ideas for how to address the area's constraints. The document also provides a decision-making framework that helps to prioritize limited remaining urban renewal funding from 2022 to 2025.

Opportunities and Barriers Report link (insert when final)

South Beach/US 101 Refinement Plan Schedule

The refinement plan process started in March 2021 and will be completed in November 2021.



We need your input!

The Newport Urban Renewal Agency is seeking your input on the types of investments it should make to support the South Beach Area in the limited time remaining. The Agency seeks to invest in projects that provide the greatest benefit to the tax base including residents, visitors, and employees while also helping remove development barriers on remaining underutilized parcels in the area.

What investments can urban renewal dollars fund?

Urban renewal funding can be used for physical investments that meet the objectives of the South Beach Urban Renewal Plan:

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- Allocate a major part of South Beach to heavy commercial and light industrial uses

Source: South Beach Urban Renewal Plan Amendment 5

This survey is the first step in the South Beach / US 101 Refinement Plan process that will ultimately recommend a prioritized list of projects for Agency investments in November 2021, based on public and stakeholder feedback and technical analysis. The city and its consulting team will use feedback from this survey to develop a list of projects for the Agency's consideration.

Take the survey: **Survey Link (insert when final)**

This survey is 10 questions and will take approximately five to seven minutes to complete. Name and email are optional on the survey.

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Draft Survey

This survey content will included on a separate page on SurveyMonkey.

Newport's South Beach has come a long way since 1983, when the City of Newport established an urban renewal district in the area to address the area's lack of transportation connections, urban infrastructure, and public amenities. However, key issues remain. The Newport Urban Renewal Agency has initiated on a refinement plan process to determine where remaining investments should be prioritized before the Urban Renewal District closes to new projects in 2025, based on stakeholder feedback and technical analysis. *This survey is 10 questions and will take approximately five to seven minutes to complete. Name and email are optional on the survey.*

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Is anything missing from the list of priorities?

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Would you like to be added to the mailing list for this project? Y / N

Name (Optional)

Email (Optional)

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: June 11, 2021

Re: Alternate Design Standards for Low Volume Local Streets

When the City embarked on the Transportation System plan (TSP) update, it identified the following as critical success factors:

> *"Acceptable street cross-sections with a palette of options that are responsive to different forms of development, environmental limitations and terrain constrains; and*
>
> *Infill frontage improvement requirements that strike a reasonable balance between the cost to the developer and needs of the community"*

Street extensions or frontage improvements that the City requires concurrent with new development is a significant expense that can contribute to a project not moving forward or, in the case of housing, can drive up the per unit cost to a point where many in the community cannot afford the end product. This led the City to conclude that it should evaluate whether or not its street width standards could be reduced to lower these costs (Implementation Measure 4.2, Housing Element of the Newport Comprehensive Plan). The TSP update provides an opportunity for us to do just that.

Low traffic volume, local streets are excellent candidates for narrow street standards because the street section itself can safely accommodate walkers, cyclists and two-way vehicle traffic. These are often called "shared streets." As traffic volumes go up, it becomes necessary to separate transportation modes for safety purposes. This is accomplished with wider travel lanes, bike lanes, sidewalks, etc. There are a number of publicly maintained roads in Newport that function as "shared streets." Many were developed in unincorporated Lincoln County before the area annexed to the City. Examples include NE Golf Course Dr, NW Cherokee Ln, NW Rocky Wy, and SE Vista Dr.

A number of cities have adopted shared street standards, and I have included some examples as attachments to this memo. Also, enclosed is a sheet listing the City of Newport's existing street standards and those that are being considered for inclusion in the Newport TSP update. While I have listed standards for all street types for context, I would like to focus this work session on standards for low-volume local streets. Average Daily Trips (ADT) is commonly used as a threshold for determining when shared street standards should be applied. It is a straightforward method of correlating vehicle trips to different types of land uses that the City uses in other contexts such as calculating street SDC, determining when traffic studies are needed. Each single-family dwelling generates 10 ADT, whereas attached housing, condos and apartments generate 5.6 to 6.5 ADT. This should help you weigh whether or not the proposed thresholds seem right, and I'll tee up some sample applications in Newport for the meeting. We have asked the consultants to include shared street specifications in the Transportation Standards (Tech Memo #10) document that you will have a chance to review at an upcoming meeting, and I would like to pass along any feedback you have before they complete and release the document for public comment. Also, it is important to keep in mind that these types of standards deviate from minimum fire code requirements; therefore, they must be formally adopted by a local government in order for them to supersede the fire code (ORS 368.039). I have attached relevant provisions of the 2019 Fire Code for your review as well.

Attachments

Newport TSP Critical Success Factors, Newport's Current Minimum Street Specifications, PBOT Shared Residential Street Specifications, Yield Street Specifications, Tigard Street Standards, and Excerpts from Chapter 5 and Appendix D of the 2019 Oregon Fire Code.

Newport TSP Critical Success Factors

- Alignment for future replacement of the Yaquina Bay Bridge; and
- Desired streetscape, urban form, and arterial/collector roadway configuration for the City's commercial core areas that will catalyze redevelopment and meet the community's long term transportation needs; and
- Transportation enhancements for the Agate Beach neighborhood that are sensitive to the geologic conditions of the area; and
- Capital project needs, in a realistic manner, with planning level estimates for both near term and longer term priorities; and
- Viability of NE Harney Street as a north-south alternative to US 101; and
- Integrated multi-use bike and pedestrian network that improves connectivity between neighborhoods, visitor destinations, and natural areas; and
- Traffic calming measures and pedestrian safety needs, with an emphasis on high volume roadway and Safe Route to School corridors; and
- Transit needs of the community, including a coordinated strategy to augment and maintain the system; and
- Acceptable street cross-sections with a palette of options that are responsive to different forms of development, environmental limitations and terrain constrains; and
- Infill frontage improvement requirements that strike a reasonable balance between the cost to the developer and needs of the community

Newport's Current Minimum Street Standards

Type of Street	ROW Width	Paved Width	Number of Lanes	Lane Width	On-Street Parking [1]	Sidewalk	Bike Lane [1]	Landscape Strip	Median / Turn Lane Width
Major Arterial	80 – 102 ft	44 – 74 ft	2-4	12 ft	8 ft	6 ft	5 ft [2]	4 ft	16 ft
Minor Arterial	60 ft	44 ft	2	14 ft	8 ft	6 ft	5 ft [2]	N/A	N/A
Collector	60 ft	40 ft	2	12 ft	8 ft [2]	5 ft	N/A	N/A	N/A
Local	50 ft	36 ft	2	10 ft	8 ft [2]	5 ft	N/A	N/A	N/A
Alleys	25 ft	20 ft	1	N/A	N/A	N/A	N/A	N/A	N/A

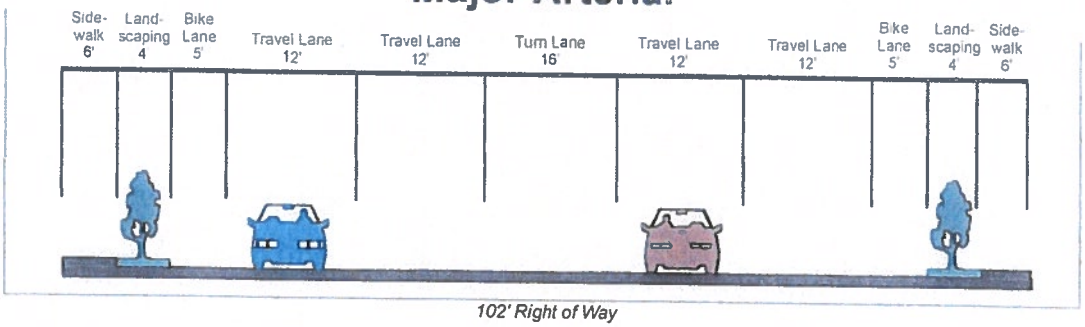
1. Parking or bike lane, but not both.
2. Listed as optional on one or both sides of the street.

Minimum Standard Concepts Being Considered in Draft TSP Update

Type of Street	ROW Width	Paved Width	# of Lanes	Lane Width	On-Street Parking [1]	Sidewalk	Bike Lane [1]	Landscape Strip	Median / Turn Lane Width
Arterial	60 – 100 ft	49 – 78 ft	2-4	11 ft	7 – 8 ft	8 ft	8 – 10 ft	3 ft	11 – 14 ft [2]
Major Collector	60 ft	34 – 47 ft	2	10 ft	7 – 8 ft	6 ft	6 ft	3 ft	11 ft
Neighborhood Collector	60 ft	34 – 36 ft	2	10 ft	7 – 8 ft	6 ft	6 ft	N/A	N/A
Local:									
Above 500 ADT	50 ft	34 ft	2	10 ft	7 ft	6 ft	N/A	N/A	N/A
100 - 500 ADT	50 ft	16 ft	2	8 ft	7 ft	N/A	N/A	N/A	N/A
Below 100 ADT	50 ft	12 ft [3]	1	12 ft [3]	7 ft	N/A	N/A	N/A	N/A
Alleys	20 ft	8 ft	1	8 ft	N/A	N/A	N/A	N/A	N/A

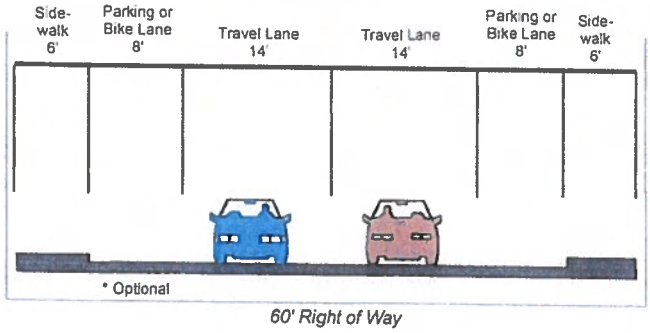
1. Assumes on-street parking or bike lanes but not both. Protected bike lanes to be used for highest volume streets.
2. Wider median required for higher speed streets.
3. Emergency vehicle turnouts required every 200-300 feet.

Major Arterial



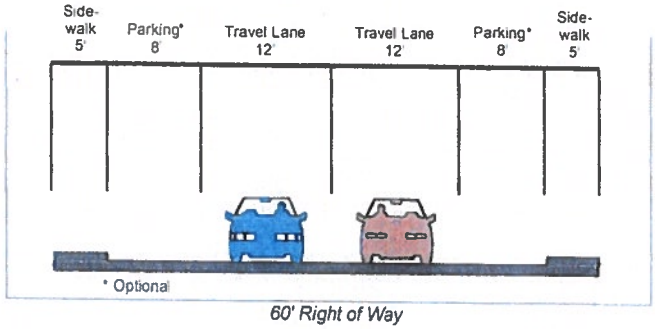
102' Right of Way

Minor Arterial



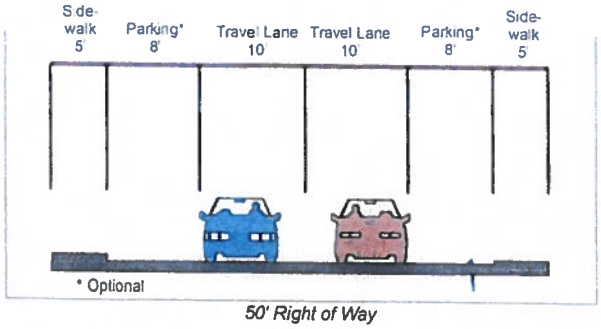
60' Right of Way

Collector



60' Right of Way

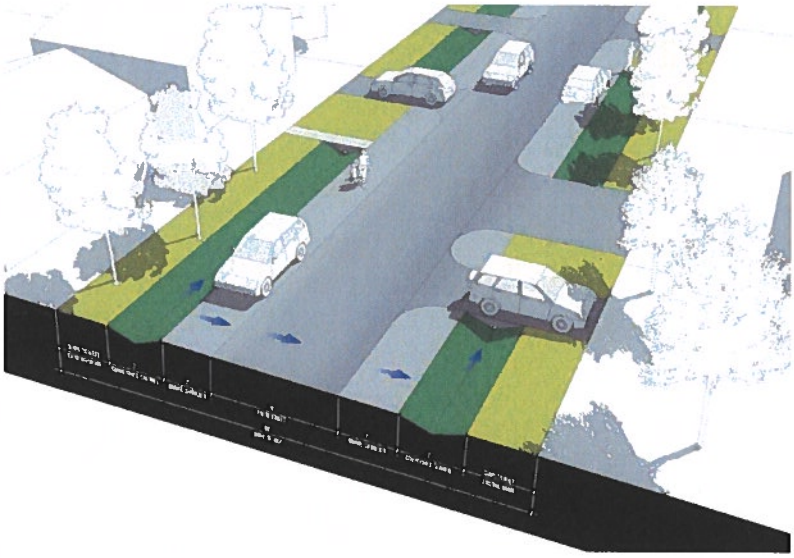
Local



50' Right of Way

Shared Residential Street

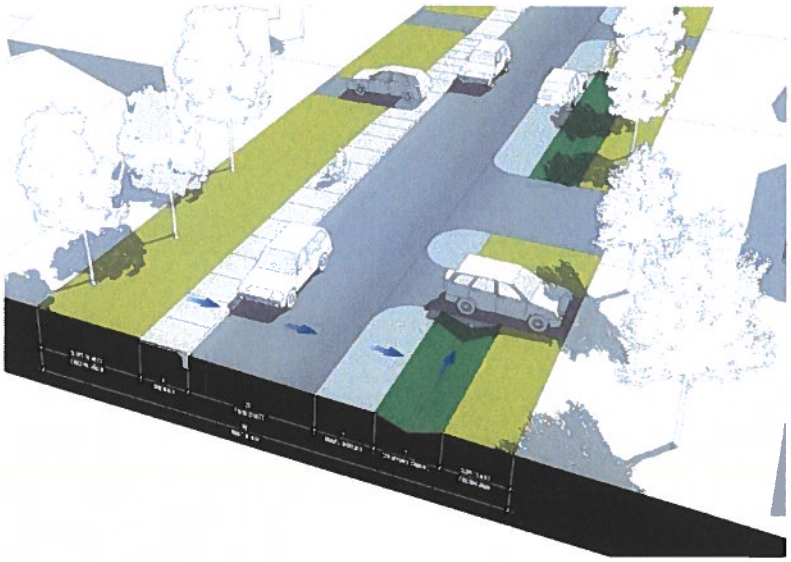
The shared residential street design is the lowest cost option since it does not include a sidewalk. Two 7' gravel shoulders for on-street parking border a 16' wide paved roadway that will be used by all travel modes. Stormwater is collected in conveyance channels and directed to stormwater planters to slow infiltration. Because this will require all modes of travel to share the paved roadway, there are additional criteria for eligibility and standards for design:



- Traffic volume must be 500 vehicles per day or less.
- To ensure a low speed traffic environment, traffic calming elements are also required. At a minimum, this includes speed bumps. These streets will also have a posted speed limit of 15 mph.
- To ensure good visibility of pedestrians using the street, a sight distance and lighting analysis is required.

Separated Residential Street – Sidewalk on One Side

The separated residential street provides the basic elements of an improved local street. This design is more costly than the shared street described above, but is still much less expensive than a traditional full street improvement. The separated residential street has a 6' wide sidewalk on the uphill side of the roadway and a 7' gravel parking shoulder on the downhill side. The paved roadway is 16' wide. Stormwater flows into conveyance channels and infiltrates into the gravel shoulder.



Comparison: Shared Residential Street vs. Sidewalk on One Side

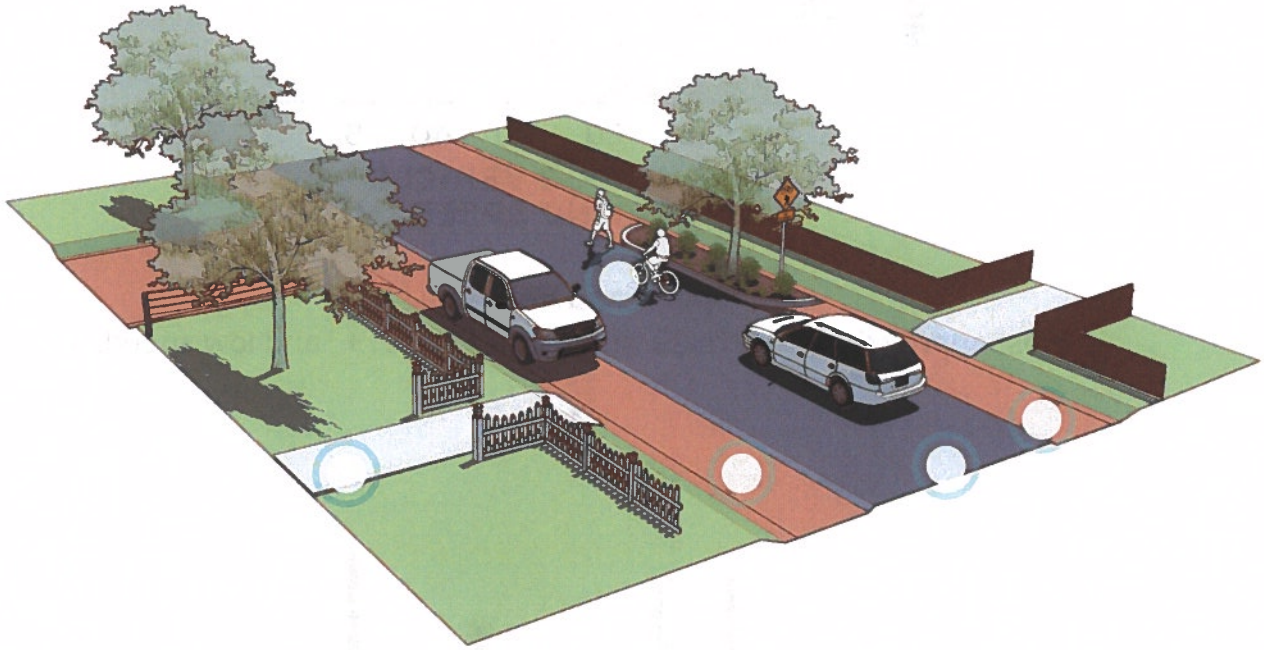
Project Element	Shared Street	Sidewalk on One Side	Notes
Cost to LID participants	Lower cost	Higher cost	Separated street (sidewalk on one side) increases total project cost by approximately $500,000. An individual property owner's LID assessment would increase by about $2,500 (for a 5,000 square foot lot).
Pedestrian safety and comfort	Similar safety; potentially less comfortable	Similar safety; potentially more comfortable	Traffic calming is required on shared streets, making it safe for people walking, biking, and using mobility devices to use the space with cars present. Some people may not feel as comfortable in a shared street environment as they would on a separated sidewalk.
Bicycling safety and comfort	Similar	Similar	People biking will use the 16' roadway in either case.
Parking availability	Similar	Similar	Parking is allowed on both sides of the street with both facility types.
Stormwater management	Similar	Similar	Stormwater management is factored into both designs.
Speed limit	15mph	15mph	15 mph speed limit promotes safety and comfort in the neighborhood.
Traffic calming	Speed bumps	Speed bumps	Included in both designs.

Have you filled out the online survey yet to state your preference on which option advances? Please do so before January 5th, 2018 to ensure that your voice is heard.

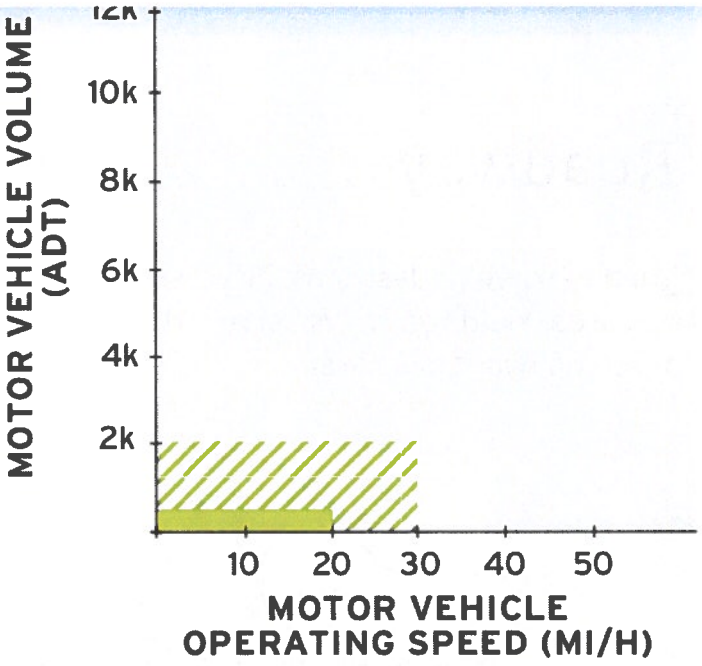
MIXED TRAFFIC

Yield Roadway

A **yield roadway** is designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.



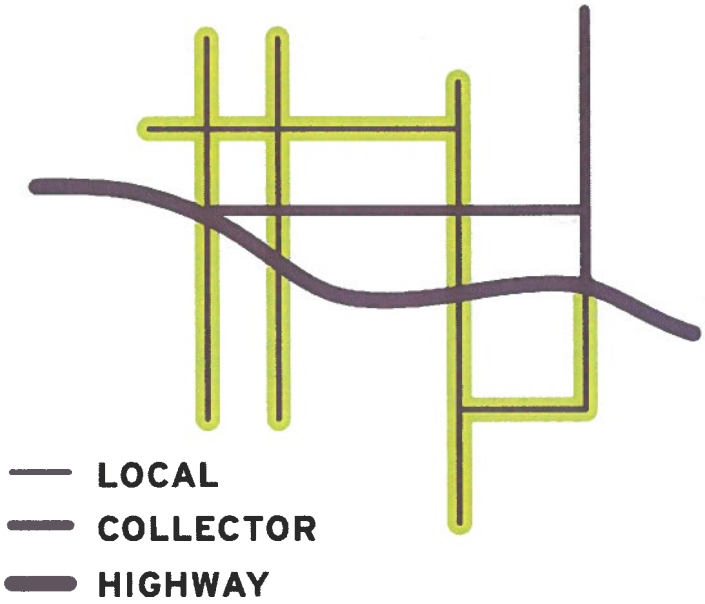
APPLICATION



Speed and Volume

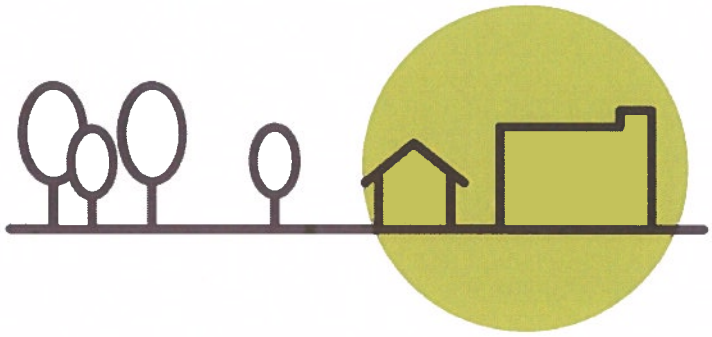
Most appropriate on streets with low volumes (+) and low speed.

(?)



Network

Local residential roadways. Not for through motor vehicle travel.



Land Use

Within built up areas, particularly near residential land uses where most traffic is familiar with prevailing road conditions.

Photo Gallery

Benefits

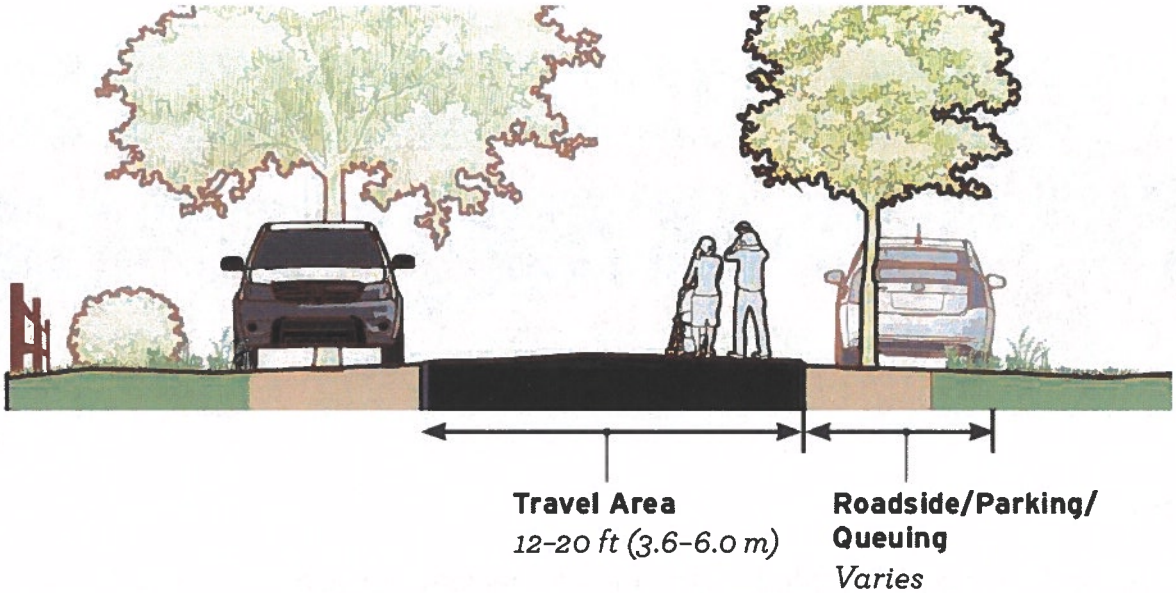
- Less costly to build and/or maintain than fully paved cross sections.
- Limits impermeable surface area and minimizes stormwater runoff.
- Encourages slow travel speed when narrower than 20 ft (6.0 m).
- Supports on-street or shoulder parking for property access.
- Connects local residential areas to destinations on the network.
- Maintains aesthetic of narrow roads and uncurbed road edges.
- Can support a larger tree canopy when located within wide unpaved roadside areas.
- Low maintenance needs over time.

Introduction

Yield roadways can effectively serve local travel needs, maintain aesthetic preferences, and is a common form for low-volume local rural roads. When operating at very-low volumes and at low speeds, pedestrians and bicyclists are comfortable walking within the travel area of the roadway. +

Yield roadways are designed with narrow roadway dimensions to prioritize local access and community livability.

For more information on related roadway types, refer to sections on Slow Streets and Shared Streets in **FHWA Achieving Multimodal Networks 2016**.



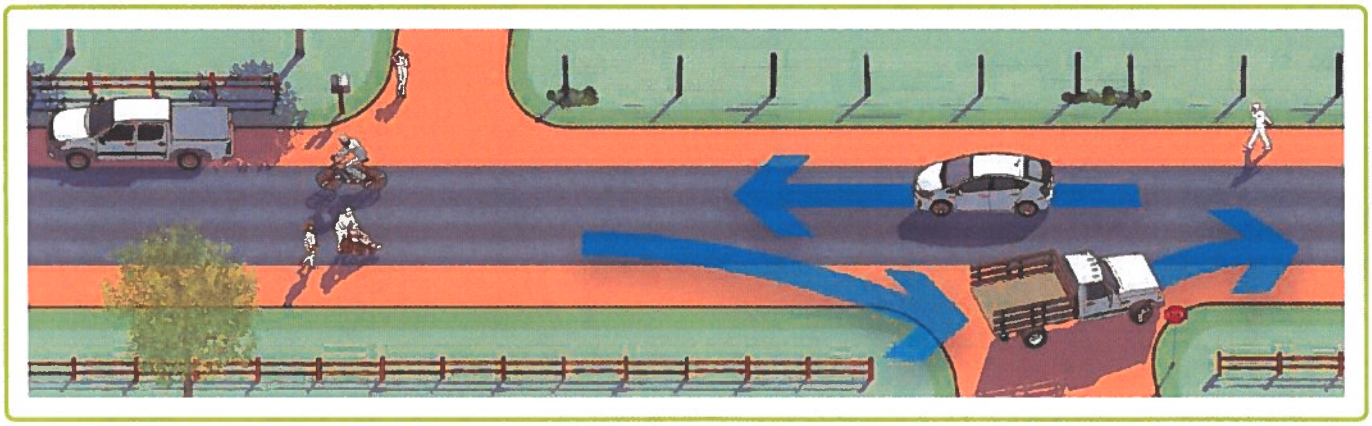
Geometric Design

Two-Way Travel Lane

The paved two-way travel lane should be narrow to encourage slow travel speeds and require courtesy yielding when vehicles traveling in opposite directions meet.

- Total traveled way width may vary from 12 ft (3.6 m)–20 ft (6.0 m). (+)
- Traveled way width below 15 ft (4.5 m) or below function as a two-way singlelane roadway and should follow the guidance of the **AASHTO Low Volume Roads 2001**.
- When width is 15 ft (4.5 m) or narrower, **provide pull-out areas every 200–300 ft** to allow for infrequent meeting and passing events between motor vehicles. Pull-out areas may be established in the parking lane or roadside area. (+)
- Access for emergency vehicles should be provided. (+) There is no single fire code standard for local roads; however, a range of clear widths for parking and deploying fire department apparatus is between 16–20 ft (5.0–6.0 m). Designers should provide an opening of this width every 200–300 ft (600–91 m). (+)

narrow for two motor vehicles to pass, and one vehicle may need to pull into a parking lane, pull out, or driveway area to let the other proceed.



Roadside

If desired, parking may be located on the paved roadway surface or on gravel or soil shoulders outside of the paved roadway. The parking lane may also serve as a pull-out area while yielding.

- When possible, the parking lane should be constructed with a contrasting material to differentiate the lane from the travel area. Bituminous, crushed stone, gravel, and turf shoulders can be used as contrasting materials to the travel area (**AASHTO Green Book 2011, p. 4-13**).
- Trees may be planted within the roadside area at regular intervals to visually and physically narrow the corridor, add to the aesthetic environment, and encourage slow speeds.

Markings

No markings are necessary to implement a yield roadway.

- Do not mark a center line within the travel area. The single two-way lane introduces helpful traffic friction and ambiguity, contributing to a slowspeed operating environment. +

include:

- A PEDESTRIAN (W11-2) warning sign with ON ROADWAY legend plaque. See Figure 2-3.
- Use a Two-Way Traffic warning sign (W6-3) to clarify two-way operation of the road if any confusion exists. See Figure 2-3.

Figure 2-3. *Pair a W11-1, W1-2, or W11-15 warning sign with a custom legend plaque to inform road users that shared use by pedestrians and/or bicyclists might occur.*

At uncontrolled crossings of local streets, no special treatment is necessary. The additional space within the intersection area offers queuing opportunities when vehicles traveling in opposite directions meet.

- Consider parking prohibitions of 20–50 ft (6.0–15.0 m) in advance of intersections. This is particularly helpful to accommodate large vehicle turning movements.
- Provide adequate stopping sight distance around curves and at uncontrolled intersections. Values of stopping sight distance for two-way single-lane roads should be twice the stopping sight distance for a comparable two-lane road.

Implementation

In rural communities with a disconnected street network, local streets are the only viable connection to a scene of an emergency. Implementing agencies should work closely with emergency response stakeholders.

Accessibility

Yield roadways allow motor vehicles, bicyclists, and pedestrians to share the same space. On very low-volume and low-speed streets, pedestrians and bicyclists may be comfortable using the roadway with the occasional vehicle. If this facility is intended for use by pedestrians, it must meet accessibility guidelines for walkways.

Ennis, MT – *Population 850*
Western Transportation Institute

YIELD ROADWAY CASE STUDY

Manzanita, Oregon

The residents of Manzanita cherish their small town and have outlined ways to maintain this character. One of the goals identified in the town's Comprehensive Plan is "to maintain and create residential living areas which are safe and convenient, which make a positive contribution to the quality of life, and which are harmonious with the coastal environment." Toward this end they have a network of local streets that create peaceful conditions for people walking, bicycling, and driving.

In addition, there is a recognition that even on collector streets bicycle and pedestrian travel should be safe. The plan states that "Sufficient pavement width should be included on all major streets or roads to accommodate bicycle traffic."

Where a visually or physically separated facility is not provided, speeds will be slowed to create bicycle-friendly conditions. The plan states, "Efforts to reduce speeding on Laneda Avenue should be carried out by the city. This should take the form of maintaining a low speed (20 Mi/h), requesting that the City police and Tillamook County Sheriff's Department maintain a high level of enforcement and installing appropriate warning signs." Efforts such as these enable Manzanita's local streets to be shared roadways where people driving, walking, and biking can all safely share the street.

COMMUNITY CONTEXT

Manzanita is a quiet, peaceful village surrounded by the natural beauty of the Pacific Ocean, Neah-Kah-Nie Mountain, and State and private forests. The Manzanita area is home to 725 full time residents. In the summer the population swells to 2,500 to 3,000.

gutter along one side.

ROLE IN THE NETWORK

Manzanita's local streets connect residences with the ocean, parks, and downtown. The ability to use these shared local streets allow people walking or on bikes to access all parts of the community.

FUNDING

The key aspect of this treatment is that it requires funding beyond what is currently used to maintain the local streets. The City maintains the streets that have been brought up to city standards. Graveled streets that have not been brought up to City standards are maintained by the adjacent property owners. There are some roads within the City that are County roads maintained by Tillamook County.

For more information refer to the **City of Manzanita website**.

Selected Examples

Planning, Design, and Operation of Pedestrian Facilities. 2004.

American Association of State Highway and Transportation Officials. A Policy on Geometric Design of Highways and Streets. 2011.

American Association of State Highway and Transportation Officials. Guidelines for Geometric Design of Very Low-Volume Local Roads. 2001.

Burden, Dan, and Zykofsky, Paul. Emergency Response: Traffic Calming and Traditional Neighborhood Streets. 2000.

Federal Highway Administration. Achieving Multimodal Networks. 2016.

Federal Highway Administration. Manual on Uniform Traffic Control Devices. 2009.

Oregon Department of Transportation (ODOT). Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths. 2000.

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Enter your search

Website created by Alta Planning + Design. Funding for this website is provided by the Center for Prevention at Blue Cross and Blue Shield of Minnesota.

Contact us at info@ruraldesignguide.com

18.910.030 Streets

A. Improvements.

1. No development shall occur unless the development has frontage or approved access to a public street.

2. No development shall occur unless streets within the development meet the standards of this chapter.

3. No development shall occur unless the streets adjacent to the development meet the standards of this chapter, provided, however, that a development may be approved if the adjacent street does not meet the standards but half-street improvements meeting the standards of this chapter are constructed adjacent to the development.

4. Any new street or additional street width planned as a portion of an existing street shall meet the standards of this chapter.

5. If the city could and would otherwise require the applicant to provide street improvements, the City Engineer may accept a future improvements guarantee in lieu of street improvements if one or more of the following conditions exist:

a. A partial improvement is not feasible due to the inability to achieve proper design standards;

b. A partial improvement may create a potential safety hazard to motorists or pedestrians;

c. Due to the nature of existing development on adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide a significant improvement to street safety or capacity;

d. The improvement would be in conflict with an adopted capital improvement plan;

e. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets; or

f. Additional planning work is required to define the appropriate design standards for the street and the application is for a project which would contribute only a minor portion of the anticipated future traffic on the street.

6. The standards of this chapter include the standard specifications adopted by the City Engineer in compliance with Subsection 18.910.020.B.

7. The approval authority may approve adjustments to the standards of this chapter if compliance with the standards would result in an adverse impact on natural features such as wetlands, bodies of water, significant habitat areas, steep slopes, or existing mature trees. The approval authority may also approve adjustments to the standards of this chapter if compliance with the standards would have a substantial adverse impact on existing development or would preclude development on the property where the development is proposed. In approving an adjustment to the standards, the approval authority shall balance the benefit of the adjustment with the impact on the public interest represented by the standards. In evaluating the impact on the public interest, the approval authority shall consider the criteria listed in Subsection 18.910.030.E. An adjustment to the standards may not be granted if the adjustment would risk public safety.

B. Creation of rights-of-way for streets and related purposes. Rights-of-way shall be created through the approval of a final plat; however, the council may approve the creation of a street by acceptance of a deed, provided that such street is deemed essential by the council for the purpose of general traffic circulation.

1. The council may approve the creation of a street by deed of dedication without full compliance with the regulations applicable to subdivisions or partitions if any one or more of the following conditions are found by the council to be present:

a. Establishment of a street is initiated by the council and is found to be essential for the purpose of general traffic circulation, and partitioning or subdivision of land has an incidental effect rather than being the primary objective in establishing the road or street for public use; or

b. The tract in which the road or street is to be dedicated is an isolated ownership of 1 acre or less and such dedication is recommended by the commission to the council based on a finding that the proposal is not an attempt to evade the provisions of this title governing the control of subdivisions or partitions.

c. The street is located within the mixed use central business district (MU-CBD) zone and has been identified on Figures 5-14A through 5-14I of the City of Tigard 2035 Transportation System Plan as a required connectivity improvement.

2. With each application for approval of a road or street right-of-way not in full compliance with the regulations applicable to the standards, the proposed dedication shall be made a condition of subdivision and partition approval.

a. The applicant shall submit such additional information and justification as may be necessary to enable the commission in its review to determine whether or not a recommendation for approval by the council shall be made.

b. The recommendation, if any, shall be based upon a finding that the proposal is not in conflict with the purpose of this title.

c. The commission in submitting the proposal with a recommendation to the council may attach conditions which are necessary to preserve the standards of this title.

3. All deeds of dedication shall be in a form prescribed by the city and shall name "the public" as grantee.

C. Creation of access easements. The approval authority may approve an access easement established by deed without full compliance with this chapter provided such an easement is the only reasonable method by which a lot large enough to develop can be created.

1. Access easements shall be provided and maintained in compliance with the Oregon Fire Code, Section 503.

2. Access shall be in compliance with Subsections 18.920.030.H, I, and J.

D. Street location, width and grade. Except as noted below, the location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the City Engineer in compliance with Subsection 18.910.030.N; and

2. Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:

a. Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or

b. Conform to a plan adopted by the commission, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

E. Minimum rights-of-way and street widths. Unless otherwise indicated on an approved street plan, or as needed to continue an existing improved street or within the Tigard Downtown Plan District, street right-of-way and roadway widths shall not be less than the minimum width described below. Where a range is indicated, the width shall be determined by the decision-making authority based upon anticipated average daily traffic (ADT) on the new street segment. (The city council may adopt by resolution, design standards for street construction and other public improvements. The design standards will provide guidance for determining improvement requirements within the specified ranges.) These are provided in Table 18.910.1.

The approval authority shall make its decision about desired right-of-way width and pavement width of the various street types within the subdivision or development after consideration of the following:

1. The type of road as provided in the comprehensive plan transportation chapter - functional street classification.

2. Anticipated traffic generation.
3. On-street parking needs.
4. Sidewalk and bikeway requirements.
5. Requirements for placement of utilities.
6. Street lighting.
7. Drainage and slope impacts.
8. Street tree location.
9. Planting and landscape areas.
10. Safety and comfort for motorists, bicyclists, and pedestrians.
11. Access needs for emergency vehicles.

Table 18.910.1

Minimum Widths for Street Characteristics and Downtown Street Character Types

Type of Street	Right-of-Way Width	Paved Width	Number of Lanes	Min. Lane Width	On-Street Parking Width	Bike Lane Width	Sidewalk Width	Landscape Strip Width (exclusive of curb)	Median Width
Arterial	64′—128′	Varies	2—7 (Refer to TSP)	12′	Not allowed	6′ (New Streets) 5′—6′ (Existing Streets)	8′ (Res. & Ind. Zones) 10′ (Comm. Zones)	5′	12′ [1]
Collector	58′—96′	Varies	2—5 (Refer to TSP)	11′	8′ [2]	6′ (New Streets) [3] 5′—6′ (Existing Streets) [3]	6′ (Res. & Ind. Zones) 8′ (Comm. Zones)	5′	12′ [1]
Neighborhood Route	50′—58′	28′—36′	2	10′	8′	5′—6′	5′—6′ [4]	5′	N/A
Local: [5] Industrial/Commercial	50′	36′	2	N/A	N/A	N/A	5′—6′ [4]	5′	N/A
Local: Residential [5]									
Under 1500 ADT	54′/50′ [3]	32′/28′ [6]	2	N/A	7′ (both sides)	N/A	5′—6 [4]	5′	N/A
Under 500 ADT	50′/46′ [3]	28′/24′ [6]	2			N/A			
Under 200 ADT	46′/42′ [3]	24′/20′ [6]	2		7′ (1 side) Not allowed	N/A			
Cul-De-Sac Bulbs in Industrial and Commercial Zones	50′ radius	42′ radius	N/A	N/A	Not allowed	N/A	5′—6′ [4]	N/A	N/A
Cul-De-Sac Bulbs in Residential Zones	47′ radius	40′ radius	N/A	N/A	Not allowed	N/A	5′—6′ [4]	N/A	N/A
Upper Hall Boulevard [7]	94′	64′	3	11′	8′	6′	10.5′	4′	14′
Downtown Mixed Use 1 – Downtown Collector	66′-70′	46′	2	10′	8′	5′	6-8′	4′	N/A
Downtown Mixed Use 2 – Downtown Neighborhood	58′-62′	38′	2	11′	8′	N/A	6-8′	4′	N/A
Downtown Mixed Use 3 –	62′-74′	38′	2	11′	8′	N/A	6-8′	5.5-9.5′	N/A

Upper Burnham									
Downtown Mixed Use 4 – Lower Burnham	68′-72′	48′	2	10′	8′	N/A	6-8′	4′	12′
Downtown – Urban Residential	52′-56′	32′	1	18′	7′	N/A	6-8′	4′	N/A
Alley: Residential	16′	16′	N/A	N/A	Not allowed	N/A	N/A	N/A	N/A
Alley: Business	20′	20′	N/A	N/A	Not allowed	N/A	N/A	N/A	N/A

[1] Medians required for 5- and 7-lane roadways. They are optional for 3-lane roadways.
[2] Parking is allowed on collectors within the downtown urban renewal district.
[3] Bicycle lane requirements on collectors within the downtown urban renewal district shall be determined by the City Engineer.
[4] Sidewalk widths for these streets shall be 5 feet with landscape strip; 6 feet if against curb (if permitted in compliance with Subsection 18.910.070.C).
[5] Unstriped street.
[6] "Skinny street" roadway widths are permitted where cross section and review criteria are met. Refer to corresponding cross sections (Figures 18.910.3, 18.910.4 and 18.910.5) for details and conditions.
[7] SW Hall Boulevard is currently an ODOT facility. The 2035 Tigard Transportation System Plan recommends that a corridor plan be completed for the SW Hall Boulevard Corridor. The street character standards for Upper Hall Boulevard shall not be considered final until the corridor plan is complete.

Figure 18.910.1

Arterial Sample Cross Sections

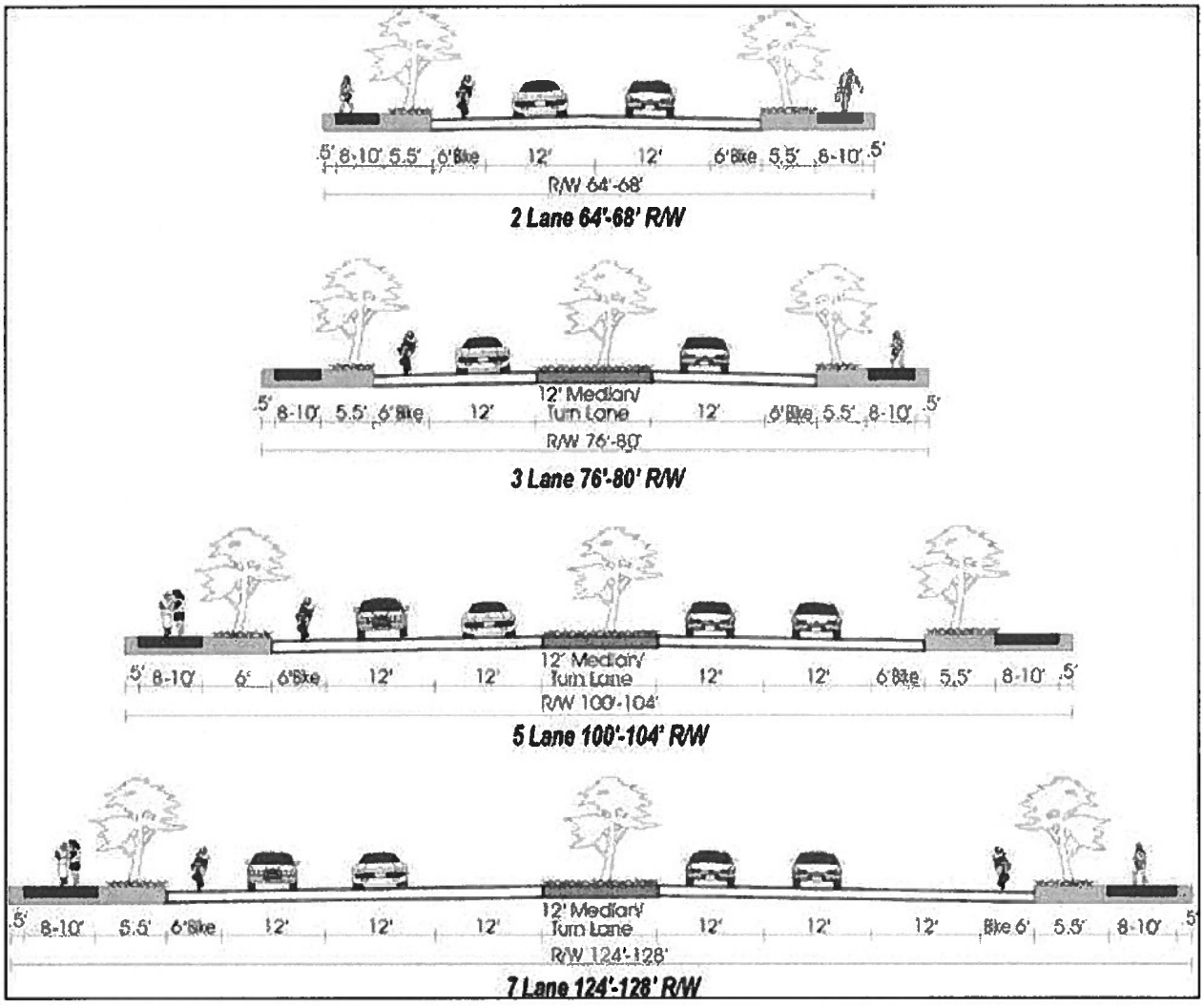
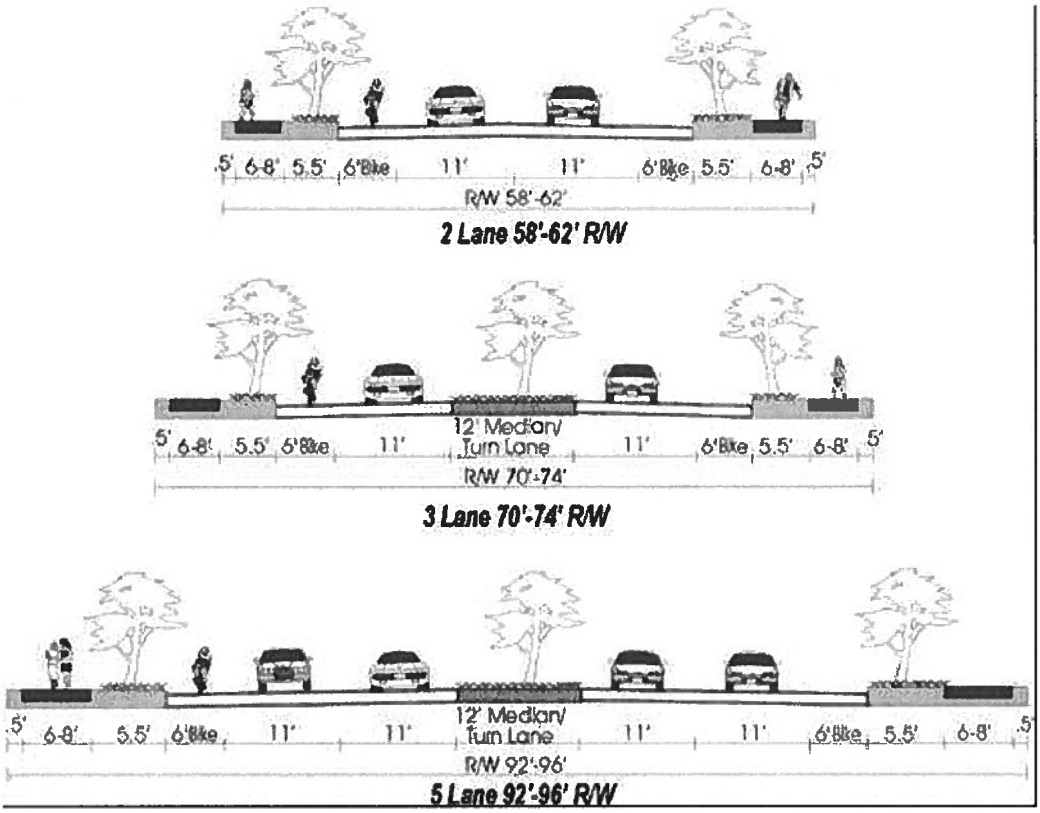


Figure 18.910.2

Collector Sample Cross Sections [1]



[1] Parking is allowed on collectors within the downtown urban renewal district. Bike lane requirements on these same collectors shall be determined by the City Engineer.

Figure 18.910.3

Neighborhood Routes Sample Cross Sections

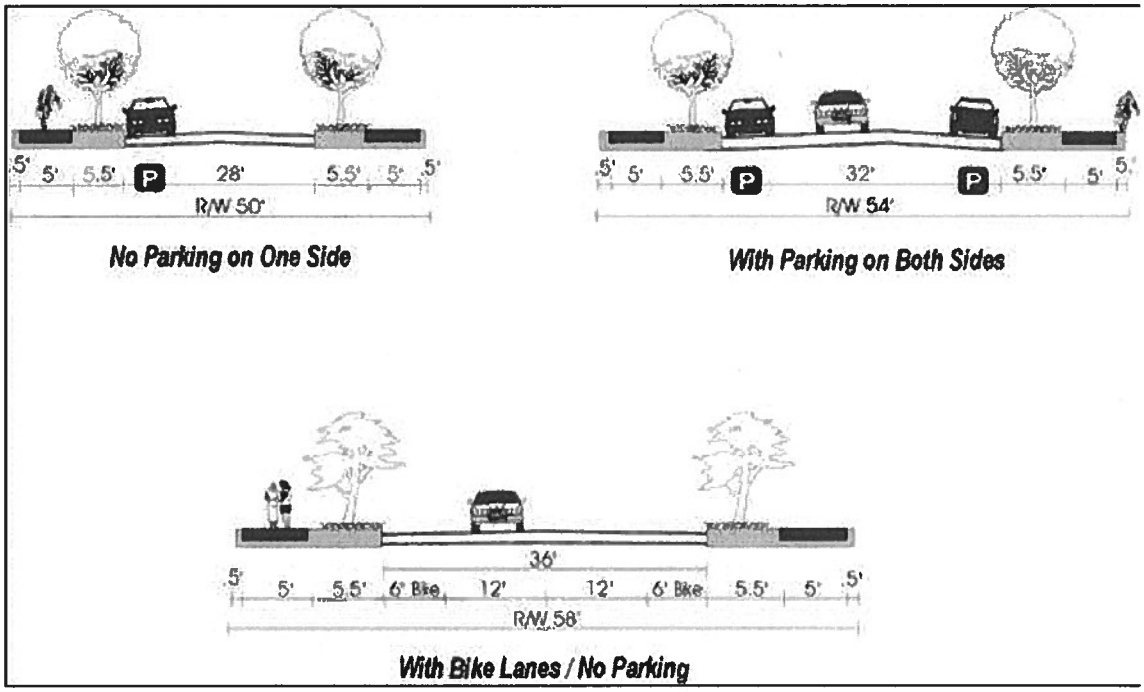
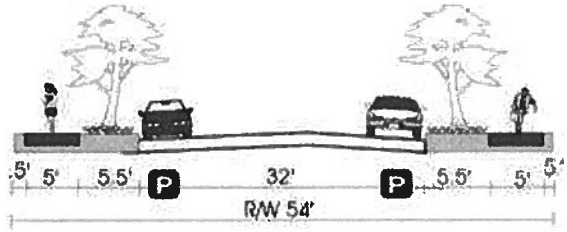


Figure 18.910.4

Local Residential Street < 1,500 vpd

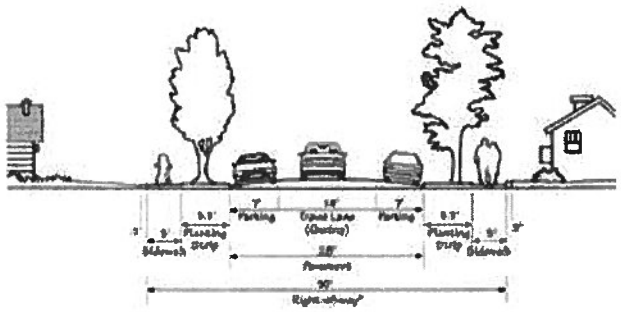
A. Standard (sample)	B. Skinny Street Option (criteria)



On-street Parking

<1500 vpd *

If parking on both sides, block length not to exceed 600 feet



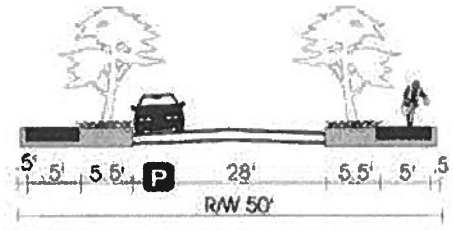
Criteria:

- Traffic flow plan must be submitted and approved.
- Not appropriate for streets serving more than 1,000 vpd.
- No parking permitted within 30 feet of an intersection.
- Appropriate adjacent to single detached house development only.

Figure 18.910.5

Local Residential Street < 500 vpd

A. Standard (sample)

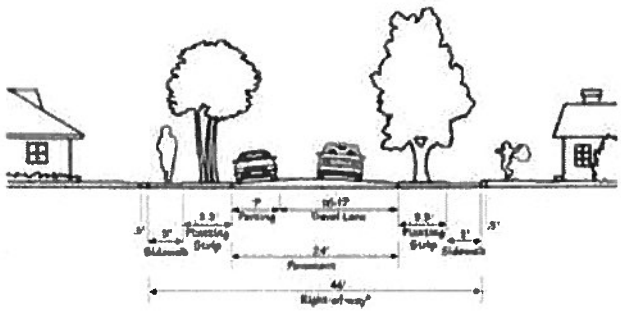


Residential Local Street/Cul-de-sac

One Side On-street Parking

<500 vpd

B. Skinny Street Option (criteria)



Criteria:

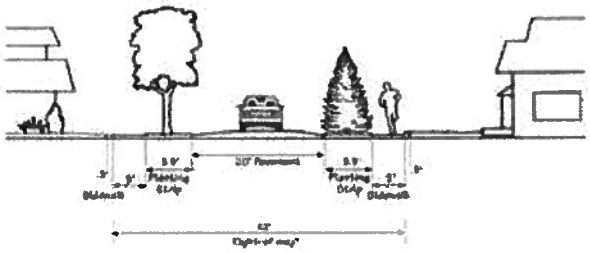
- Traffic flow plan must be submitted and approved.
- Not appropriate for streets serving more than 500 vpd.
- No parking permitted within 30 feet of an intersection.
- Appropriate adjacent to single detached house development only.
- Must provide a minimum of 1 off-street parking space for every 20 feet of restricted street frontage.

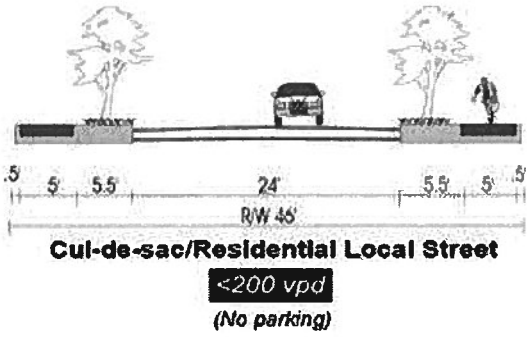
Figure 18.910.6

Local Residential Street < 200 vpd

A. Standard (sample)

B. Skinny Street Option (criteria)



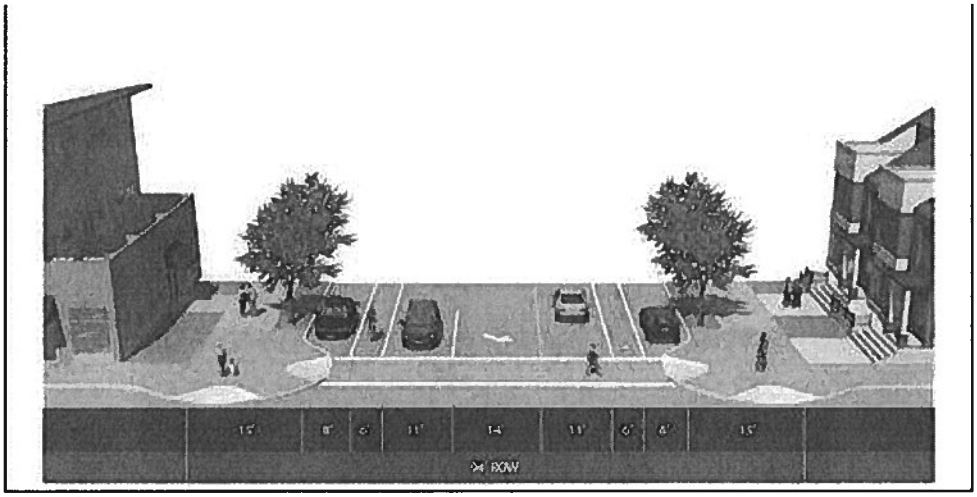


Criteria:

- Must provide a minimum of 1 off-street parking space for every 20 feet of restricted street frontage.
- No parking permitted within 30 feet of an intersection.

Figure 18.910.7

Upper Hall Boulevard



Note: SW Hall Boulevard is currently an ODOT facility. The 2035 Tigard Transportation System Plan recommends that a corridor plan be completed for the SW Hall Boulevard Corridor. The street character standards for Upper Hall Boulevard shall not be considered final until the corridor plan is complete.

Figure 18.910.8

Downtown Mixed Use 1 - Downtown Collector

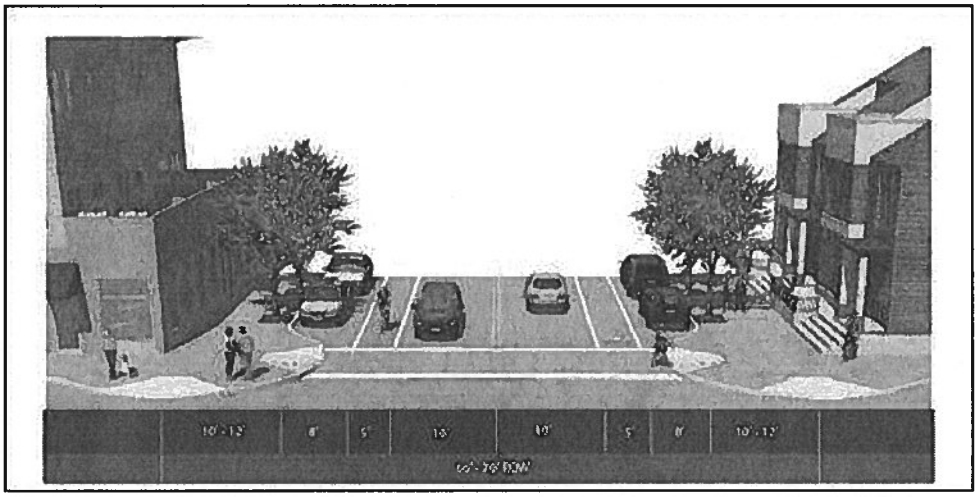


Figure 18.910.9

Downtown Mixed Use 2 - Downtown Neighborhood

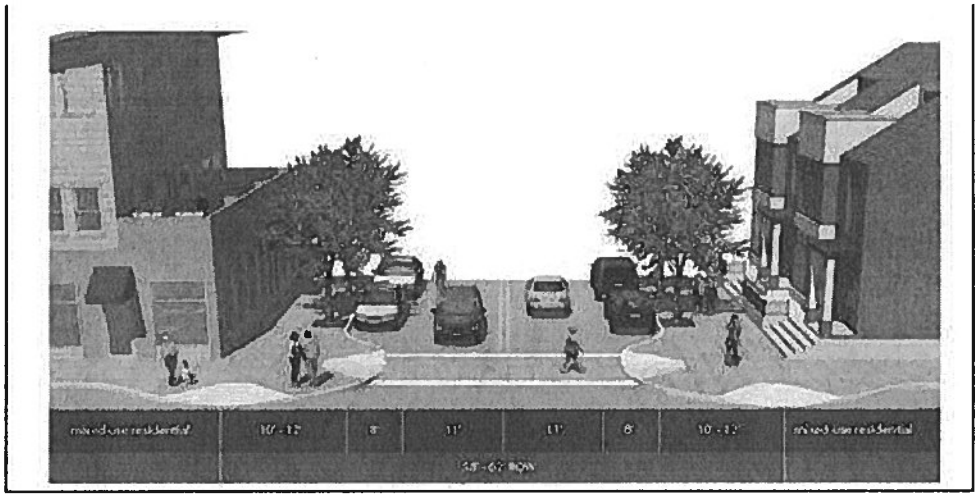


Figure 18.910.10

Downtown Mixed Use 3 - Upper Burnham

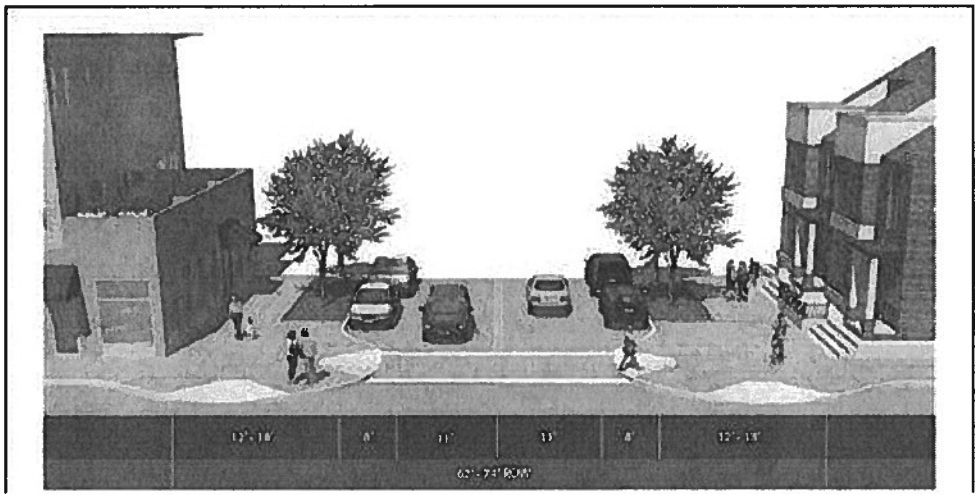


Figure 18.910.11

Downtown Mixed Use 4 - Lower Burnham

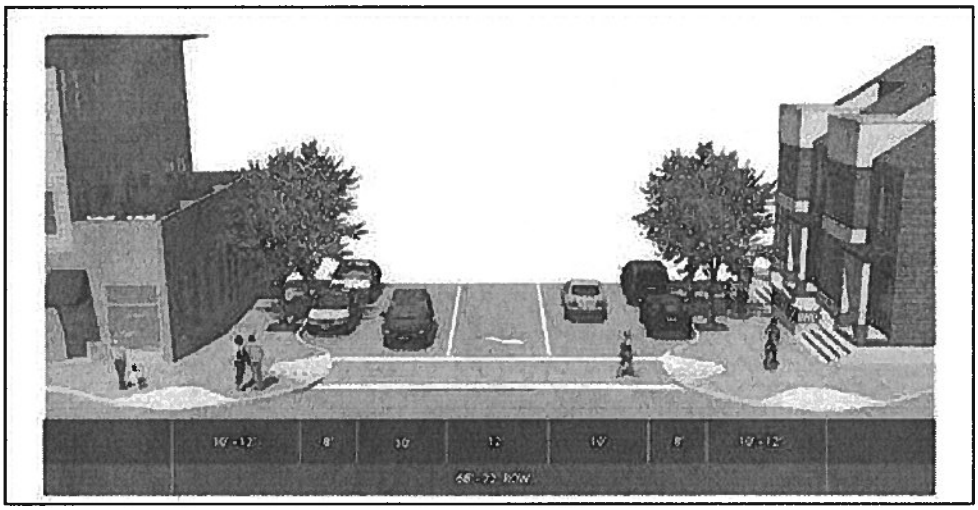


Figure 18.910.12

Downtown – Urban Residential

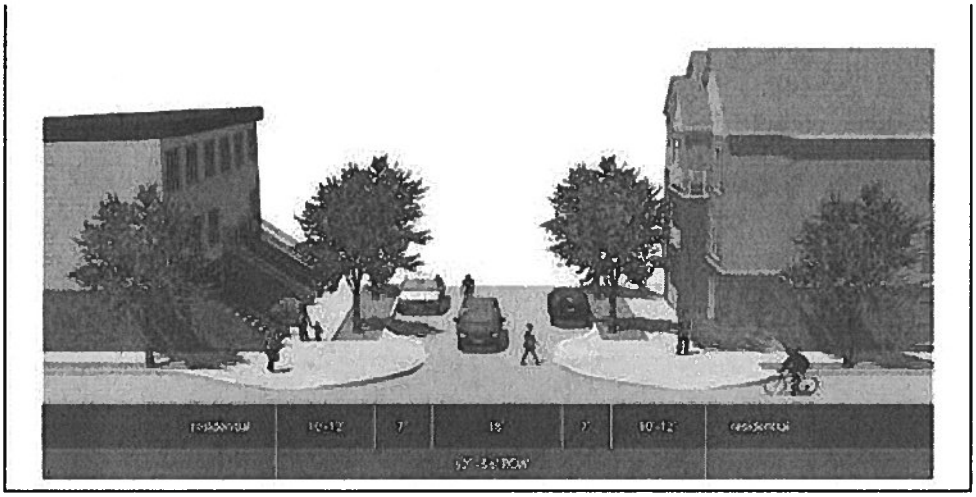
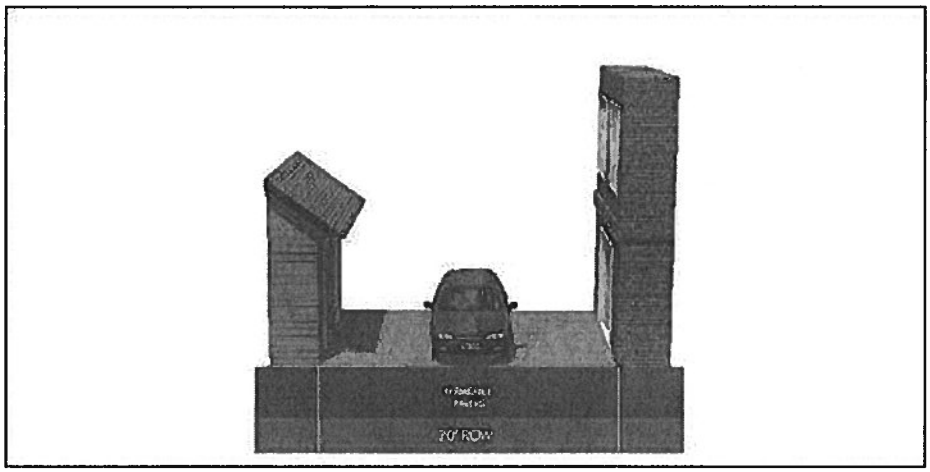


Figure 18.910.13

Alley: Business



Note: Permeable pavers are optional.

F. Future street plan and extension of streets.

1. A future street plan shall:

a. Be filed by the applicant in conjunction with an application for a subdivision or partition. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other lots within 530 feet surrounding and adjacent to the proposed land division. At the applicant's request, the city may prepare a future streets proposal. Costs of the city preparing a future streets proposal shall be reimbursed for the time involved. A street proposal may be modified when subsequent subdivision proposals are submitted.

b. Identify existing or proposed bus routes, pullouts or other transit facilities, bicycle routes and pedestrian facilities on or within 530 feet of the site.

2. Where necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed, and

a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sac since they are intended to continue as through streets at such time as the adjoining property is developed.

b. A barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the City Engineer, the cost of which shall be included in the street construction cost.

c. Temporary hammerhead turnouts or temporary cul-de-sac bulbs shall be constructed for stub street in excess of 150 feet in length.

G. Street spacing and access management. Refer to 18.920.030.H.

H. Street alignment and connections.

1. Full street connections with spacing of no more than 530 feet between connections is required except where prevented by barriers such as topography, railroads, freeways, pre-existing developments, lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections. A full street connection may also be exempted due to a regulated water feature if regulations would not permit construction.

2. All local, neighborhood routes and collector streets which abut a development site shall be extended within the site to provide through circulation when not precluded by environmental or topographical constraints, existing development patterns or strict adherence to other standards in this code. A street connection or extension is considered precluded when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15 percent for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the constraint precludes some reasonable street connection.

3. Proposed street or street extensions shall be located to provide direct access to existing or planned transit stops, commercial services, and other neighborhood facilities, such as schools, shopping areas and parks.

4. All developments should provide an internal network of connecting streets that provide short, direct travel routes and minimize travel distances within the development.

I. Intersection angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle, but in no case shall the angle be less than 75° unless there is special intersection design, and:

1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;

2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and

3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

J. Existing rights-of-way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development.

K. Partial street improvements. Partial street improvements resulting in a pavement width of less than 20 feet, while generally not acceptable, may be approved where essential to reasonable development when in conformity with the other requirements of these regulations, and when it will be practical to require the improvement of the other half when the adjoining property developed.

L. Cul-de-sacs. A cul-de-sac shall be no more than 200 feet long, shall not provide access to greater than 20 dwelling units, and shall only be used when environmental or topographical constraints, existing development pattern, or strict adherence to other standards in this code preclude street extension and through circulation:

1. All cul-de-sac shall terminate with a turnaround. Use of turnaround configurations other than circular shall be approved by the City Engineer; and

2. The length of the cul-de-sac shall be measured from the centerline intersection point of the 2 streets to the radius point of the bulb.

3. If a cul-de-sac is more than 300 feet long, a lighted direct pathway to an adjacent street may be required to be provided and dedicated to the city.

M. Street names. No street name shall be used which will duplicate or be confused with the names of existing streets in Washington County, except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and as approved by the City Engineer.

N. Grades and curves.

1. Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet); and

2. Centerline radii of curves shall be as determined by the City Engineer.

O. Curbs, curb cuts, ramps, and driveway approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in compliance with standards specified in this chapter and Chapter 15.04, Work in the Right-of-Way, and:

1. Concrete curbs and driveway approaches are required; except:

2. Where no sidewalk is planned, an asphalt approach may be constructed with City Engineer approval; and

3. Asphalt and concrete driveway approaches to the property line shall be built to city configuration standards.

P. Streets adjacent to railroad right-of-way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, provision shall be made for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land. The distance shall be determined with due consideration at cross streets or the minimum distance required for approach grades and to provide sufficient depth to allow screen planting along the railroad right-of-way in nonindustrial areas.

Q. Access to arterials and collectors. Where a development abuts or is traversed by an existing or proposed arterial or collector street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design shall include any of the following:

1. A parallel access street along the arterial or collector;

2. Lots of suitable depth abutting the arterial or collector to provide adequate buffering with frontage along another street;

3. Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial or collector; or

4. Other treatment suitable to meet the objectives of this subsection;

5. If a lot has access to 2 streets with different classifications, primary access should be from the lower classification street.

R. Alleys, public or private.

1. Alleys shall be no less than 20 feet in width. In commercial and industrial zones, alleys shall be provided unless other permanent provisions for access to off-street parking and loading facilities are made.

2. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.

S. Survey monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

T. Private streets.

1. Design standards for private streets shall be established by the City Engineer; and

2. The city shall require legal assurances for the continued maintenance of private streets, such as a recorded maintenance agreement.

3. Private streets serving more than 6 dwelling units are permitted only within planned developments, mobile home parks, cottage cluster, courtyard units, and apartment developments.

U. Railroad crossings. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval, or another equitable means of cost distribution shall be determined by the public works director and approved by the commission.

V. Street signs. The city shall install all street signs, relative to traffic control and street names, as specified by the City Engineer for any development. The cost of signs shall be the responsibility of the developer.

W. Mailboxes. Joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least 2 dwelling units.

1. Joint mailbox structures shall be placed adjacent to roadway curbs;

2. Proposed locations of joint mailboxes shall be designated on the preliminary plat or development plan, and shall be approved by the City Engineer/U.S. Post Office prior to final plan approval; and

3. Plans for the joint mailbox structures to be used shall be submitted for approval by the City Engineer/U.S. Post Office prior to final approval.

X. Traffic signals. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The cost shall be included as a condition of development.

Y. Street light standards. Street lights shall be installed in compliance with regulations adopted by the city's direction.

Z. Street name signs. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

AA. Street cross-sections. The final lift of asphalt concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within 1 year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or 3 years from the commencement of initial construction of the development, whichever is less.

1. Sub-base and leveling course shall be of select crushed rock;

2. Surface material shall be of Class C or B asphaltic concrete;

3. The final lift shall be placed on all new construction roadways prior to city final acceptance of the roadway; however, not before 90 percent of the structures in the new development are completed unless 3 years have elapsed since initiation of construction in the development;

4. The final lift shall be Class C asphaltic concrete as defined by A.P.W.A. standard specifications; and

5. No lift shall be less than 1.5 inches in thickness.

BB. Traffic calming. When, in the opinion of the City Engineer, the proposed development will create a negative traffic condition on existing neighborhood streets, such as excessive speeding, the developer may be required to provide traffic calming measures. These measures may be required within the development or offsite as deemed appropriate. As an alternative, the developer may be required to deposit funds with the city to help pay for traffic calming measures that become necessary once the development is occupied and the City Engineer determines that the additional traffic from the development has triggered the need for traffic calming measures. The City Engineer will determine the amount of funds required and will collect said funds from the developer prior to the issuance of a certificate of occupancy, or in the case of subdivision, prior to the approval of the final plat. The funds will be held by the city for a period of 5 years from the date of issuance of certificate of occupancy, or in the case of a subdivision, the date of final plat approval. Any funds not used by the city within the 5-year time period will be refunded to the developer.

CC. Traffic study.

1. A traffic study shall be required for all new or expanded uses or developments under any of the following circumstances:

a. When they generate a 10 percent or greater increase in existing traffic to high collision intersections identified by Washington County.

b. Trip generations from development onto the city street at the point of access and the existing ADT fall within the following ranges:

Existing ADT	ADT to be added by development
0—3,000 vpd	2,000 vpd
3,001—6,000 vpd	1,000 vpd
>6,000 vpd	500 vpd or more

c. If any of the following issues become evident to the City Engineer:

i. High traffic volumes on the adjacent roadway that may affect movement into or out of the site.

ii. Lack of existing left-turn lanes onto the adjacent roadway at the proposed access drive.

iii. Inadequate horizontal or vertical sight distance at access points.

iv. The proximity of the proposed access to other existing drives or intersections is a potential hazard.

v. The proposal requires a conditional use permit or involves a drive-through operation.

vi. The proposed development may result in excessive traffic volumes on adjacent local streets.

2. In addition, a traffic study may be required for all new or expanded uses or developments under any of the following circumstances:

a. When the site is within 500 feet of an ODOT facility; or

b. Trip generation from a development adds 300 or more vehicle trips per day to an ODOT facility; or

c. Trip generation from a development adds 50 or more peak hour trips to an ODOT facility. (Ord. 20-01 §1; Ord. 18-23 §2; Ord. 17-22 §2)

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Part III—Building and Equipment Design Features

CHAPTER 5
FIRE SERVICE FEATURES

User note:

About this chapter: *Chapter 5 provides requirements that apply to all buildings and occupancies and pertain to access roads, access to building openings and roofs, premises identification, key boxes, fire protection water supplies, fire command centers, fire department access to equipment and emergency responder radio coverage in buildings. Although many safety features are part of the building design, features such as proper fire department access roads and radio coverage are necessary in case of emergency and are important tools for emergency responders for public safety and their own safety.*

SECTION 501
GENERAL

501.1 Scope. Fire service features for buildings, structures and premises shall comply with this chapter. See also Oregon Revised Statues (ORS) 92.044, 203, 221, 195.065, 368.039, 455.610, 478.920 and Oregon Administrative Rule (OAR) Chapter 918-480-0125.

ORS 92.044, ORS 203, ORS 221, ORS 195.065, ORS 368.039, ORS 455.610, ORS 478.920 and **OAR Chapter 918** are not a part of this code but are reprinted or paraphrased here for the reader's convenience:

ORS 92.044 is the adoption of standards and procedures governing approval of plats and plans; delegation to planning commission; fees.

ORS 203 is the county governing bodies; county home rule.

ORS 221 is the organization and government of cities.

ORS 195.065 requires local governments and special districts that provide urban service to enter into urban service agreements. For the purpose of this statute, "urban service" means: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit.

ORS 368.039 allows road standards adopted by local government to supersede standards in the fire codes and requires consultation with the local fire agency.

ORS 455.610 describes the Low-Rise Residential Dwelling Code and establishes uniform standards for an alternate method of construction where the local jurisdiction determines fire apparatus means of approach to a property or water supply serving a property does not meet applicable fire code or *state building code* requirements.

ORS 478.920 describes elements that may be included in the scope of a fire prevention code adopted by a rural fire protection district, including but not limited to: mobile fire apparatus means of approach to buildings and structures, and the provision of firefighting water supplies and fire detection and suppression apparatus adequate for the protection of buildings and structures.

OAR 918-480-0125 describes the procedure by which a building official may apply the Uniform Alternate Construction Standards for One- and Two-Family Dwellings to address lots where the fire department apparatus access or fire-fighting water supply does not meet the applicable fire code.

501.2 Permits. A permit shall be required as set forth in Sections 105.6 and 105.7.

501.3 Construction documents. *Construction documents* for proposed fire apparatus access, location of *fire lanes*, security gates across fire apparatus access roads and *construction documents* and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

501.4 Timing of installation. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where *approved* alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection where construction of new roadways allows passage by vehicles in accordance with Section 505.2.

SECTION 502
DEFINITIONS

502.1 Definitions. The following terms are defined in Chapter 2:

AGENCY.

FIRE APPARATUS ACCESS ROAD.

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503
FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3. See Appendix D.

503.1.1 Buildings and facilities. *Approved* fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the *exterior walls* of the first story of the building as measured by an *approved* route around the exterior of the building or facility.

Exceptions:

1. The *fire code official* is authorized to modify Sections 503.1 and 503.2 where any of the following conditions occur:
   1.1. The building is equipped throughout with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
   1.2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an *approved* alternative means of fire protection is provided.
   1.3. There are not more than two Group R-3 or Group U occupancies.
2. Where approved by the *fire code official*, fire apparatus access roads shall be permitted to be exempted or modified for solar photovoltaic power generation facilities.

503.1.2 Additional access. The *fire code official* is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for *high-piled combustible storage* shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for *approved* security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The *fire code official* shall have the authority to modify the dimensions specified in Section 503.2.1.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the *fire code official.*

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an *approved* area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges where required by the *fire code official.* Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces that are not designed for such use, *approved* barriers, *approved* signs or both shall be installed and maintained where required by the *fire code official.*

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the *fire code official* based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the *fire code official* based on the fire department's apparatus.

503.3 Marking. Where required by the *fire code official, approved* signs or other *approved* notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which *fire lanes* are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Sections 503.2.1 and 503.2.2 shall be maintained at all times.

503.4.1 Traffic calming devices. Traffic calming devices shall be prohibited unless *approved* by the *fire code official.*

503.5 Required gates or barricades. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys or highways. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

503.5.1 Secured gates and barricades. Where required, gates and barricades shall be secured in an *approved* manner. Roads, trails and other accessways that have been closed and obstructed in the manner prescribed by Section

503.5 shall not be trespassed on or used unless authorized by the *owner* and the *fire code official.*

Exception: The restriction on use shall not apply to public officers acting within the scope of duty.

503.6 Security gates. The installation of security gates across a fire apparatus access road shall be *approved* by the *fire code official*. Where security gates are installed, they shall have an *approved* means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be *listed* in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

SECTION 504
ACCESS TO BUILDING OPENINGS AND ROOFS

504.1 Required access. Exterior doors and openings required by this code or the *International Building Code* shall be maintained readily accessible for emergency access by the fire department. An *approved* access walkway leading from fire apparatus access roads to exterior openings shall be provided where required by the *fire code official.*

504.2 Maintenance of exterior doors and openings. Exterior doors and their function shall not be eliminated without prior approval. Exterior doors that have been rendered nonfunctional and that retain a functional door exterior appearance shall have a sign affixed to the exterior side of the door with the words THIS DOOR BLOCKED. The sign shall consist of letters having a principal stroke of not less than $^3/_4$ inch (19.1 mm) wide and not less than 6 inches (152 mm) high on a contrasting background. Required fire department access doors shall not be obstructed or eliminated. Exit and *exit access* doors shall comply with Chapter 10. Access doors for *high-piled combustible storage* shall comply with Section 3206.7.

504.3 Stairway access to roof. New buildings four or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal (33.3-percent slope), shall be provided with a *stairway* to the roof. *Stairway* access to the roof shall be in accordance with Section 1011.12. Such *stairway* shall be marked at street and floor levels with a sign indicating that the *stairway* continues to the roof. Where roofs are used for roof gardens or for other purposes, *stairways* shall be provided as required for such occupancy classification.

SECTION 505
PREMISES IDENTIFICATION

505.1 Address identification. New and existing buildings shall be provided with *approved* address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of $^1/_2$ inch (12.7 mm). Where required by the *fire code official*, address identification shall be provided in additional *approved* locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the *public way*, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

505.2 Street or road signs. Streets and roads shall be identified with *approved* signs. Temporary signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles. Signs shall be of an *approved* size, weather resistant and be maintained until replaced by permanent signs.

SECTION 506
KEY BOXES

506.1 Where required. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the *fire code official* is authorized to require a key box to be installed in an *approved* location. The key box shall be of an *approved* type listed in accordance with UL 1037, and shall contain keys to gain necessary access as required by the *fire code official.*

Exception: Pharmacies in accordance with OAR 855-041-0035.

506.1.1 Locks. An *approved* lock shall be installed on gates or similar barriers where required by the *fire code official.*

506.1.2 Key boxes for nonstandardized fire service elevator keys. Key boxes provided for nonstandardized fire service elevator keys shall comply with Section 506.1 and all of the following:

1. The key box shall be compatible with an existing rapid entry key box system in use in the jurisdiction and *approved* by the *fire code official.*
2. The front cover shall be permanently labeled with the words "Fire Department Use Only—Elevator Keys."
3. The key box shall be mounted at each elevator bank at the lobby nearest to the lowest level of fire department access.
4. The key box shall be mounted 5 feet 6 inches (1676 mm) above the finished floor to the right side of the elevator bank.
5. Contents of the key box are limited to fire service elevator keys. Additional elevator access tools, keys and information pertinent to emergency planning or elevator access shall be permitted where authorized by the *fire code official.*
6. In buildings with two or more elevator banks, a single key box shall be permitted to be used where such elevator banks are separated by not more than 30

feet (9144 mm). Additional key boxes shall be provided for each individual elevator or elevator bank separated by more than 30 feet (9144 mm).

Exception: A single key box shall be permitted to be located adjacent to a *fire command center* or the non-standard fire service elevator key shall be permitted to be secured in a key box used for other purposes and located in accordance with Section 506.1.

506.2 Key box maintenance. The operator of the building shall immediately notify the *fire code official* and provide the new key where a lock is changed or rekeyed. The key to such lock shall be secured in the key box.

SECTION 507
FIRE PROTECTION WATER SUPPLIES

507.1 Required water supply. An *approved* water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction. See Appendix D108 "Uniform Alternate Construction Standard for One- and Two-family Dwellings."

507.2 Type of water supply. A water supply shall consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

507.2.1 Private fire service mains. Private fire service mains and appurtenances shall be installed in accordance with NFPA 24.

507.2.2 Water tanks. Water tanks for private fire protection shall be installed in accordance with NFPA 22.

507.3 Fire flow. Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by an *approved* method. See Appendix B.

507.4 Water supply test. The *fire code official* shall be notified prior to the water supply test. Water supply tests shall be witnessed by the *fire code official* or *approved* documentation of the test shall be provided to the *fire code official* prior to final approval of the water supply system.

507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. See Appendix C.

507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Exceptions:

1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an *approved automatic sprinkler system* installed in accordance with Section 903.3.1.1 or 903.3.1.2, the distance requirement shall be 600 feet (183 m).

507.5.1.1 Hydrant for standpipe systems. Buildings equipped with a standpipe system installed in accordance with Section 905 shall have a fire hydrant within 100 feet (30 480 mm) of the fire department connections.

Exception: The distance shall be permitted to exceed 100 feet (30 480 mm) where *approved* by the *fire code official.*

507.5.2 Inspection, testing and maintenance. Fire hydrant systems shall be subject to periodic tests as required by the *fire code official*. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, *alterations* and servicing shall comply with *approved* standards. Records of tests and required maintenance shall be maintained.

507.5.3 Private fire service mains and water tanks. Private fire service mains and water tanks shall be periodically inspected, tested and maintained in accordance with NFPA 25 at the following intervals:

1. Private fire hydrants of all types: Inspection annually and after each operation; flow test and maintenance annually.
2. Fire service main piping: Inspection of exposed, annually; flow test every 5 years.
3. Fire service main piping strainers: Inspection and maintenance after each use.

Records of inspections, testing and maintenance shall be maintained.

507.5.4 Obstruction. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

507.5.5 Clear space around hydrants. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants, except as otherwise required or *approved.*

ORS 811.550(16) is not a part of this code but is reprinted or paraphrased here for the reader's convenience:
ORS 881.550(16) prohibits parking within 10 feet (3048 mm) of a fire hydrant.

OAR 860-024-0010 is not a part of this code but is reprinted or paraphrased here for the reader's convenience:
OAR 860-024-0010 is an Oregon Public Utility Commission rule that adopts the *National Electrical Safety Code* (NESC). The NESC contains rules that limit the placement of a fire hydrant a minimum of 4 feet (1219 mm) from any supporting structure for electrical equipment, such as transformers and poles.

507.5.6 Physical protection. Where fire hydrants are subject to impact by a motor vehicle, guard posts or other *approved* means shall comply with Section 312.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are adopted by the State of Oregon.

User note:

About this appendix: *Appendix D contains more detailed elements for use with the basic access requirements found in Section 503, which gives some minimum criteria, such as a maximum length of 150 feet and a minimum width of 20 feet, but in many cases does not state specific criteria. This appendix, like Appendices B and C, is a tool for jurisdictions looking for guidance in establishing access requirements and includes criteria for multiple-family residential developments, large one- and two-family subdivisions, specific examples for various types of turnarounds for fire department apparatus and parking regulatory signage.*

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*. The *fire code official* may be guided by the Oregon Department of Land and Conservation and Development's *Neighborhood Street Design Guidelines*. June 2001.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg).

Exception: The minimum weight specified in Section D102.1 may be increased by the *fire code official* based on the actual weight of fire apparatus vehicles serving the jurisdiction that provides structural fire protection services to the location, including fire apparatus vehicles that respond under automatic and mutual aid agreements.

D102.1.1 Access in wildland-urban interface areas. For egress and access concerns in wildland-urban interface locations, the *fire code official* may be guided by the *International Wildland-Urban Interface Code*.

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

Exception: The *fire code official* is authorized to modify the provisions of Section D103.1 where:

1. All one- and two-family dwellings located along the narrowed fire apparatus access road are protected with an *approved* automatic fire sprinkler system.
2. Provisions are made for the emergency use of sidewalks by such means as rolled or mountable curbs capable of supporting the fire department's apparatus.
3. Streets or roadways are identified for one-way circulating flow of traffic, or pullouts are provided every 150 feet (45 720 mm) on streets or roadways identified for two-way traffic.
4. A grid system for traffic flow is provided and streets or roadways in the grid do not exceed 300 feet (91 400 mm) in length and are accessible at each end from *approved* access roadways or streets.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as *approved* by the *fire code official*.

D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.

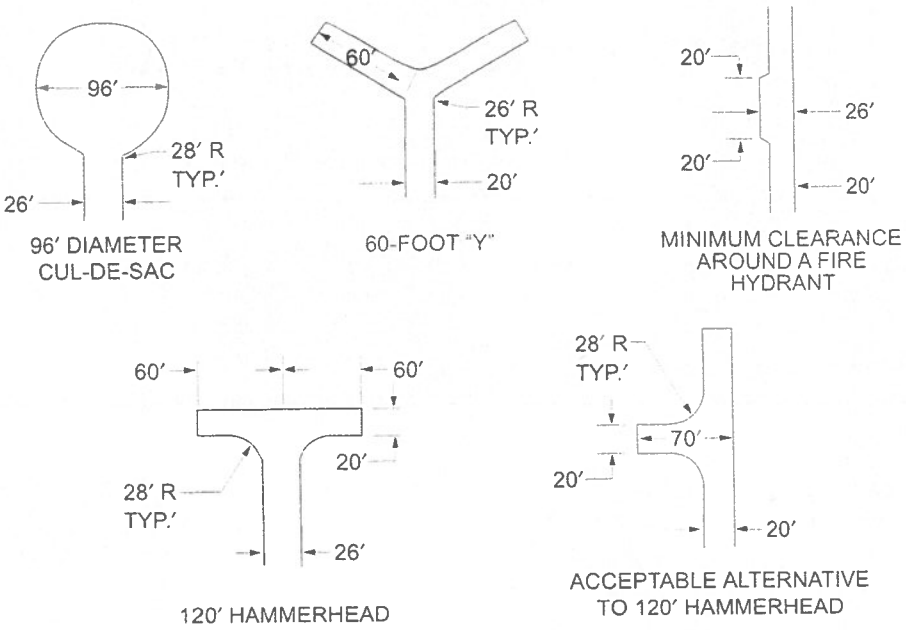
D103.3.1 Drainage. Where subject to run-off damage, the *fire code official* is authorized to require *approved* drainage.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Where a single gate is provided, the gate width shall be not less than 20 feet (6096 mm). Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet (3658 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be *approved* by the *fire code official*.
6. Methods of locking shall be submitted for approval by the *fire code official*.
7. Electric gate operators, where provided, shall be *listed* in accordance with UL 325.
8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

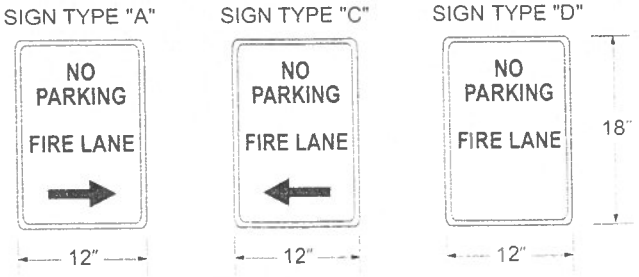


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. *Fire lane* signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. *Fire lane* signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross *building area* of more than 62,000 square feet (5760 m^2) shall be provided with two separate and *approved* fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520 m^2) that have a single *approved* fire apparatus access road where all buildings are equipped throughout with *approved automatic sprinkler systems.*

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), *approved* aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the *fire code official.*

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the *fire code official.*

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* shall have not fewer than one *approved* fire apparatus access road where all buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system.*

D106.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official.*

D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D108
UNIFORM ALTERNATE CONSTRUCTION STANDARD (UACS) FOR ONE- AND TWO-FAMILY DWELLINGS

[BCD] D108.1 Uniform Alternate Construction Standard for One- and Two-family Dwellings. If the *fire code official* is unable to resolve inadequate fire apparatus access and water supply issues utilizing Section 104.9, the applicant may seek alternative requirements as outlined in Oregon Administrative Rule (OAR) 918-480-0125, Uniform Alternate Construction Standard for One- and Two-family Dwellings. The *building official* retains the authority to choose the UACS alternative, with input from the *fire code official.*

See also *Oregon Fire Code* Joint Policy Bulletin No. 0001, October 28, 2016. https://www.oregon.gov/osp/Docs/JPB-0001.pdf

SECTION D109
REFERENCED STANDARDS

ASTM	F2200—14	Standard Specification for Automated Vehicular Gate Construction	D103.5
UL	325—02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through May 2015	D103.5

NW Cherokee Lane (30 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 16-20 ft, limited parking on east shoulder

Average Daily Trips (ADT): 160 - 220

NE Golf Course Drive (50 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 12-16 ft, limited parking adjacent to residential lots

Average Daily Trips (ADT): 200 – 250 (400 including Megginson St)

NW Rocky Way (50 ft ROW)

Zoning: R-2/"Residential Medium Density Single Family"
R-4/"Residential High Density Multi-Family" (east to US 101)

Roadway Width: 12-18 ft, no parking (driveway approaches serve as pullouts)

Average Daily Trips (ADT): 70-100

SE Vista Drive (50 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 16-24 ft, parking available on shoulders

Average Daily Trips (ADT): 450 – 500

SE Wade Way / SE Shermer Court (50 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 10 - 12 ft, parking available on unimproved shoulders

Average Daily Trips (ADT): 100 – 120

NW 5th Street (20 ft ROW)

Zoning: R-4/"High Density Multi-Family Residential"

Roadway Width: 10-12 ft, gravel, parking on south shoulder

Average Daily Trips (ADT): 70 – 120

NE San Bayo Circle (40 - 60 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 34-40 ft, parking available both sides

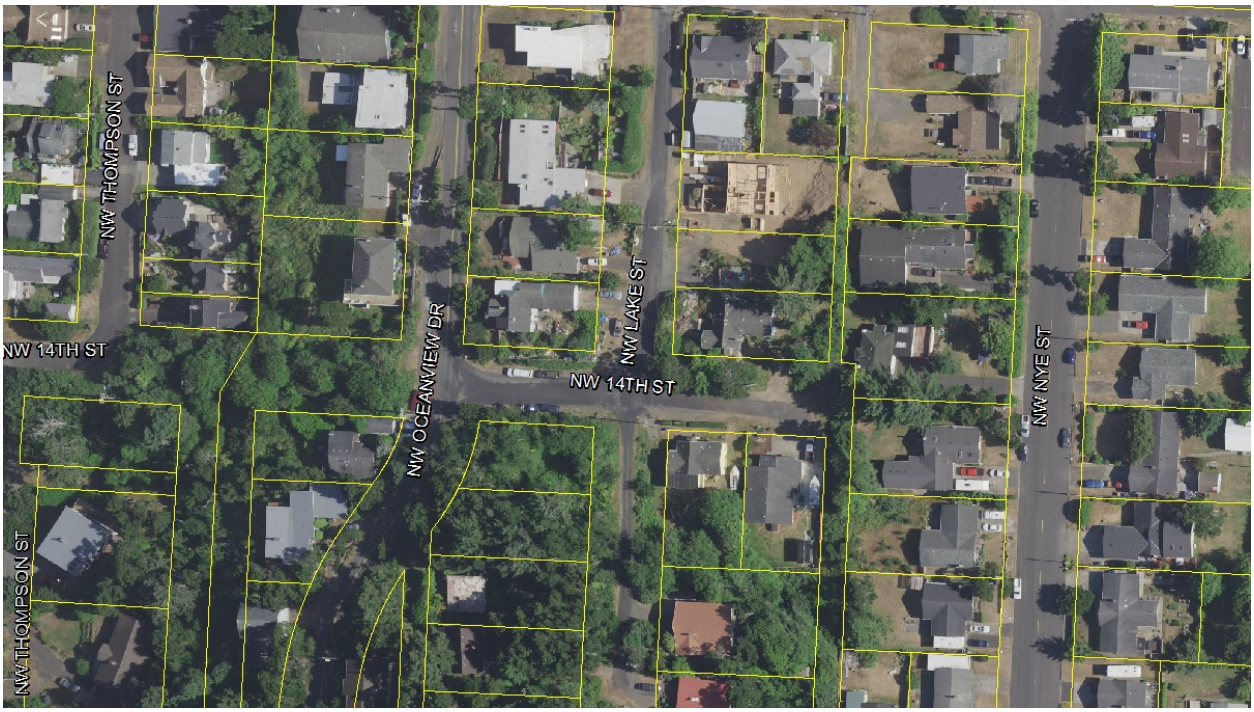
Average Daily Trips (ADT): 500

NW Lake Street Between 13th and 15th Streets (60 ft ROW)

Zoning: R-2/"Residential Medium Density Single Family"

Roadway Width: 10 ft, south of 14th, 20 ft north of 14th, gravel, parking on shoulder

Average Daily Trips (ADT): 110 - 150



SW 10th Street Between Abbey and Fall Streets (60 ft ROW)

Zoning: R-4/"Residential High Density Multi-Family"

Roadway Width: 16 – 18 ft, gravel, parking on shoulder

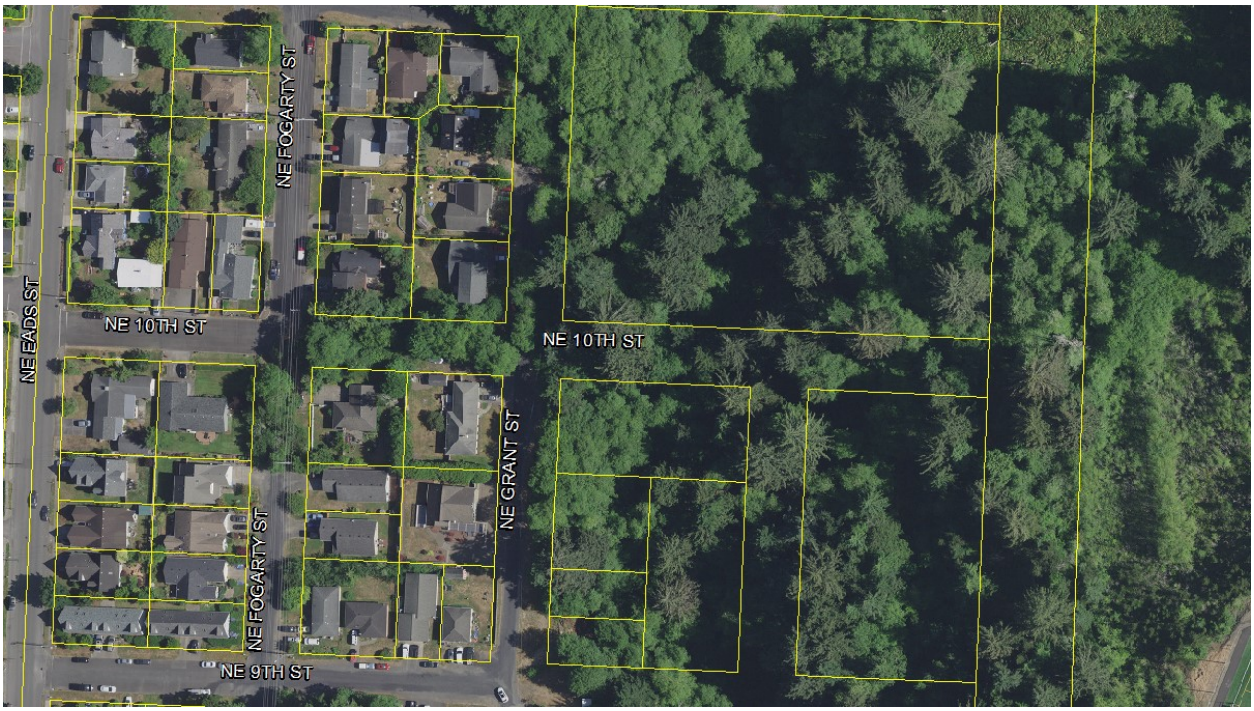
Average Daily Trips (ADT): 90 - 120

NE Grant Street North of NE 9th (60 ft ROW)

Zoning: R-2/"Residential Medium Density Single Family"

Roadway Width: 18 – 20 ft, gravel, parking on shoulder or in vehicle turnouts

Average Daily Trips (ADT): 50 - 100

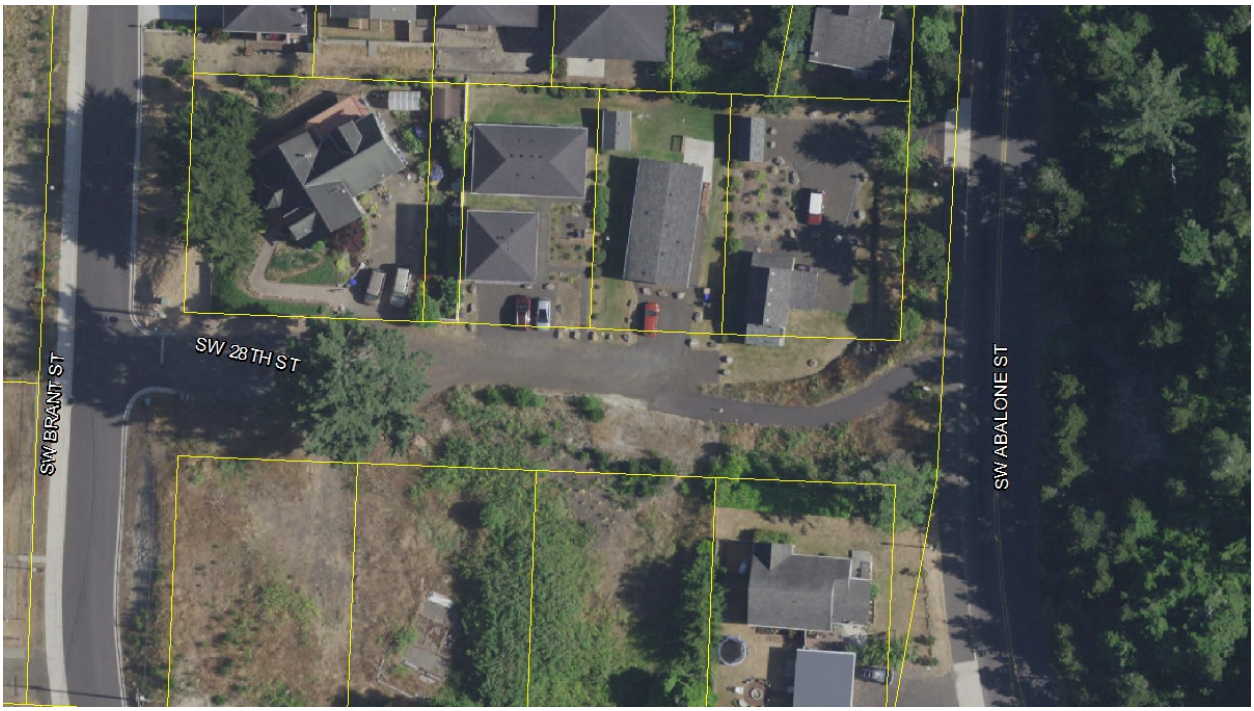


SW 28th Street East of SW Brant (60 ft ROW)

Zoning: R-4/“Residential High Density Multi-Family”

Roadway Width: 20 ft, gravel, parking on shoulder

Average Daily Trips (ADT): 40 - 100

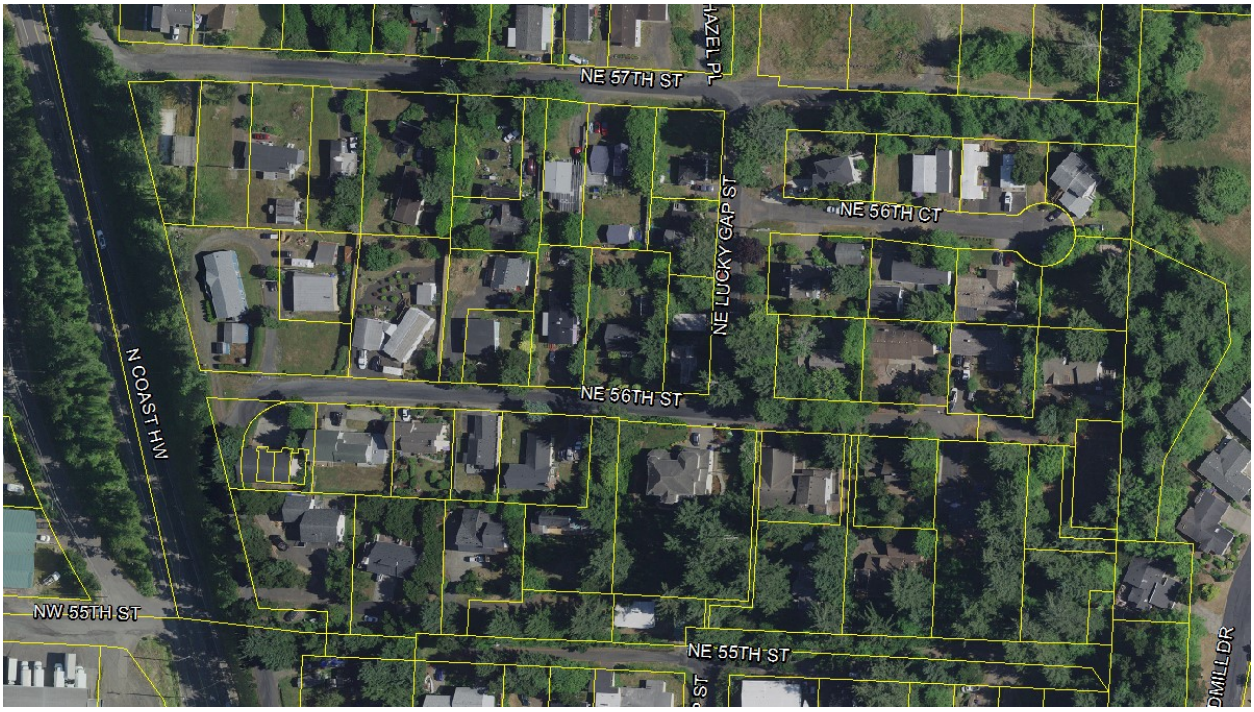


NE 57th / Lucky Gap (60 ft ROW)

Zoning: R-2/"Residential Medium Density Single Family"
R-4/"Residential High Density Multi-Family" (near US 101)

Roadway Width: 12-20 ft, gravel, parking on shoulder

Average Daily Trips (ADT): 400 - 500



City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: June 11, 2021

Re: Scope of Work for HB 2003 Compliant Housing Capacity Analysis and Housing Production Strategy

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HB 2003 (2019) requires that cities update their Housing Needs Analysis (HNA) every 6 to 8 years to address a series of new benchmarks and to develop a Housing Production Strategy that lists specific actions a city will take to promote the development of needed housing identified in the HNA. The requirement that cities prepare a Housing Production Strategy is a new state mandate. DLCD has identified Newport as one of the communities that must begin the plan update process in 2021/22. The effort will be informed by the 2020 census results. HB 2003 and subsequent rulemaking require that cities conduct a significant amount of outreach when developing a Housing Production Strategy. It is anticipated that preparation of the HNA and Housing Production Strategy will take up to 18 months to complete.

The Oregon Department of Land Conservation and Development (DLCD) has requested funding from the Oregon Legislature to assist local governments in satisfying the HB 2003 requirements. This will likely come in the form of technical assistance grants. The Agency asked that cities, through an elected official, submit a Request for Interest (RFI) form by May 31, 2021 if they intend to apply for grant funding. The City Council authorized the Mayor to sign the RFI form at its May 17, 2021 meeting. Included with the form is a one-page project description where I outlined some of the key issues we will want to address. DLCD staff has since reached out to invite the City to formally submit a grant application, and I have until the end of the month to put together a complete scope of work.

Please take a moment to look over the one-page project description included with our RFI submittal and come prepared to discuss the type of issues you would like to see addressed as part of this planning effort. The City's draft budget for FY 21/22 includes $75,000 for the work, with 25% of that being local funds.

Attachments

RFI Form with One-Page Project Description
Grant Submittal Guidelines

Request for Interest Form and Next Steps

Complete and sign one-page request for interest form (on following page). Requests for interest will be accepted through May 31, 2021. After this time, DLCD will follow up with formal application materials and instructions on how to apply for assistance. Selected jurisdictions will be asked to sign a memorandum of understanding that spells out the roles and responsibilities of the consultant, DLCD, and the local government. ***Please note that additional grant funding for the 2021-2023 biennium for the implementation of House Bill 2001 and 2003 is still tentative and contingent upon approval from the Legislature at this time.***

Additional Information

Please contact your DLCD regional representative with questions or for more information.

Mid-Willamette Valley Sarah Marvin sarah.marvin@state.or.us (503) 559-1380	East Metro Jennifer Donnelly jennifer.donnelly@state.or.us (971) 239-9451	West Metro Anne Debbaut anne.debbaut@state.or.us (503) 804-0902
Central Oregon: Scott Edelman scott.edelman@state.or.us (541) 306-8530	Southern Oregon Josh LeBombard josh.lebombard@state.or.us (541) 414-7932	South Coast Hui Rodomsky hui.rodomsky@state.or.us (541) 270-3279
North Coast Lisa Phipps lisa.phipps@state.or.us (503) 812-5448	Eastern Oregon : *Currently vacant, Regional Rep varies per jurisdiction. A list of cities by Regional Rep can be found on the DLCD website.*	Southern Willamette Valley Patrick Wingard patrick.wingard@state.or.us (541) 393-7675

REQUEST FOR INTEREST

City: Newport

OR

County:

Contact Person (name and title): Derrick I. Tokos, AICP, Community Development Director

Contact phone number: 541-574-0626

Contact e-mail address: d.tokos@newportoregon.gov

Service of Interest.

Select any of interest that your local government qualifies for.		Would you prefer a DLCD-provided consultant or a direct grant to hire your own planning consultants/staff?	
		DLCD-provided consultant	Direct grant
HB 2001 Code Assistance	☐	☐	☐
Housing Needs Analysis (HNA)	☐	☐	☒
Housing Production Strategy (HPS)	☐	☐	☒
Housing Implementation Plan	☐	☐	☐

Project Description

In a one page attached document, please briefly describe the proposed project and associated desired outcomes.

By signing below, the local government demonstrates community support as required by ORS 284.753(5) – signature by an elected official authorized to act on behalf of the governing body. Please note: if your jurisdiction requires approval by Planning Commission or City Council to accept planning assistance, we highly recommend planning now to seek their approval before jurisdictions are awarded funding.

Signature of local governing body representative

5 · 27 - 2021
Date

Mayor
Title

Submittal

Please submit this Request for Interest by May 31, 2021 to DLCD by email to the following addresses: DLCD.GFGrant@state.or.us & housing.dlcd@state.or.us. DLCD will follow up with official application materials and instructions.

Request for Interest - Oregon HB 2001, HB 2003 Planning Assistance May 28, 2021

Project Description

The City of Newport is interested in obtaining grant funding to secure the services of a consultant(s) to update its Housing Needs and Buildable Lands Inventory (aka Housing Capacity Analysis), and to develop a newly required Housing Production Strategy. Both of these planning documents will be developed in accordance with the requirements of HB 2003 (2019) and its implementing administrative rules. This effort will utilize soon to be released data from the 2020 U.S. Census, recently completed regional housing needs assessments (Lincoln County Housing Strategy Plan (2019) and OHCS Statewide Housing Needs Assessment, North Coast Region (2021)), and other publicly available data sources, several of which are referenced in OAR Chapter 660, Division 008.

Particular emphasis is likely to be placed on identifying developable lands within the City that can reasonably be expected to produce needed housing, considering land values, entitlements, utilities, construction costs, etc. The City has recently, or is in the process of, updating its utility and transportation facility plans and that information will provide a clearer picture of the actual cost of extending or upsizing services and its impact on housing affordability. The impact of seasonal housing on the availability and affordability of housing is another area that is likely to garner attention. Newport put in place a cap and licensing program for short-term rentals in 2019 and actively tracks vacation occupancies. Limited information; however, has been available as to the extent of second home ownership. The City's utility billing system has been improved since its Housing Needs Assessment was last updated in 2014 and that information and other available data may shed light on the extent to which second homes influence the local housing market.

Providing services to the unhoused population is a particular challenge, and while Newport has engaged with its partners to identify how those services could be expanded via a Homelessness Taskforce (2019), and budgeted funds for future initiatives, there is still work to be done to better understand the scope and extent of the problem and the appropriate role the City should play in implementing solutions. The preparation of a Housing Production Strategy provides an opportunity to address both of these issues, and could set out a policy framework that charts a clear path forward for the City and its partners.

Newport implemented a number of affordable housing development incentives in 2017, including an affordable housing construction excise tax, reductions to System Development Charge (SDC) fees, an allowance for SDC credit transfers, and property tax exemptions for non-profit and multi-family projects. This planning effort will offer the City the opportunity to reflect upon the relative success of these programs and whether or not adjustments are needed to improve their utility. Incentives the City is not presently offering would also be evaluated for potential implementation.

Outreach will be key to fully understanding housing needs and potential solutions within the community, and the scope of work will be structured to ensure that resources are available to properly engage state and federal protected classes and underrepresented populations. A meaningful percentage of Newport's population is Spanish language dominant and outreach materials will be produced in both English and Spanish. With the pandemic winding down, there will be an opportunity for both in-person and online events and the City is prepared to dedicate staff resources sufficient to support both.

Being a small rural community, Newport and its partners engaged in the provision of housing and related services operate with limited capacity relative to staffing, technical expertise and funding. The preparation of this Housing Capacity Analysis and Housing Production Strategy provides an opportunity for the City, its consultant(s), and partners to evaluate a range of options the City could pursue to facilitate the production of needed housing with an eye toward those that are most likely to be successful considering these capacity limitations.

Department of Land Conservation and Development

Application for House Bills 2001 and 2003 Planning Assistance Grants

2021-2023

Contents

PLANNING ASSISTANCE

PROGRAM DESCRIPTION

The Department of Land Conservation and Development (DLCD) provides resources to help Oregon communities prepare and update local land use plans and implementing ordinances to respond to growth management and resource protection issues and changes in state agency programs and requirements.

By the end of the 2021 legislative session, DLCD anticipates the Legislature to appropriate funds to DLCD for the purpose of providing planning assistance to local governments to: 1) assist local governments with the development of regulations to allow middle housing, as specified in HB 2001; and 2) provide planning assistance to local governments to implement the provisions specified in HB 2003, including housing needs analyses and housing production strategies.

Because the deadline for Large Cities under House Bill 2001 is quickly approaching (June 30, 2022), DLCD is beginning the application process before the beginning of the 2021-23 biennium to provide jurisdictions as much time as possible to complete this work.

Please note that, at the time of publication of these application materials, the Legislature has not yet approved funding for the continued implementation of House Bills 2001 and 2003. As such, funding availability is tentative at this time.

The deadline for all applications for assistance from HB 2001 and HB 2003 is **June 30, 2021**.

WHO CAN APPLY

Planning Assistance applications will be accepted from the following

Cities and Counties Subject to HB 2001:

- Non-Metro cities with a population greater than 25,000
- Cities and counties over 1,000 residents in the Portland Metropolitan service district
- Cities likely to meet the population threshold at which HB 2001 requirements apply

Cities and Regional Entities Subject to HB 2003:

- Cities with a population greater than 10,000
- Counties, regional planning agencies, or other regional entities seeking to prepare county- or region-wide housing needs analyses or housing production strategies
- Cities with a population less than 10,000 (contingent on the adoption of HB 3155)

GRANT PROGRAM CONTACTS

DLCD staff are available to answer your questions regarding application requirements and status. **The first point of contact is the regional representative for your jurisdiction.** You can find the regional

representative assigned to your jurisdiction or region at https://www.oregon.gov/lcd/CPU/Pages/Regional-Representatives.aspx.

If you cannot contact your regional representative, please contact:

For housing-related questions:
Sean Edging, Housing Policy Analyst
sean.edging@state.or.us or (971) 375-5362

For grant- or application-related questions:
Angela Williamson, Grants and Periodic Review Administrative Specialist
angela.williamson@state.or.us or (971) 345-1987

ELIGIBLE PROJECTS AND EVALUATION CRITERIA

Planning Assistance is used to help complete projects necessary for jurisdictions to comply with House Bill 2001 and House Bill 2003. Each bill outlines priorities for use of Planning Assistance funding as follows (additional detail in "Program Priorities," below):

HB 2001 (2019 Legislative Session) Project Evaluation Criteria

1. To prepare a hearings-ready development code or recommendations for comprehensive plan and development code amendments for cities to comply with the provisions of House Bill 2001 (2019 Legislative Session) regarding middle housing by June 30, 2022.

HB 2003 (2019 Legislative Session) Project Evaluation Criteria

1. To create a housing needs analysis in accordance with ORS 197.296 and OAR chapter 660, divisions 7 and 8.
2. To create a prototype housing production strategy in accordance with ORS 197.290 and OAR chapter 660, division 8.
3. To pursue a housing-related planning project that is neither a housing needs analysis nor a housing production strategy. These projects are referred to as "housing implementation plans" and will be awarded as funding is available.

The Planning Assistance evaluation review criteria, explained in sections 1 through 5 below, address program priorities, considerations to ensure appropriate use of funds, and other program objectives. Please address these, as applicable, in your application attachment.

Projects are not expected to satisfy the non-mandatory criteria, but those that rate well under one or more of them will have an improved likelihood of success.

1. Project Objectives

The *project objectives* are clearly stated; address the problem, need, opportunity, and issues; are defined in a manner consistent with the statewide planning goals; and directly relate to a clear statement of

expected outcomes. The project objectives need to be reasonably achievable.

2. Program Priorities

The project addresses the program priorities as follows:

HB 2001 Project Evaluation Criteria

1. To prepare a hearings-ready development code or, for cities required to comply with House Bill 2001 (2019 Legislative Session) by June 30, 2022, recommendations for comprehensive plan and development code amendments to comply with the provisions of House Bill 2001 (2019 Legislative Session) regarding middle housing. Section 15 of House Bill 2001 states, in part, "The department shall prioritize technical assistance to cities or counties with limited planning staff or that commit to implementation earlier than the date required under section 3 (1) of this 2019 Act."
    - Cities likely to reach the population threshold at which House Bill 2001 applies may apply for planning assistance.

HB 2003 Project Evaluation Criteria

1. To create a housing needs analysis in accordance with ORS 197.296 and OAR chapter 660, divisions 7 and 8.

    A Housing Needs Analysis includes a housing needs projection addressing housing types and price levels, residential land needs analysis, buildable lands inventory, and identification of measures for accommodating needed housing as described in OAR chapter 660, divisions 7 and 8. The purpose of a Housing Needs Analysis is to ensure that cities have an available land supply to accommodate their housing needs over the next 20 years. Funding prioritization is as follows:

    - First priority will be given to cities with upcoming Housing Needs Analyses deadlines, as specified in OAR 660-008-0045 or cities that have HNAs that are otherwise "outdated". In this context, "outdated" means Analyses that were adopted and acknowledged more than eight years ago for cities outside Portland Metro, and more than six years ago for cities inside the Portland Metro boundary.
    - Additional prioritization will be given to fast-growing cities and to severely-rent burdened cities (cities in which more than 25% of renter households spend more than 50% of median household income on gross rent).
    - If House Bill 3155 is adopted, cities below 10,000 population may be awarded planning assistance to complete a Housing Needs Analysis. Funding will be awarded as available based on the priority criteria above.

2. To create a prototype housing production strategy in accordance with ORS 197.290 and OAR chapter 660, division 8.

   A housing production strategy will outline how a city intends to ensure or incentivize the production of needed housing identified in the adopted HNA, especially subsidized or publicly-supported housing. The plan must contain a list of action items and a schedule for the listed actions to be taken by the local government and any identified partners. Funding prioritization is as follows:

   - Priority will be given to housing production strategy proposals with upcoming deadlines (i.e. one year after a city's HNA deadline specified in OAR 660-008-0045).
   - Additional prioritization will be given to proposals that most closely align with the goals of HB 2003 and which most thoroughly consider the spectrum of strategies that may be employed to facilitate housing production and which best engage the community in an inclusive decision-making process to prioritize community actions and achieve affordable, fair, and equitable housing outcomes.
   - If House Bill 3155 is adopted, cities below 10,000 population may apply for planning assistance to complete a Housing Needs Analysis. Funding will be awarded as available based on the priority criteria above.

3. To pursue a housing-related planning project that is neither a housing needs analysis nor a housing production strategy. These projects are referred to as "housing implementation plans" and will be awarded as funding is available.

   - **Please note that a housing implementation plan is not a housing needs analyses nor housing production strategy.** HNA and HPS proposals will receive priority over housing implementation plan proposals.
   - Priority will be given to proposals that prioritize achieving more affordable, fair, and equitable housing outcomes.

3. Project Description

The *approach, budget (if requesting a direct grant), products, and timing* are defined for every task and are reasonable considering the benefits of the project and the work proposed is reasonably likely to achieve the project objectives. A sample work program is provided as a template that jurisdictions may use for this purpose. Please thoroughly edit the provided sample to ensure it is tailored to the expected work for the project.

Priority will be given to proposals that provide detailed project descriptions with well-defined tasks, products, and timelines.

4. Grantee Capacity

The application and past performance on grant-funded projects (where applicable) demonstrate that there is *adequate local capability* to successfully manage the project. Past performance on grant-funded projects will affect the prioritization of submitted proposals.

5. Leverage

The applicant demonstrates commitment to the project through contribution of *matching contributions*. Matching funds are *not mandatory* for an application to be successful, but a demonstration of local commitment can tip the balance in favor of some proposals. Matching funds do not need to be from the applicant's budget – they could come from another state agency, a federal agency, or a foundation. In-kind and other non-cash match are also considered, such as staff time dedicated to a project.

REVIEW PROCESS

Applications will be reviewed considering the evaluation criteria explained above. The department will award those applications that best satisfy these criteria.

The department will notify applicants of award decisions at the earliest time possible. To start projects as soon as possible, DLCD is aiming to notify applicants of award decisions within 30 days, but this is subject to change. Unsuccessful applications may be reconsidered if additional assistance become available.

Once awards are determined, the DLCD grant manager will work closely with the grantee to complete the scope of work and execute a grant agreement. Again, this will be completed at the earliest time possible; it usually takes 60 to 90 days after the award, but DLCD staff is aiming to kick-off projects by September 1, 2021. This process can take longer depending on the complexity of the scope of work.

ELIGIBLE COSTS

Grant funds may be expended only for direct project-related costs associated with the funded project. Eligible costs include salary of staff assigned to the project, consultant fees, postage, supplies, and printing. Equipment purchases and indirect costs, including general administrative overhead and software costs, are not eligible.

Costs incurred prior to signing a grant agreement are not eligible project costs. This includes costs of preparing the grant application and preparing a statement of work for the grant agreement.

Grant funds are provided on a reimbursement basis for products in accordance with the reimbursement schedule specified in the grant agreement.

APPLICATION INSTRUCTIONS

1. **Complete the grant application.** Be specific and thorough in describing all proposed grant products as described in the application form. Submit application materials **by June 30, 2021** to:

By e-mail to: DLCD.GFgrant@state.or.us

Please note that due to public health concerns, we will not be accepting applications by mail. If your jurisdiction requires special accommodations, please reach out to a Grant Program Contact as soon as possible to make arrangements.

2. **Include a resolution or letter from the governing body of the city or county demonstrating support for the project.** If the applicant is a council of governments on behalf of a city, a letter or resolution from the city council supporting the application must be included. The letter of support may be received by DLCD after the application submittal deadline, but it must be received before a grant is awarded.

3. DLCD will confirm receipt of applications by e-mail, review applications promptly, contact applicants if additional information is needed to complete review, and notify applicants of our decision.

Tentative Planning Commission Work Program

(Scheduling and timing of agenda items is subject to change)

April 12, 2021 — Work Session

- Yaquina Bay Estuary Management Plan Update (Presentation/Discussion)
- Review Initial Draft of Code Amendments Related to Operation of Food Trucks & Food Carts
- KPFF Assessment of Beach Accesses for Resiliency Retrofit (Informational)

April 12, 2021 — Regular Session

- Hearing on File 4-Z-20 Implementing HB 2001 Duplex, Townhouse, and Cottage Cluster Standards

April 26, 2021 — Regular Session

- File 1-NB-21/2-CUP-21, Design Review Hearing on Hallmark's Whaler Motel Expansion
- File 1-NCU-21, Expansion of Non-Conforming Mobile Home Park from 14 to 16 Spaces (4263 S Coast Hwy)
- File 2-NCU-21, Expansion of Non-Conforming Natural Gas Facility (1702 SE Bay Blvd)

May 3, 2021 — Special Joint Commission/City Council Work Session

- Transportation System Plan Draft Solutions Discussion, 2nd Round Public Outreach – Part 1

May 10, 2021 — Regular Session

- Final Order/Findings, Expansion of Non-Conf. Mobile Home Park from 14 to 16 Spaces (4263 S Coast Hwy)
- Final Order/Findings, Expansion of Non-Conforming Natural Gas Facility (1702 SE Bay Blvd)

May 17, 2021 — Special Joint Commission/City Council Work Session

- Transportation System Plan Draft Solutions Discussion, 2nd Round Public Outreach – Part 2

May 24, 2021 — Work Session

- Status Update SB / US 101 Corridor Refinement Plan
- Review DLCD/City Evaluation of Beach Access Points Prioritized for Resiliency Retrofit
- Review of Draft Code Amendments Related to Food Trucks & Carts

May 24, 2021 — Regular Session

- Deliberations and Decision on File 1-NB-21/2-CUP-21, Design Review Hearing on Hallmark's Whaler Motel Expansion (Final Order and Findings will be available for potential adoption)
- File 4-CUP-21, Public Hearing for an Historic Themed Photo Studio in the W-2 Zone (342 SW Bay Blvd)
- Initiate Legislative Process to Amend the Newport Zoning Ordinance Related to Food Cart

June 14, 2021 — Work Session

- Review and Provide Feedback on SB / US 101 Corridor Refinement Plan Survey Questions
- Alternate Design Standards for Low Volume Local Roads (Discussion)
- Review Scope of Work for HB 2003 Compliant Housing Capacity Analysis and Housing Production Strategy (App Due 6/30/21)

June 28, 2021 — Work Session/Regular Session Cancelled

Tentative Planning Commission Work Program

(Scheduling and timing of agenda items is subject to change)

July 12, 2021 — Work Session

- Review TSP Tech Memo #8 (Solutions Evaluation)
- Review TGM Grant Application to Update Land Use Regulations along US 101/20 Corridor and Develop Business Façade Improvement Program to Complement Recommendations in the TSP (App Due 7/30/21)

July 12, 2021 — Regular Session

- File No. 1-Z-21, Public Hearing on Food Truck and Food Cart Amendments

July 26, 2021 — Work Session

- Review TSP Tech Memo #10 (Transportation Standards)
- SB / US 101 Commercial Industrial Land Use Code Audit Desired Outcomes (JET Planning to Attend)
- Draft Content from JLA/DKS for TSP Online Open House Preference/Prioritization Survey

July 26, 2021 — Regular Session

- TBD

August 9, 2021 — Work Session

- Review TSP Tech Memo #11 (Alternate Mobility Standard)
- Land Use, Building, and Urban Renewal Bill Summary from 2021 Legislative Session
- Results Memo from SB / US 101 Opportunities and Constraints Online Survey/Focus Groups (Informational)

August 9, 2021 — Regular Session

- Amendment to the Wilder Planned Development Related to Permissible Street Cross-Sections (Placeholder)

August 23, 2021 — Work Session

- Review TSP Memo #12 (Draft Ordinances Amending Comp Plan Policies and NMC Chapters 13 and 14)
- Draft Recommendation for Distribution of Affordable Housing CET Funds (from Ad-Hoc Work Group)
- Project Concepts with Cost Estimates for Final SB URA Investments and Draft Prioritization Survey

August 23, 2021 — Regular Session

- TBD

September 13, 2021 — Work Session

- Discuss Scope of Amendments to NMC 14.14 Parking, to Support Bayfront Permit/Meter Rollout
- Results from TSP Online Open House Preference/Prioritization Survey and Related Outreach

September 13, 2021 — Regular Session

- TBD

September 21, 2021 — Special Joint City Council/Planning Commission Work Session

- Review Draft TSP Update (Incorporating all Tech Memos and Outreach Feedback)

September 27, 2021 — Work Session

- Review Draft Set of Recommended Commercial/Industrial Code Revisions (from JET Planning Audit)
- Second Review of Consolidated TSP Update

September 27, 2021 — Regular Session

- Initiate Legislative Process for TSP Update (Project Priorities, Comp Plan Policies, Code Amendments)