



PLANNING COMMISSION WORK SESSION AGENDA

Monday, December 13, 2021 - 6:00 PM

City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

This meeting will be held electronically. The public can livestream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. 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.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov at least four hours before the meeting start time, and a Zoom link will be e-mailed.

1. CALL TO ORDER

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

2. UNFINISHED BUSINESS

2.A Finalizing Fiscal Year 2022/2023 Goals.

[Memorandum](#)

[Planning Commission 2022-2023 Draft Goals](#)

[Planning Commission 2021-2022 Goals](#)

[Vision 2040 Brochure](#)

2.B Review Revised Draft of Tech Memo #12, Transportation Standards.

[Memorandum](#)

[Revised Memorandum by Angelo Planning Group, dated December 8, 2021](#)

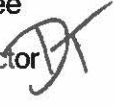
Initial Draft memorandum from Angelo Planning Group, dated September 8, 2021
(received October 5, 2021), with comments

3. NEW BUSINESS

4. ADJOURNMENT

Memorandum

To: Planning Commission/Commission Advisory Committee

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

Date: December 10, 2021

Re: Finalizing Fiscal Year 2022 / 2023 Goals

At the November 8, 2022 work session, the Planning Commission and Commission Advisory Committee received a progress report on the status of the Community Development Department and Planning Commission's FY 2021-22 goals. The group also discussed new Commission goals it would like to see for the 2022-2023 fiscal year.

Three new goals were identified, and I have worked them into the attached spreadsheet. I also deleted goals that have been implemented and updated some to reflect where they will likely be at, in terms of implementation, at the beginning of next fiscal year. A copy of the FY 21-22 goals and the Vision 2040 strategies brochure are enclosed for reference.

The Commission needs to finalize its goals at this work session so that they can be compiled into a report to the Council, along with those from other City committees. That report will then be provided to the City Council to inform its goal setting, which will happen shortly after the first of the year.

Attachment

Planning Commission 2022-2023 Draft Goals

Planning Commission 2021-2022 Goals

Vision 2040 Brochure

Newport Planning Commission Draft Goals 2022-2023

Goal#	Goal Title	Goal Type	Status Updates	V2040 Strategies	Objectives
3	Develop a set of regulations and incentives to pair with the Transportation System Plan update that will facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years	2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP update.2021-22: TGM grant application submitted 7/21, and City was informed that it received funding in 10/21. Scope of work is being developed with ODOT/DLCD TGM staff. Consultant to be under contract Feb/Mar 2022.	A3 A4 A5 A6 F4	<ul style="list-style-type: none"> Conduct business outreach and market analysis. Recruit advisory committee and develop plan using a process that provides for meaningful public input. Principal products will include Comprehensive Plan and development code amendments and a framework for a business façade improvement program. Objective is for the plan to be adoption ready by the end of the fiscal year.
5	Initiate updates to Newport commercial / industrial buildable lands inventory.	Current FY	2020-21: Work on this project has not started and will likely not be started until the City completes the Transportation System Plan update (committed) and housing needs and buildable lands update (state mandated). 2021-22: Work on this element will follow the housing needs assessment and production strategy work.	A1 A4 C3	<ul style="list-style-type: none"> Initiate updates to Newport commercial / industrial buildable lands inventory.
6	Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.	Current FY	2020-21: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded.2021-22: City is recruiting volunteers to fill out the Parking Advisory Committee that will assist with this work, and the Council will conduct interviews at their January 18, 2022 work session.	A14 C1 C8	<ul style="list-style-type: none"> Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.
9	Implement recommendations from the Homelessness Taskforce that rely upon revisions to City land use regulations.	Ongoing	2020-21: Adopted ordinance allowing car camping by homeless persons (Ord. #2170). 2021-22: Housing Needs and Buildable Lands Study, mandated by HB 2003, will inform the City of the type and nature of housing needs of homeless individuals. Portion of Affordable Housing CET Funds could be used for supportive grants to non-profit organizations providing homeless services. Commission could explore adoption of transitional housing standards.	A2	<ul style="list-style-type: none"> Implement recommendations from the Homelessness Taskforce that rely upon revisions to the City land use regulations. Could include transitional housing or siting standards for a shelter.
42	Implement Recommendations from US 101 Corridor Refinement Plan	Current FY	2021-22: Final draft of the plan completed in 11/21 and presented to Council on 11/22. South Beach URA Plan to be amendment to incorporate recommended projects in January of 2022. Commission to provide Council with a recommendation to initiate the island annexation process in Jan/Feb of 2022.	A3 A14	<ul style="list-style-type: none"> Revise commercial and industrial zoning as recommended by the code audit. Pursue annexation of unincorporated "island properties" to normalize the city limits
43	Initiate any Needed Refinements to Historic Nye Beach Design Review Overlay	2-5 Years	2021-22: Placeholder for future project at the request of the Commission. Nye Neighbors were recognized by the City Council as a Neighborhood Association with Resolution No. 3928 on 8/2/21. The group is looking into funding options so that they can undertake a grassroots, neighborhood scale, visioning effort. Nothing has progressed to the point where there would be a need to update the citys land use regulations.	A6 F4	<ul style="list-style-type: none"> Initiate refinements to the Historic Nye Beach Design Review Overlay, as needed. Examine the feasibility of a neighborhood visioning process for Nye Beach as part of a review of any needed updates to the Design Review Overlay.
44	Complete Newport Housing Needs and Buildable Lands Update	Current FY	2021-22: HB 2003 (2019) expanded the scope of the analysis, reframing the work as a housing capacity assessment with a separate housing production strategy requirement. DLCD is requiring that Newport initiate its update next fiscal year. Project expected to take 18 months, start to finish. Grant application submitted 6/21. Notice of grant award received 10/21. Grant agreement approved by Council and RFP to secure consulting services will close 12/3. Consultant likely to be under contract by the end of January.	A2 A7 A9 A14 F4	<ul style="list-style-type: none"> Complete the plan in line with the agreed upon scope of work and adopt the recommended ordinance changes.
NEW	Update the City's erosion control requirements and storm water management standards for private development.	Current FY	New for FY 22-23	B1 B5	<ul style="list-style-type: none"> Requirements should be structured such that they can be reasonably implemented at existing staff levels. Stormwater management options to include boilerplate systems for small scale development projects. Objective is to get the rules adoption ready by the end of the fiscal year.
NEW	Support City Council Dark Sky Lighting Initiatives	2 - 5 Year	New for FY 22-23	B6	<ul style="list-style-type: none"> Product may include lighting standards for new commercial and residential development that conforms to dark sky requirements. Informational materials to be developed to inform the public of the requirement and provide resources for where dark sky compliant fixtures can be purchased. Work should follow Council's effort to retrofit street lights and lights at City facilities with dark sky compliant fixtures.
NEW	Update commercial, multi-family development standards to include more racks and covered bike storage.	Current FY	New for FY 22-23	A11 A15	<ul style="list-style-type: none"> Work to be informed by negotiations with Bird Scooters and other vendors seeking use of City rights-of-way. Changes may be implemented concurrent with updates to the City's parking codes recommended by Parking Advisory Committee

Newport Planning Commission Goals 2021-2022

Goal#	Goal Title	Goal Type	Status Updates	V2040 Strategies	Objectives
1	Utilize extensive community engagement to update the City of Newport Transportation Plan in collaboration with the Oregon Department of Transportation.	2-5 Years	2020-21: Public outreach program was reworked as a result of the pandemic. Initial round of public engagement to inform "transportation needs" planned for spring of 2020 was deferred to fall/winter of 2020. Project concepts, informed by community feedback, to be further vetted and prioritized by public in spring of 2021. Development of transportation standards and financing options to be completed by the end of the fiscal year. 2021-22: Consultant provided draft copy of TSP for staff review 10/29. Will be provided to PAC after initial round of review at meeting the week of 12/13. Two follow-up PAC meetings to be scheduled in Jan. PC Adoption phase Feb/Mar 2022.	A3 A10 A11 A15 A16 F4	<ul style="list-style-type: none"> Conduct public hearings before the Planning Commission and City Council on the adoption of the TSP update so that members of the public can share their thoughts about the plan and its various components. Provide meaningful opportunities for community members to share their ideas about the condition of the City's transportation system and the types of investments it should be making in the coming years. Utilize community feedback to inform the development of transportation project concepts and vet the concepts with the community so they can weigh in and rank priority projects.
3	Lay the groundwork for a set of regulations and incentives to pair with the Transportation System Plan update that will facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years	2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP update. 2021-22: TGM grant application submitted 7/21, and City was informed that it received funding in 10/21. Scope of work is being developed with ODOT/DLCD TGM staff. Consultant to be under contract Feb/Mar 2022.	A3 A4 A5 A6 F4	<ul style="list-style-type: none"> Develop a scope of work, budget, and project justification sufficient to secure grant funding. Secure the services of a consulting team, refine scope of work, prepare preliminary outreach program, develop draft schedule and initiate project.
4	Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase.	Current FY	2020-21: Consultants are under contract and project has been initiated. Schedule calls for adoption at end of October 2021. 2021-22: Final draft of the refinement plan presented to Planning Commission at its 11/8/21 work session. Island annexation concept reviewed with Commission at its 9/24/21 meeting and is included as a final phase URA project (with incentives).	A1 A3	<ul style="list-style-type: none"> Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase. Evaluate the feasibility of annexing unincorporated "island properties" to normalize the city limits.
5	Initiate updates to Newport commercial / industrial buildable lands inventory.	Ongoing	2020-21: Work on this project has not started and will likely not be started until the City completes the Transportation System Plan update (committed) and housing needs and buildable lands update (state mandated). 2021-22: Work on this element will follow the housing needs assessment and production strategy work.	A1 A4 C3	<ul style="list-style-type: none"> Initiate updates to Newport commercial / industrial buildable lands inventory.
6	Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.	Ongoing	2020-21: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded. 2021-22: City is recruiting volunteers to fill out the Parking Advisory Committee that will assist with this work. Applications are due by 11/30/21. Council will conduct interviews, possibly as early as 12/6/21. Committee to start work in January.	A14 C1 C8	<ul style="list-style-type: none"> Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.
9	Implement recommendations from the Homelessness Taskforce that rely upon revisions to City land use regulations.	Current FY	2020-21: Adopted ordinance allowing car camping by homeless persons (Ord. #2170). 2021-22: Housing Needs and Buildable Lands Study, mandated by HB 2003, will inform the City of the type and nature of housing needs of homeless individuals. Portion of Affordable Housing CET Funds could be used for supportive grants to non-profit organizations providing homeless services. Commission could explore adoption of transitional housing standards.	A2	<ul style="list-style-type: none"> Implement recommendations from the Homelessness Taskforce that rely upon revisions to the City land use regulations.
42	Implement Recommendations from US 101 Corridor Refinement Plan	Current FY	2021-22: Final draft of the plan completed in 11/21. An initial draft of code revisions implementing the Committees recommendations will be presented to the Commission at a work session in January. Commission to provide Council with a recommendation to initiate the island annexation process. That could occur as early as 12/13/21.	A3 A14	<ul style="list-style-type: none"> Revise commercial and industrial zoning as recommended by the code audit. Pursue annexation of unincorporated "island properties" to normalize the city limits, if found to be feasible.
43	Initiate any Needed Refinements to Historic Nye Beach Design Review Overlay	2-5 Years	2021-22: Placeholder for future project at the request of the Commission. Nye Neighbors were recognized by the City Council as a Neighborhood Association with Resolution No. 3928 on 8/2/21. The group is looking into funding options so that they can undertake a grassroots, neighborhood scale, visioning effort. Nothing has progressed to the point where there would be a need to update the city's land use regulations.	A6 F4	<ul style="list-style-type: none"> Initiate refinements to the Historic Nye Beach Design Review Overlay, as needed. Examine the feasibility of a neighborhood visioning process for Nye Beach as part of a review of any needed updates to the Design Review Overlay.
44	Initiate Newport Housing Needs and Buildable Lands Update	Ongoing	2021-22: HB 2003 (2019) expanded the scope of the analysis, reframing the work as a housing capacity assessment with a separate housing production strategy requirement. DLCDC is requiring that Newport initiate its update next fiscal year. Project expected to take 18 months, start to finish. Grant application submitted 6/21. Notice of grant award received 10/21. Grant agreement approved by Council and RFP to secure consulting services will close 12/3. Consultant likely to be under contract by the end of January.	A2 A7 A9 A14 F4	<ul style="list-style-type: none"> Prepare a scope of work, outreach plan, budget, and schedule in consultation with DLCDC to confirm the project will adequately address HB 2003 requirements. Secure state technical assistance grant funds to hire a consultant(s) to assist with plan preparation and outreach. Develop an RFP, select consultants through a competitive selection process, and initiate work on the project.

In 2040, the Greater Newport Area is an enterprising, livable community that feels like home to residents and visitors alike. We have carefully planned for growth with well-maintained infrastructure, affordable housing for all income levels, robust public transportation, diverse shopping opportunities, and distinct, walkable districts and neighborhoods.

ENHANCING A LIVABLE REGION



ACKNOWLEDGEMENTS

The Greater Newport Area Vision 2040 was developed with the guidance and collaboration of The Greater Newport Area Vision 2040 Advisory Committee, the Newport City Council, and City of Newport staff, based on thousands of comments and suggestions received from Greater Newport Area community members and visitors. A special thank you to the entire community, but especially to all those who helped guide the process.

GREATER NEWPORT AREA VISION 2040 ADVISORY COMMITTEE

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CITY COUNCIL

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Wendy Engler, Council President
David Allen
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GREATER NEWPORT AREA VISION 2040 OUR COMMUNITY VISION

In 2040, Greater Newport is the heart of the Oregon Coast, an enterprising, livable community that feels like home to residents and visitors alike. We live in harmony with our coastal environment – the ocean, beaches and bay, natural areas, rivers, and forests that sustain and renew us with their exceptional beauty, bounty, and outdoor recreation. Our community collaborates to create economic opportunities and living-wage jobs that help keep the Greater Newport Area dynamic, diverse, and affordable. We take pride in our community's education, innovation, and creativity, helping all our residents learn, grow, and thrive. Our community is safe and healthy, equitable and inclusive, resilient and always prepared. We volunteer, help our neighbors, support those in need, and work together as true partners in our shared future.

Look Inside to Explore Our Vision Focus Areas and Strategies to Achieve Our Vision



LEARN MORE



www.newportoregon.gov/vision2040



541-574-0603



KEY STRATEGIES - Indicates priority for ★ *Latino Communities* † *Senior Communities*

TIER I

- A1. Infrastructure Investments.**
Maintain and upgrade local infrastructure within available funding.
- A2. Housing Supply.*†**
Increase supplies of affordable and workforce housing, including rentals and for sale units at prices that are accessible to a broad range of the general public.
- A3. Transportation Corridors.**
Revitalize Highway 101 and Highway 20 in and around Newport to serve as attractive gateways to the community.

TIER II

- A4. City-Wide Beautification.***
Promote city-wide beautification, generating a fresh yet familiar look for Newport through streetscaping, improvements to building façades, and ocean-friendly landscaping.
- A5. City Center Revitalization.†**
Develop a City Center improvement strategy that expands options for living, shopping, working, and dining in the area by promoting walkability, mixed-use development, and refurbishment of historic buildings.
- A6. Mixed-Use Development.**
Promote mixed-use neighborhoods in appropriate areas of the city, incorporating a blend of commercial uses, employment, and residential development that creates a distinct sense of place.
- A7. Housing Development Incentives.*†**
Implement incentives to lower development costs and encourage construction and renovation of an array of housing types to augment the supply of affordable, quality, energy-efficient units.

- A8. Vacation Rentals.**
Assess the growth and distribution of vacation rentals and take longer-term actions that may be required to address impacts on neighborhoods and the community.
- A9. Understanding Impacts of Seasonal Housing.**
Gain a better understanding of the impacts that seasonal housing, including second homes and vacation rentals, has on the availability and affordability of housing and the provision of public services within the community.
- A10. Street, Highway and Bridge Improvements.**
Engage the State of Oregon and community partners to identify bridge alternatives and future street and highway improvements that meet local needs while mitigating congestion and accommodating future growth and increased traffic.

- A11. Bicycle and Pedestrian Safety and Amenities.*†**
Work to improve the safety of bicyclists and pedestrians throughout Newport. Plan, fund, and develop improvements to bicycle and pedestrian amenities in strategic areas of the city, including sidewalks, crosswalks, overpasses, "traffic calming," bike racks, and planned bicycle and pedestrian routes.

- A12. Multiuse Paths and Trails.**
Maintain and expand the multiuse path and trail system.
- A13. Strategic Investments and Partnerships.**
Pursue strategic investments and partnerships to adequately meet the needs of the community as it grows and develops.

- A14. Developable Land.**
Ensure an adequate supply of buildable land by first encouraging redevelopment of underutilized and redevelopable properties. Extend infrastructure to undeveloped land that is zoned for development-related uses.
- A15. Complete Streets.*†**
Design neighborhoods around streets that are well integrated with local transit, are ADA accessible, and accommodate "active transportation" such as cycling, walking, and wheelchair moving.

- A16. Public Transit Improvements and Expansion.*†**
Develop targeted improvements to the local transit system, including better scheduling, signage, and plans for system expansion. Work with Lincoln County to upgrade bus service in Newport and surrounding areas, with improved routes and more frequent service.
- A17. Transit Reliability and Promotion.*†**
Develop and promote transit as a robust and reliable alternative to driving within the Greater Newport Area.

TIER III

- A18. Telecommunication Technology.**
Promote universal, high-speed internet access throughout the city. Expand community and business access to new telecommunication technologies.

CREATING NEW BUSINESSES & JOBS

In 2040, the Greater Newport Area collaborates to create economic opportunities and living-wage jobs that help keep Newport dynamic, diverse, and affordable. Our economy is balanced and sustainable, producing living wage jobs in the trades and professions, while supporting new start-up companies and small businesses based on local talent, entrepreneurship, ideas, and resources.



KEY STRATEGIES

TIER I

- C1. Expanded Working Waterfront.*** Leverage our maritime industries and marine-related assets to expand and diversify the capacity of marine businesses, including full utilization of the International Terminal.
- C2. Science Economy Expansion.** Expand Newport's science and marine economy, promoting it nationally and internationally as a hub for scientific research, ocean observation, education, and utilization and conservation activities.
- C3. Living Wage Jobs.*** Partner with new and existing businesses to retain, expand, and create jobs that pay living wages, providing at least a minimum income necessary so that workers can meet their basic needs.

TIER II

- C4. Airport Improvements.** Maintain and enhance the Newport Municipal Airport as a viable community asset that can support business growth and development and improve access to and from the community.

- C5. Marine Economy and Economic Development.** Link OSU's Marine Studies Initiative and the area's marine economy into economic development planning.
- C6. Tourism Diversification.** Diversify Newport's tourist industry by promoting expansion of ecotourism as well as interpretive programs based on Newport's maritime industries.
- C7. Arts and Cultural Destination.** Promote the Greater Newport Area as a major arts and cultural destination.
- C8. Local Businesses Support.** Support and retain existing local businesses.
- C9. Small Business Development.** Expand training and education for small business development and entrepreneurial skills, including resources for artists, craftspeople, trades, and technology start-ups.
- C10. Green and Sustainable Business.** Promote and support businesses in the Greater Newport Area that use and market green and sustainable technologies, materials, and products.



- C11. Sustainable Fisheries.** Support innovation and new markets in sustainable fisheries by leveraging new technologies and partnering with the science community.
- C12. Diversified Agricultural Economy.** Promote the production, marketing, and direct sales of seafood, value added wood products, and local agricultural products.
- C13. "Shoulder Season" Attractions and Festivals.** Develop new attractions, festivals, and marketing to sustain tourism through the shoulder season.

TIER III

- C14. Viable and Sustainable Commercial Air Service.** Work with local, state, and federal partners to develop a model for sustainable commercial air service.
- C15. Permanent Farmers Market.*** Create a permanent home for a year-round farmers market with expanded hours and business acceleration opportunities for food, beverage, and agriculture related start-ups.

LEARNING, EXPLORING, & CREATING NEW HORIZONS

In 2040, the Greater Newport Area takes pride in our community's education, innovation, and creativity, helping all our residents learn, grow, and thrive. Our schools are appropriately funded through diverse means of support to meet the highest standards of educational achievement. Our college and university prepare students for rewarding lives and productive careers. The arts and opportunities for creative expression and learning are high quality, diverse, and available and accessible to everyone.



KEY STRATEGIES

TIER I

- D1. Funding for Schools.** Develop creative, diverse, and alternative sources of funding for educational facilities, classes, programs, and extracurricular activities in the Greater Newport Area schools, including consideration for pre-K and early childhood education.
- D2. Vocational Technology and STEM Programs.** Expand vocational tech and Science, Technology, Engineering and Mathematics (STEM) education, including K-12, OCCC, and OSU, and offer classes, training, and certification for marine sector and other jobs.

TIER II

- D3. Art in Public Spaces.** Integrate the arts as a key element of the city's identity, including expanding the presence of public art throughout the community.

- D4. Expanded and Upgraded Arts Footprint.** Invest in improvements to performing and visual arts venues, including the Performing Arts Center and Visual Arts Center, to increase their capacity to accommodate arts and cultural events.
- D5. Summer Arts Offerings.** Expand outdoor summer arts events and offerings, such as music and theater.
- D6. Schools and Local Talent.** Promote increased partnerships between schools and local talent, including scientists, artists, craftspeople, and tradespeople who share their knowledge with area classes and students.
- D7. Teacher and Administrator Diversity.*** Increase the diversity of teachers and administrators to be more representative of student demographics.

- D8. Bilingual and Cross-Cultural Education.*** Establish comprehensive bilingual and cross-cultural educational programs throughout the community, including English for Speakers of Other Languages (ESOL) instruction, to promote better integration and improved achievement of residents of all ages.
- D9. Expanded and Integrated Higher Education.†** Support Oregon Coast Community College (OCCC) in gaining accreditation and expanding its offerings, including workforce education and the trades.
- D10. Education Partnerships.†** Encourage K-12, community college, professional, and noncredit education partnerships that promote pathways to marine educational programs at Oregon State University (OSU)'s Newport campus.

- D11. School-to-Work Programs.*** Work with local schools, OCCC, OSU, and employers to develop a school-to-work program for students, training and certifying them to fill the needs of local employers and the job market.

TIER III

- D12. Access to the Arts.*†** Increase the availability of, and access to, lower cost arts venues and performances while supporting new, innovative opportunities, including workshops, film, and student work.



PRESERVING & ENJOYING OUR ENVIRONMENT

In 2040, the Greater Newport Area lives in harmony with its coastal environment. Our ocean, beaches and bay, natural areas, rivers, and forests sustain and renew us with their exceptional beauty, bounty, and outdoor recreation. We retain our connection to nature, protecting our land, air, water, natural habitats, and biodiversity, and promoting more sustainable ways of living.

TIER I

- B1. Sewer and Stormwater Management.** Maintain, upgrade, and modernize stormwater and sewer infrastructure to reduce overflows, keep our waterways and beaches clean, and minimize flooding in a manner that is both fiscally responsible and environmentally friendly.
- B2. Integrated Shared-Use Trail System.*†** Develop an integrated trail system, accommodating multiple uses, that connects neighborhoods, visitor destinations, open spaces, and natural areas.

TIER II

- B3. Parks and Recreation Needs and Upgrades.*** Engage the community in identifying priorities and future needs related to open space, trail, and park and recreation assets. Make recommendations for future park upgrades, planning, and development, paying particular attention to funding maintenance.
- B4. Trail-Building Program.** Establish a City trail-building program that provides opportunities for volunteer involvement.

- B5. Green Building and Development.** Promote and incentivize environmentally responsible, resource-efficient building and development techniques, including onsite stormwater management, permeable pavement, energy-efficient buildings, ecological landscaping, and native plantings.
- B6. Environmental Conservation Partnerships.** Prioritize conservation of significant open spaces and natural resource areas, including beaches and headlands, midcoast watersheds, the Yaquina Bay Estuary, rivers, streams, forests, and fish and wildlife habitat. Partner with local environmental organizations and agencies to expand and strengthen programs to protect and restore natural areas and resources and preserve environmental quality.
- B7. Comprehensive Recycling and Reduced Waste.** Target the Greater Newport Area to achieve the highest rate of recycling of any city in Oregon through source reduction, reuse, recycling, composting of food waste, and curbside glass recycling.

- B8. Renewable Energy.** Increase the use of renewable energy to achieve energy independence in the Greater Newport Area, harnessing a combination of renewable energy sources and technologies.

TIER III

- B9. Climate Action Plan.** Develop a comprehensive public-private climate action plan to lessen the Greater Newport Area's contribution to climate change, as well as to mitigate the impacts of climate change on the community itself.



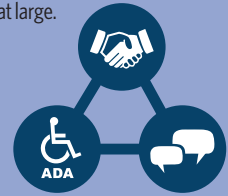
TIER I

- F1. Transparency and Communication.** Encourage and support continued open communication, transparency, and accountability on the part of City leaders and staff.
- F2. Vision as Foundational Document.** Ensure Greater Newport's 2040 Vision serves as the foundation for ongoing public processes, planning, and decision-making.

TIER II

- F3. Vision-Focused Council and Community.** Promote key elements of Greater Newport's 2040 Vision through the Newport City Council, City staff, Greater Newport Area partners, and Vision advocates who engage with community partners.
- F4. Community Engagement.*†** Develop new avenues for Greater Newport Area residents and businesses to engage and participate in the development of plans and policies, and to contribute to the decision-making process.

- F5. Culturally Competent and Inclusive Outreach.*** Develop new forms of culturally competent outreach, such as Spanish-language publications and public service announcements, to reach out to and involve the entire community.
- F6. Model Communities.** Research the best practices of other communities that have been successful in implementing vision plans and strategic community objectives, and learn from their successes.
- F7. Collaboration and Partnerships.** Sustain positive relationships and high levels of civic collaboration between public, private, faith-based, civic, neighborhood, and community-based organizations and the community at large.



- F8. Community Forums.*** Develop community forums that bring people of different backgrounds and cultures together to discuss issues and share solutions.
- F9. Youth Involvement.** Work through the schools, Oregon Coast Community College, and Oregon State University to increase involvement of younger generations in current affairs and community issues, local government, volunteerism, long-range planning, and decision-making.
- F10. Retiree Involvement.†** Encourage area retirees to become more active in civic life, contributing their skills, time, energy, and resources to address community needs, mentor young people, and promote their own health and engagement.
- F11. Volunteerism.†** Cultivate the community's spirit of collaboration and engagement to create meaningful opportunities for public involvement and volunteerism for all ages.

KEY STRATEGIES

FOSTERING COLLABORATION & ENGAGEMENT

In 2040, the Greater Newport Area's local governments and public agencies, schools and higher educational institutions, businesses, local employers, nonprofits, community groups, faith based institutions, and residents work together as true partners in our shared future. Governments reach out to engage and listen to residents, involve them in important plans and decisions, and collaborate for a better community in a rapidly changing world.

IMPROVING COMMUNITY HEALTH & SAFETY

In 2040, the Greater Newport Area is safe and healthy, equitable and inclusive, resilient and always prepared. We volunteer, help our neighbors, and support those in need. Our community's physical, environmental, social, and economic assets allow all of our residents, including families and children, young people, and seniors, to live healthy lives and find the support and services they require, including excellent, affordable, and accessible healthcare and childcare.

KEY STRATEGIES

TIER I

- E1. Affordable and Accessible Healthcare.*†** Work to improve access to and affordability of healthcare for all in the community through improved healthcare facilities, education, and preventive services.
- E2. Medical Professionals and Specialists.*†** Recruit and retain more healthcare providers and medical professionals in the community, including medical specialists in pediatrics, geriatrics, mental health, chronic diseases, services for veterans, and the prevention and treatment of addiction.

- E3. Expanded Mental Healthcare.*†** Expand mental health services in the area, including improved community education, prevention, and counseling services, as well as trauma-informed care that diagnoses and treats the mental health impacts of adverse life experiences.
- E4. Improved Service Coordination.** Enhance coordination among social services, non-profits, and faith-based institutions to provide integrated, comprehensive support to residents of our community experiencing poverty, hunger, social isolation, homelessness, addiction, domestic violence, and related issues.

TIER II

- E5. Disaster Preparedness.** Expand disaster preparedness and self-reliance programs and activities, focusing on neighborhood level organizing, and including multilingual information, training, and assistance.
- E6. Proactive Police and Fire Services.*** Support police and fire services in meeting and addressing growth and changing community needs. Support improved community policing practices that promote positive interactions between public safety officers and the public.
- E7. Homelessness Solutions.** Implement proactive solutions to expand services and resources for people who are homeless, including homelessness prevention and other programs and partnerships to help the area's homeless population obtain stable housing.

- E8. Translation and Multilingual Services.*** Increase and support existing local capacity to provide translation and multilingual services, including assistance with employment, physical health, mental health, rehabilitation, education, nutrition, legal, immigration, and financial education needs.
- E9. Accessible and Affordable Childcare.** Increase the number and capacity of quality accredited childcare facilities and staff in the region and make childcare more accessible and affordable for all families.
- E10. Accessible and Affordable Eldercare.†** Work toward meeting the need for quality and affordable housing, independent living, and care facilities for elders in the Greater Newport Area.


- E11. Foster Care Improvements.** Study and make recommendations to address the area's child foster care challenges, including causes, solutions, and prevention. Increase the number and quality of foster homes, while implementing preventive approaches that will help keep more children from entering the foster care system.
- E12. Access to Healthy Food.** Improve community "food security" by addressing issues of availability, accessibility, and affordability of healthy food.

TIER III

- E13. All-Weather Facilities and Activities.*** Improve affordable access to recreational and community facilities, including indoor spaces for sports, family and cultural celebrations, classes, youth programs, and other recreational and social activities that are accessible during evenings and the rainy season.



Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: December 10, 2021
Re: Review of Revised TSP Tech Memo #12, Transportation Standards

Enclosed is a revised set of amendments to Newport's transportation standards that the consulting team is recommending the City adopt to implement the updated Transportation System Plan. The Planning Commission reviewed the first four (4) sections of an initial draft at its October 11, 2021 work session, and completed its review on October 25, 2021.

I incorporated your comments, along with staff feedback, into a November 3rd draft that was sent to the consultants. That document is enclosed as well for comparison purposes.

My plan for Monday is to work through the more significant changes to confirm that the revisions are going in a direction that the Commission is comfortable with.

Attachments

Revised Memorandum by Angelo Planning Group, dated December 8, 2021

Initial Draft memorandum from Angelo Planning Group, dated September 8, 2021 (received October 5, 2021), with comments

MEMORANDUM

DATE: December 8, 2021

TO: Newport TSP Project Management Team

FROM: Andrew Parish, Shayna Rehberg, and Darci Rudzinski, APG

SUBJECT: Newport Transportation System Plan Update
Development Code Amendments

Introduction

The City of Newport is undertaking an update of the City of Newport Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. This memorandum identifies needed amendments to the City's Municipal Code, Title 13 Land Division and Title 14 Zoning Code (collectively known as the "Development Code") to be consistent with the updated TSP. This material is an outgrowth of:

- TM #3 – Regulatory Review and Transportation Planning Rule (TPR)
- Code Concepts – Transportation Mitigation and Implementation
- Additional discussion with city staff and the consultant team

Table 1 identifies the proposed amendments and includes a reference number for the associated text that follows the table, with code additions and deletions shown in underline-strikeout text.

Table 1. Municipal Code Recommendations

Recommendation and Discussion	Reference
Identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the Transportation Planning Rule (TPR)	1
Consolidate the definitions of transportation facilities throughout the Development Code.	2
Adjust the Traffic Impact Assessment (TIA) threshold and process described in the Zoning Ordinance to reduce the number of peak hour trips for which a TIA is required.	3

Newport Transportation System Plan: TM 12 - Development Code Amendments

Recommendation and Discussion	Reference
Add specific language requiring that transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services. Additionally, add provisions for pre-application conferences in the procedures section of the code.	4
Update the Development Code to better address transit by requiring transit amenities as identified in the Lincoln County Transit Development Plan, update bicycle parking requirements to include transit facilities, and improve provision of bicycle parking through development.	5
Amend the Development Code to include language addressing vehicular access, circulation, connections, and pedestrian access through parking lots.	6
Amend the Development Code to include the TSP’s updated street standards, block lengths, and accessway requirements	7
Provide new code language for drive aisles and parking lot layouts.	8
Amend the Development Code to clarify that development along state highways requires coordination with ODOT.	9
Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section	10
Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.	11
Develop a new “Transportation Mitigation Procedure” section of the code.	12
Identify city authority and process for deploying traffic calming on neighborhood collectors.	13
Consolidate the transportation-related sections of Title 13 and Title 14 in one location.	14
Incorporate remaining provisions of Title 13 into Title 14.	15

Reference 1: Transportation Facilities as Allowed Use

Recommendation: Consolidate the definition of transportation facilities throughout the Development Code, and identify “Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city’s Transportation System Plan)” as a permitted use in all land use districts as required by the TPR.

14.03.050 Residential Uses

		R-1	R-2	R-3	R-4
<u>Z</u>	<u>Transportation Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

14.03.070 Commercial and Industrial Uses.

		C-1	C-2 ¹	C-3	I-1	I-2	I-3
12	Basic Utilities and Roads ³	P	P	P	P	P	P
<u>22</u>	<u>Transportation Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

14.03.080 Water-dependent and Water-related Uses.

		W-1	W-2
<u>22</u>	<u>Transportation Facilities</u>	<u>P</u>	<u>P</u>

14.03.100 Public Uses

		P-1	P2	P-3
25.	Trails, paths, bike paths, walkways, etc. <u>Transportation Facilities</u>	P	P	P

Reference 2: Consolidation of Definitions

Recommendation: Consolidate the definitions of transportation facilities throughout the Development Code.

Reference 3: Traffic Impact Analysis

Recommendation: Adjust threshold and process of the Traffic Impact Assessment (TIA) described in the Development Code to reduce the number of peak hour trips for which a TIA is required.

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010 Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

- A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
- B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).
- C. The proposal may generate 500 or more average daily trips or 100 50 PM peak-hour trips or more onto city streets or county roads.
- D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
- E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.
- F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements;
- G. Where a parcel adjacent to the site and under the same ownership as the subject parcel or parcels has received land use approval for development that resulted in an increase in traffic within the last three (3) years, the TIA shall include the adjacent development impacts for the purposes of meeting applicability thresholds.

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14.45.020 Traffic Impact Analysis Requirements

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H. Phased Development. If the land use application is part of a phased development, the TIA shall be analyze the ultimate build-out of all phases of the project.

14.45.050 Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

- A. The analysis complies with the requirements of 14.45.020;
- B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and
- C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and
- D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the city in the Transportation System Plan (see Table 14.45.050-A) have been met. ~~and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and~~

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection type	Proposed mobility standard	Reporting measure
Signalized	Los d and v/c ≤ 0.90	Intersection
All-way stop or roundabouts	Los d and v/c ≤ 0.90	Worst approach
Two-way stop ¹	Los e and v/c ≤ 0.95	Worst major approach/worst minor approach

¹: Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

- E. Proposed public improvements are designed and will be constructed to the standards specified in [Chapter 14.44](#) Transportation Standards. ~~or [Chapter 13.05](#), Subdivision and Partition, as applicable.~~

14.45.060 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

Note: Recommend removing Fee in Lieu option from the TIA section – it is referenced in the new Transportation Mitigation Procedure (Reference 12) and may otherwise be required even in cases where a TIA is not needed.

~~14.45.070 Fee in lieu Option~~

...

14.44.65 Fee in Lieu Option

The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.

- A. A fee in lieu may be required by the city under the following circumstances:
1. There is no existing road network in the area.
 2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.
 3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.
 4. ~~For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.~~

- B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The amount of monies deposited with the city shall be at least 125 percent of the estimated cost of the required street improvements, inclusive of associated storm drainage improvements, or such other percentage to account for inflation, as established by City Council resolution. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

- C. All fees collected under the provisions of [Section 14.45.070](#) shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Reference 4: Notice Requirements & Pre-Application Conference

Recommendation: Add specific language for applications requiring transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services.

Add pre-application requirements.

CHAPTER 14.52 PROCEDURAL REQUIREMENTS

14.52.060 Notice

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C. Mailing of Notice...

...

2. Any affected public agency, including ODOT and Lincoln County Transit, or public/private utility.

14.52.045 Pre-Application Conference

A. Purpose and Intent. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Development Code and to identify issues likely to arise in processing an application. Pre-application conferences shall be conducted by the Community Development Director and/or his or her designee and shall include other city officials and public agency representatives as may be necessary for preliminary staff review of the proposal and to provide guidance to the applicant.

B. Applicability. A pre-application conference with the City of Newport is required for Type II, Type III, and Type IV applications unless waived by the Community Development Director.

C. Pre-application Materials. The applicant is requested to provide the following materials prior to the pre-application conference.

1. Location and conceptual site plan of the proposed development.
2. List of questions for staff

Reference 5: Transit-Supportive Requirements

Recommendation: Update the Development Code to better address transit by requiring provision of transit amenities as identified in the Lincoln County Transit Development Plan and amend bicycle parking requirements to include transit amenities and improve provision of bicycle parking through development.

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.50 Transportation Standards

...

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- (a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.
- (b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.
- (c) A transit passenger landing pad.
- (d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.
- (e) Lighting at the transit stop.
- (f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of ~~four~~ five units or more; ~~and~~ new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	<u>1</u> 0
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/ 50 <u>25</u>

^a Residential developments less than 5 units are exempt from bicycle parking requirements

Reference 6: Vehicular Access and Circulation

Recommendation: Amend the Development Code to include language for vehicular access and circulation and connections, and pedestrian access through parking lots.

CHAPTER 14.14 PARKING ~~AND~~ LOADING, AND ACCESS REQUIREMENTS

CHAPTER 14.61 VEHICULAR ACCESS AND CIRCULATION

A. Purpose and Intent. Section 14.61 implements the street access policies of the City of Newport Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. “Safety,” for the purposes of this chapter, extends to all modes of transportation.

B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.

C. Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following applicable development standards:

1. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.
2. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.
3. All accesses shall be approved by the City Engineer or designate.
4. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.
5. Access shall be taken from lower classification streets (e.g. local and neighborhood collector streets) when it can be accomplished in conformance with these standards.
6. New approaches shall conform to the spacing standards of subsections Table 14.61-A, and shall conform to minimum sight distance and channelization standards of the city, county or ODOT, as appropriate.
7. Existing approaches shall be upgraded as specified in an approved Traffic Impact Analysis.
8. With the exception of Private Driveways as defined in Section 14.01.020, all approaches and driveways serving more than five parking spaces shall be paved and meet applicable construction standards.
9. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.
10. Where city, county, or ODOT spacing standards limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
11. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus.
12. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
13. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

14. Driveways shall be designed so that vehicle areas, including, but not limited to, vehicle storage and service areas, do not obstruct any public right-of-way.
15. Drive-up/drive-in/drive-through uses and facilities shall meet the standards in Section 14.14.090(G).
16. Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drives. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.
17. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.
18. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
19. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.
20. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
21. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
22. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.
23. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.

24. Temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

Table 14.61-A. Access Spacing Standards ¹

	<u>Arterials ³</u>	<u>Major Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Streets</u>
<u>Minimum Driveway Spacing (Driveway to Driveway)</u>	<u>See Table 14.61-B</u>	<u>100 feet</u>	<u>75 feet</u>	<u>n/a</u>
<u>Minimum Intersection Setback (Full Access Driveways Only)</u>	<u>See Table 14.61-B</u>	<u>150 feet</u>	<u>75 feet</u>	<u>25 feet</u>
<u>Minimum Intersection Setback (Right-In/Right-Out Driveways Only)</u>	<u>See Table 14.61-B</u>	<u>75 feet</u>	<u>50 feet</u>	<u>25 feet</u>
<u>Maximum Length Between Pedestrian/Bicycle Connections</u>	<u>See Table 14.61-B</u>	<u>300 Feet</u>	<u>300 Feet</u>	<u>300 Feet</u>

1. All distances measured from the edge of adjacent approaches.

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan, Appendix C Table 14, and the Blueprint for Urban Design. Blueprint for Urban Design Guidelines in Table 14.61-B are based on posted speed and urban context.

Table 14.61-B. Blueprint for Urban Design Guidelines for Arterial Access Spacing Standards.

Urban Context (Posted Speed)	Target Spacing Range (Feet)
Traditional Downtown/CBD (20-25 mph)	250-550
Urban Mix (25-30 mph)	250-550
Commercial Corridor (30-35 mph)	500-1,000
Residential Corridor (30-35 mph)	500-1000
Suburban Fringe (35-40 mph)	750-1,500
Rural Community (25-35)	250-750
<i>Source: ODOT Blueprint for Urban Design, Tables 3-9 and 3-10</i>	

D. Exceptions and Adjustments. The city may approve deviations from the spacing standards in Table 14.61-A through a Type II procedure, where the criteria in 1. or 2. can be met.

1. An existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance.

2. Mitigation measures, such as consolidated access, joint use driveways, directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation actions can be shown to mitigate all traffic operations and safety concerns.

E. Joint Use Access Easement and Maintenance Agreement. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records.

14.14.120 Access

~~A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.~~

~~B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.~~

~~C. All accesses shall be approved by the City Engineer or designate.~~

~~D. Driveway accesses onto Arterial streets shall be spaced a distance of 500 feet where practical, as measured from the center of driveway to center of driveway~~

~~E. Each parcel or lot shall be limited to one driveway onto an Arterial street unless the spacing standard in (D) can be satisfied.~~

~~F. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.~~

Reference 7: Street, Block Length, and Accessway Standards

Recommendation: Update street, block length, and accessway standards to match TSP recommendations.

Street standards are included as part of Recommendation 14, Consolidation of Transportation Standards. Block length standards addressed below and are recommended to remain as part of subdivision/partition requirements.

13.05.020 Blocks

~~A. General. The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.~~

~~A. B. Size. No block shall be more than 1,000 feet in length between street corners. Blocks created in land divisions shall be consistent with the standards in Table 14.44.065 -A. Modifications to this requirement the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, or the topography or the location of adjoining streets, or other constraints identified in Section 14.33.100 justify ies the modification. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.~~

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Table 13.05.020 -A. Block Length ¹

	<u>Arterials</u> ³	<u>Major Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Streets</u>
<u>Maximum Block Length</u>	550 Feet	1000 feet	1000 feet	1000 feet



(Public Street to Public Street)				
<u>Minimum Block Length (Public Street to Public Street)</u>	<u>220-550 Feet</u>	<u>200 feet</u>	<u>150 feet</u>	<u>125 feet</u>
<u>Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or Connection to Connection) ²</u>	<u>220-550 Feet</u>	<u>300 feet</u>	<u>300 feet</u>	<u>300 feet</u>

1. All distances measured from the edge of adjacent approaches.

2. See 13.05.020(B).

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

Reference 8: Parking Lot Standards

Recommendation: Provide new code language for drive aisles and parking lot layouts.

14.14.060 Compact Spaces

For parking lots of ~~four~~ five vehicles or more, 40% of the spaces may be compact spaces, ~~as defined in Section 14.14.090(A) measuring 7.5 feet wide by 15 feet long.~~ Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A. ~~Size of Spaces. Standard parking spaces shall be nine (9) feet in width by 18 feet in length. Compact spaces may be 7.5 feet wide by 15 feet long. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking space(s) shall be not less than eight (8) feet wide and 22 feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.~~

B. Aisle Widths. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:



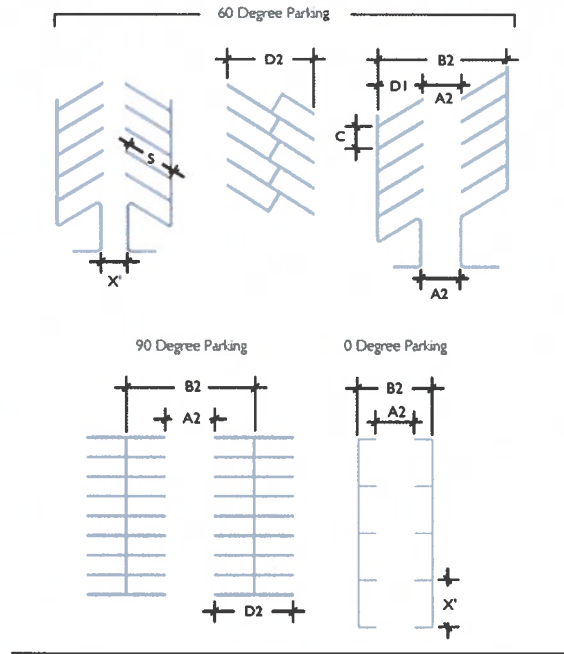
Parking Angle	0	30°	45°	60°	90°
Aisle Width					
One way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

Table 14.14.090-A - Parking Lot Minimum Dimensions

	PARKING ANGLE ≤°	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE	DOUBLE	ONE	TWO	ONE	TWO	
			D1	D2	WAY A1	WAY A2	WAY B1	WAY B2	
Standard Space	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"



Figure 14.14.090-A - Parking Lot Minimum Dimensions



C. Surfacing. [...]

D. Joint Use of Required Parking Spaces. [...]

E. Satellite Parking. [...]

F. Lighting. [...]

G. Drive-Up/Drive-In/Drive-Through Uses and Facilities. [...]

H. Driveway Standards. Driveways shall conform to the requirements of Section 14.61.D.

I. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:



[...]

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas not abutting a landscaping area with 20 or more parking stalls shall comply with the following provisions:

1. Five percent of the parking area shall be dedicated to a landscaped area and areas. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.
2. In no cases shall a landscaped area required under this subsection be larger than 300 square feet. If more landscaping is required than the 300 square feet it shall be provided in separate landscaping areas. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;
3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and
4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.
5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.
6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.



7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

Reference 9: Coordination with ODOT

Recommendation: Amend the Development Code to clarify that development along state highways requires coordination with ODOT.

This recommendation is addressed through amendments elsewhere in this memorandum:

- Reference 2: Access Management (standards table footnote)
- Reference 3: Transportation Impact Analysis
- Reference 4: Notice Requirements & Pre-Application Conference
- Reference 6: On-Site Circulation and Connections
- Reference 12: Transportation Mitigation Procedure (Process table)

Reference 10: Pedestrian Access and Circulation

Recommendation: Add new code section addressing pedestrian access and circulation.

CHAPTER 14.65 PEDESTRIAN ACCESS AND CIRCULATION

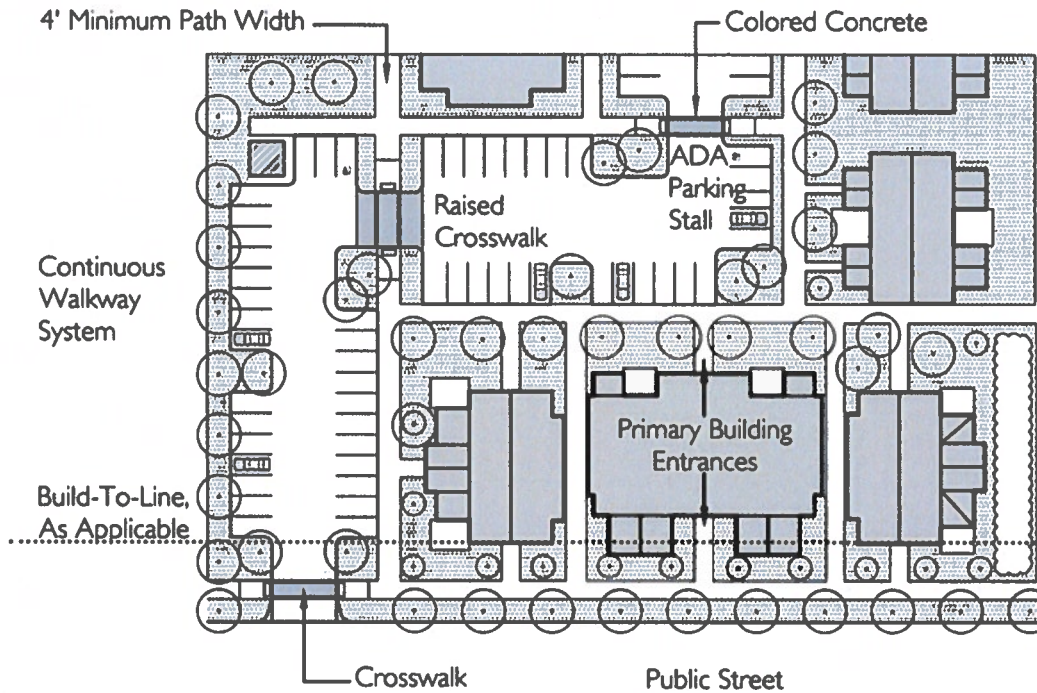
- A. Purpose and Intent.** This Chapter implements the pedestrian access and connectivity policies of City of Newport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Applicability.** The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development as defined in 14.1.020. Where the provisions of this chapter conflict with facilities identified in the Newport Parks and Recreation Master Plan, the Newport Parks and Recreation Master Plan shall govern.
- C. Standards.** Developments shall conform to all of the following standards for pedestrian access and circulation:



1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any.
2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
 - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;
 - b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - c. The walkway network connects to all primary building entrances in a manner consistent with the Oregon Structural Specialty Code.
3. **Crosswalks.** Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.
4. **Walkway Surface.** Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements.
5. **Walkway Width.** Walkways shall be not less than 4 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required.
6. **Pedestrian Trail, Accessway, and Shared Use Path.** Standards for trails, accessways, and shared use paths are found in Section 14.44.60.



Figure 14.65-A. - Pedestrian Access and Circulation Standards Illustration



Reference I I: Preferential Carpool/Vanpool Parking

Recommendation: Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.

14.14.090 Parking Lot Standards

[...]

K. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.



Reference 12: Transportation Mitigation Procedure

Recommendation: Add new procedure for approving alternative cross-sections and future guarantees in areas with topographical or other constraints.

Section 14.33.100 Transportation Mitigation Procedure

A. Purpose. The purpose of this procedure is to allow modifications to transportation standards where meeting the roadway cross-section requirements of Section 14.44.060 is not possible due to existing site constraints.

B. When Standards Apply. The standards of this section apply to new development or redevelopment for which a building permit is required and that place demands on public or private transportation facilities or city utilities. This procedure may be used in cases where full street improvements, half street improvements, and frontage improvements are required.

B. Approval Process.

1. Pre-application Conference. The applicant shall participate in a pre-application conference pursuant to Section 14.52.045 prior to submitting an application requesting a Transportation Mitigation Procedure. The Community Development Director, City Engineer, and other appropriate city officials will participate in the pre-application conference. The meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the application addresses both city and ODOT requirements.

2. When a requested, the applicable review process will be the same as that accorded to the underlying land use proposal. If not requested as part of a land use proposal, this procedure shall be subject to a Type 1 process as defined in Section 14.52.020 (A).

C. Approval Criteria.

1. A cross-section other than that identified in the adopted TSP for the functional classification of the roadway may be approved if one or more of the following conditions apply to the subject property and result in site conditions that prohibit the preferred roadway cross-section from being constructed.

a. Slopes over 25%

b. Mapped landslide areas



c. Mapped wetlands (National Wetland Inventory, City Wetlands Areas, or site-specific survey)

d. Existing structures

e. Historical resources

f. Insufficient right-of-way

2. The steps to determine an acceptable alternate roadway design must be documented and follow the Process for Determining Street Cross-Sections in Constrained Conditions, as detailed in Table 14.33.100-A and the Newport Transportation System Plan.

3. The proposal shall identify which conditions in Subsection 1 above apply to the subject property and show how conditions prevent the preferred cross-section from being constructed.

4. The proposal shall include documentation in the form of a written agreement from the Community Development Director, or designee, in consultation with the City Engineer and other city officials, as appropriate, that the proposed cross-section is consistent with the Process for Determining Street Cross-Sections in Constrained Conditions as shown in the adopted Transportation System Plan.



Table 14.33.100-A. Process for Determining Street Cross-Sections in Constrained Conditions

ANY NON-ARTERIAL ¹ STREET FUNCTIONAL CLASSIFICATION WITH:	STEPS TO REDUCE LOWER PRIORITY STREET COMPONENTS ⁵			
	STEP 1	STEP 2	STEP 3	STEP 4
EQUAL PEDESTRIAN AND BICYCLE CORRIDORS ²		Reduce sidewalk frontage zone to acceptable width	Choose acceptable bike facility	Reduce the furnishings/landscape zone or pedestrian thoroughway to acceptable width
HIGHER PEDESTRIAN VS. BICYCLE CORRIDORS ³	Eliminate on-street parking on one or both sides	Implement acceptable bike facility	Reduce sidewalk frontage zone to acceptable width	
HIGHER BICYCLE VS. PEDESTRIAN CORRIDORS ⁴		Reduce sidewalk frontage zone to acceptable width	Reduce the furnishings/landscape zone or pedestrian thoroughway to acceptable width	Implement acceptable bike facility

Notes:

1. The street cross-section for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.
2. Includes Major Pedestrian vs. Major Bicycle corridor, Neighborhood Pedestrian vs. Neighborhood Bicycle corridor, or Local Pedestrian vs. Local Bicycle corridor.
3. Includes Major Pedestrian vs. Neighborhood or Local Bicycle corridor, or Neighborhood Pedestrian vs. Local Bicycle corridor.
4. Includes Major Bicycle vs. Neighborhood or Local Pedestrian corridor, or Neighborhood Bicycle vs. Local Pedestrian corridor
5. Local Streets that carry less than 500 vehicles per day are candidates for shared street treatments in lieu of this process

14.47.40 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development



approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

14.47.50 Fee in Lieu. The city may require the applicant to pay a fee in lieu of constructing required frontage improvements, consistent with Section 14.44.60 - Fee in Lieu Option

Reference 13: Traffic Calming

Recommendation: Identify city authority and process for deploying traffic calming on neighborhood collectors.

This recommendation is addressed in Section 14.44.050 Transportation Standards under **Reference 14**

Reference 14: Consolidating Transportation Standards

Recommendation: Currently, standards relating to transportation facilities lie within Title 13 (Subdivisions and Partitions) and Title 14 (Zoning). The recommendation is to move standards to the existing Section 14.44: Transportation Standards. Definitions have been addressed as part of Reference 2.

13.05.005 Definitions

The definitions within Section 14.01.020 apply in this chapter.

Note: Other text is struck.

14.01.020 Definitions

Note: All definitions from 13.05.005 are moved to this chapter. Underline/strikeout language shows new text and changes to existing language.

...

Alley. A narrow street 25 feet or less through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. ~~Frontage on said alley shall not be construed as satisfying the requirements of this Ordinance related to frontage on a dedicated street.~~

...



Accessway. A walkway providing a through connection for pedestrians between two streets, between two lots, or between a development and a public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement); it may also be designed to accommodate emergency vehicles.

Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation.

Shared Use Path. Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths.

Roadway. The portion of a street right-of-way developed for vehicular traffic.

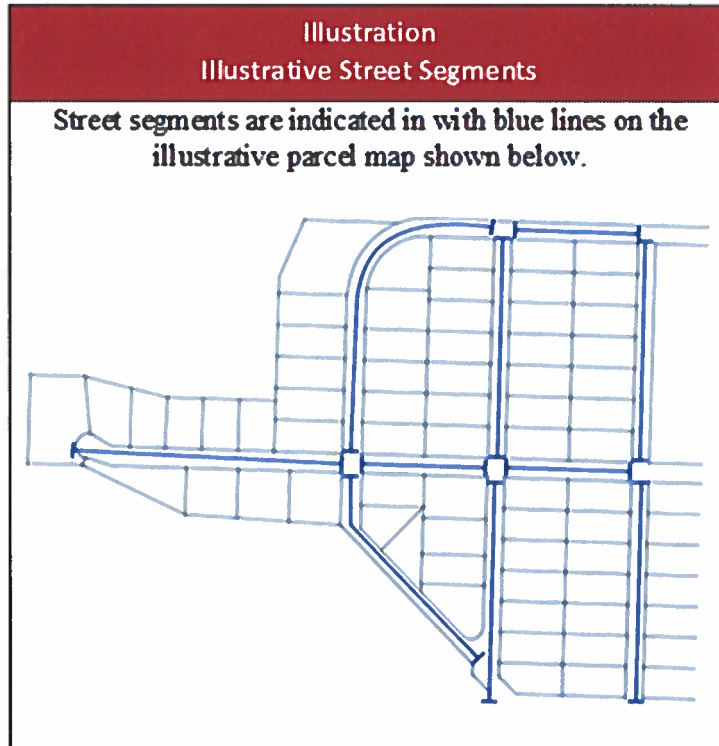
Street. A public or private way ~~other than a driveway~~ that is created to provide ingress or egress for ~~persons~~ vehicles to one or more lots, parcels, areas, or tracts of land. The City of Newport Transportation System Plan establishes four functional classifications of streets: Arterial, Major Collector, Neighborhood Collector, and Local Streets.

~~For the purposes of this section Title, a "driveway" is a private way that begins at a public right of way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.~~

- ~~1. **Alley.** A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.~~
- ~~2. **Arterial.** A street of considerable continuity which is primarily a traffic artery among large areas. Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to collector streets. Where an Arterial intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay. The Arterial streets in Newport are US 101 and US 20.~~
3. **Half-street.** Partial improvement of an existing street, or a A portion of the width of a right of way, usually along the edge of a subdivision or partition, where the remaining portion of the street could be provided in another subdivision or partition, and consisting of at least a sidewalk and curb on one side and at least two travel lanes.



4. ~~**Marginal Access Street.** A minor street parallel and adjacent to a major arterial street providing access to abutting properties, but protected from through traffic.~~
5. ~~**Minor Street.** A street intended primarily for access to abutting properties.~~
6. **Major Collector Street.** Major Collectors are intended to distribute traffic from Arterials to streets of the same or lower classification.
7. **Neighborhood Collector Street.** Neighborhood Collectors distribute traffic from Arterial or Major Collector streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.
8. **Local Street.** All streets not classified as Arterial, Major Collector, or Neighborhood Collector streets are classified as Local Streets (seen at right). Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.
9. **Private Street.** Private Streets are a special type of Local Streets that are used to facilitate access to specific properties or neighborhoods. The City of Newport is not responsible for maintenance on private streets.
10. **Private Driveway.** A private street that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.
11. **Street Segment.** A portion of a local or collector street which is located between two intersections, or between an intersection and the end of a cul-de-sac or dead-end. See Illustration: Illustrative Street Segments, below.



12. **Shared Street.** A shared street is a local street that carries fewer than 500 vehicles per day. Shared streets have a single travel lane where all modes of travel share the paved roadway.

...

Transportation Facility. A street, pedestrian pathway, bicycle facility, shared use path, or other improvement for the conveyance of people or goods, as identified in the adopted Transportation System Plan.

Walkway. A pedestrian way, including but not limited to a sidewalk, path or accessway, providing access within public right-of-way or on private property.

...

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

13.05.015 Streets

A. Streets created as a subdivision or partition shall meet the requirements of 14.44.60

Note: All other text in this section is struck and incorporated into Section 14.44.60, below



13.05.040 Public Improvement Requirements

1. Streets. All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be graded for the full right-of-way width. The roadway shall be improved to a width of 36 feet or other width as approved by the approval authority by excavating to the street grade, construction of concrete curbs and drainage structures, placing a minimum of six inches of compacted gravel base, placement of asphaltic pavement 36 feet in width or other width as approved by the approval authority and approximately two inches in depth, and doing such other improvements as may be necessary to make an appropriate and completed improvement. Street width standards ~~may be adjusted as part of the tentative plan approval to protect natural features and to take into account topographic constraints and geologic risks.~~ may be adjusted subject to the provisions of Section 14.33.100.

14.44.050 Transportation Standards

- A. Development Standards. The following standards shall be met for all new uses and developments:
 1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.
 2. Streets within or adjacent to a development subject to Chapter 13.05, Subdivision and Partition, shall be improved in accordance with the Transportation System Plan, the provisions of this Chapter, and the ~~street standards in Section 13.05.015~~ Section 14.44.060.
 3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance ~~Chapter 13.05,~~ Chapter 14.44 and public streets shall be dedicated to the applicable road authority;
 4. Substandard streets adjacent to existing lots and parcels shall be brought into conformance with the standards of ~~Chapter 13.05.~~ this chapter.



5. Neighborhood Traffic Management such as speed tables, curb bulb-outs, traffic circles, and other solutions may be identified as required on-site or off-site improvements where the required mitigation is roughly proportional to the impacts of the proposed development.

- B. Guarantee. The city may accept a future improvement guarantee in the form of a surety bond, letter of credit or non-remonstrance agreement, in lieu of street improvements, if it determines that one or more of the following conditions exist:
 - 1. A partial improvement may create a potential safety hazard to motorists or pedestrians;
 - 2. Due to the developed condition of 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 increased street safety or capacity, or improved pedestrian circulation;
 - 3. The improvement would be in conflict with an adopted capital improvement plan; or
 - 4. The improvement is associated with an approved land partition or minor replat and the proposed land partition does not create any new streets.
- C. Creation of Rights-of-Way for Streets and Related Purposes. Streets may be created through the approval and recording of a final subdivision or partition plat pursuant to Chapter 13.05; by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan and the deeded right-of-way conforms to the standards of this Code; or other means as provided by state law.
- D. Creation of Access Easements. The city may approve an access easement when the easement is necessary to provide viable access to a developable lot or parcel and there is not sufficient room for public right-of-way due to topography, lot configuration, or placement of existing buildings. Access easements shall be created and maintained in accordance with the Uniform Fire Code.



- E. Street Location, Width, and Grade. The location, width and grade of all streets shall conform to the Transportation System Plan, subdivision plat, or street plan, as applicable and are to be constructed in a manner consistent with adopted City of Newport Engineering Design Criteria, Standard Specifications and Details. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, pursuant to the requirements in Chapter 13.05 and Chapter 14.44.
- F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:
- (a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.
 - (b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.
 - (c) A transit passenger landing pad.
 - (d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.
 - (e) Lighting at the transit stop.
 - (f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.44.60 Streets, Pathways, Accessways, and Trails

Note: Text for this new section comes primarily from Section 13.05.015. Underline/strikeout formatting shows changes to existing adopted language.

- ~~A. Criteria for Consideration of Modifications to Street Design. As identified throughout the street standard requirements, modifications may be allowed to the~~



standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:

1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
2. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

B. Minimum Right of Way and Roadway Width. Unless otherwise indicated in the Transportation System Plan, the street right of way and roadway widths shall not be less than the minimum width in feet shown in the following table:

Type of Street	Minimum Right of Way Width	Minimum Roadway Width
Arterial, Commercial, and Industrial	80 feet	44 feet
Collector	60 feet	44 feet
Minor Street	50 feet	36 feet
Radius for turn-around at end of cul-de-sac	50 feet	45 feet
Alleys	25 feet	20 feet

Modifications to this requirement may be made by the approving authority where conditions, particularly topography, geology, and/or environmental constraints, or the size and shape of the area of the subdivision or partition, make it impractical to otherwise provide buildable sites, narrower right of way and roadway width may be accepted. If necessary, slope easements may be required.

A. Street Width and Cross Sections. Right-of-way widths for streets shall comply with the Preferred Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.60-A.

Table 14.44.60-A. Minimum Right of Way and Roadway Widths



<u>Functional Classification</u>	<u>Minimum Right of Way Width</u>	<u>Minimum Roadway Width</u>
<u>Major Collector</u>	<u>93 feet</u>	<u>63 feet</u>
<u>Neighborhood Collector</u>	<u>69 feet</u>	<u>48 feet</u>
<u>Local Street (Parking One Side Only)</u>	<u>47 feet</u>	<u>28 feet</u>
<u>Local Street (No Parking)</u>	<u>39 feet</u>	<u>20 feet</u>

- B. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way dedication is necessary or design elements can be narrowed or removed. Any modifications to the preferred street cross-section require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure. Constrained conditions on ODOT facilities will require review and approval by ODOT.
- C. Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.
- D. Alignment. Streets other than minor streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.
- E. Future Extensions of Streets. Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Uniform Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary of the land division.
- F. Intersection Angles.
 1. Streets shall be laid out to intersect at right angles.
 2. An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.
 3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.



4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.
 5. No more than two streets may intersect at any one point.
 6. If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection F.(1.) be less than 80 degrees unless there is a special intersection design.
- G. Half Street. Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the land division, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract property to be divided, the other half of the street shall be provided.
- H. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required on both sides of all streets within the proposed land division and are required along any street that abuts the land division that does not have sidewalk abutting the property within the land division. The city may exempt or modify the requirement for sidewalks only upon the issuance of a variance as defined in the Zoning Ordinance.
- I. Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Uniform Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.
- J. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the



physical landscape and described in City of Newport Ordinance No. 665, as amended.

- K. **Marginal Access Streets.** Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- L. **Alleys.** Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.
- M. **Street Trees.** Trees and other plantings may be installed within proposed or existing rights-of-ways provided they conform to the City's approved Tree Manual.
- N. **Accessways.** Accessways must be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.
- O. **Shared Use Paths.** A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on ODOT facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A). A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.
 - 1. High-demand shared use path is required parallel to ODOT facilities and in other areas with significant walking or biking demand as identified in the Transportation System Plan.



Figure 14.44.060-A. Pedestrian Trail, Accessway, and Shared Use Path Guidelines Illustration



- P. Pedestrian Trail.** Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They may be constructed as a hard or soft surface facility. The City of Newport Parks System Master Plan identifies requirements for specific trail improvements.
- Q. Accessway.** Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 2-foot shoulder on each side, and 12 feet of right-of-way.



Recommendation 15: Incorporate remaining provisions of Title 13 into Title 14

The table below provides suggested locations and considerations for moving the subdivision/property line adjustment provisions of Title 13 into Title 14. Some recommendation have been address in the proposed text amendments; for others detailed underline-strikeout language is not provided as part of this memorandum.

Title 13 Chapter	Suggested New Location	Notes
13.05.001 Purpose	14.100.001 Purpose	Move to new section, review ORS citations for continued relevance.
13.05.005 Definitions	14.01.020 Definitions	Transportation definitions have been evaluated and updated as part of Reference 2/14. Other definitions may conflict with those of Title 14.
13.05.010 Standards	N/A	Recommend removing, this section is not necessary to retain.
13.05.020 Blocks	14.100.020 Blocks	
13.05.025 Easements	14.100.025 Easements	
13.05.30 Lots and Parcels	14.100.030 Lots and Parcels	
13.5.035 Public Improvements	14.100.035 Public Improvements	This section identifies procedures and can be combined with the following section which addresses substantive items.
13.05.040 Public Improvement Requirements	14.100.035 Public Improvements	Can be combined with previous item.
13.05.045 Adequacy of Public Facilities and Utilities	14.100.045 Adequacy of Public Facilities and Utilities	
13.05.050 Underground Utilities and Service Facilities	14.100.050 Underground Utilities and Service Facilities	



Title 13 Chapter	Suggested New Location	Notes
13.05.055 Street Lights	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section. If the City has adopted street light standards as this code section indicates, this section should be updated.
13.05.060 Street Signs	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.5.065 Monuments	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.05.070 Land Division Application	14.100.070 Land Division Application or 14.52 – Procedural Requirements	
13.05.075 Preliminary Review and Notice of Hearing	14.100.075 Preliminary Review and Notice of Hearing or 14.52 – Procedural Requirements	
13.05.080 Hearing and Approval of Land Division	14.100.080 Hearing and Approval of Land Division or 14.52 – Procedural Requirements	
13.05.085 Approval Criteria and Conditions for Approval	14.100.085 Approval Criteria and Conditions for Approval or 14.52 – Procedural Requirements	
13.05.090 Final Plat Requirements for Land Divisions	14.100.090 Final Plat Requirements for Land Divisions or 14.52 – Procedural Requirements	These procedural sections could be moved to new sections within Title 14, or incorporated into the existing Chapter 14.52 – Procedural Requirements. The later option would result in a more intelligible code overall, but would require more effort.



Title 13 Chapter	Suggested New Location	Notes
13.05.095 Minor Replats and Partitions	14.100.095 Minor Replats and Partitions	This section could be moved to a new location with updates to needed references.
13.05.100 Cemeteries	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.50 to a new "miscellaneous" section.
13.05.105 Miscellaneous	14.100.105 Miscellaneous	This brief section could be combined with 13.05.100 and 13.50 to a new "miscellaneous" section.
13.50 Standards After Subdivision Approval	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.100 to a new "miscellaneous" section.
13.99 Property Line Adjustments	14.110 Property Line Adjustments	This section could be moved to a new location with updates to needed references.

DRAFT MEMORANDUM

DATE: September 8, 2021

TO: Newport TSP Project Management Team

FROM: Andrew Parish, Shayna Rehberg, and Darci Rudzinski, APG

SUBJECT: Newport Transportation System Plan Update
Development Code Amendments

Introduction

The City of Newport is undertaking an update of the City of Newport Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. This memorandum identifies needed amendments to the City's Municipal Code, Title 13 Land Division and Title 14 Zoning Code (collectively known as the "Development Code") to be consistent with the updated TSP. This material is an outgrowth of:

- TM #3 – Regulatory Review and Transportation Planning Rule (TPR)
- Code Concepts – Transportation Mitigation and Implementation
- Additional discussion with city staff and the consultant team

Table 1 identifies the proposed amendments and includes a reference number for the associated text that follows the table, with code additions and deletions shown in underline-strikeout text.

Table 1. Municipal Code Recommendations

Recommendation and Discussion	Reference
Identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the Transportation Planning Rule (TPR)	1
Consolidate the definitions of transportation facilities throughout the Development Code.	2
Adjust the Traffic Impact Assessment (TIA) threshold and process described in the Zoning Ordinance to reduce the number of peak hour trips for which a TIA is required.	3
Add specific language requiring that transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services.	4

Recommendation and Discussion	Reference
Update the development code to better address transit by requiring transit amenities as identified in the Lincoln County Transit Development Plan, update bicycle parking requirements to include transit facilities, and improve provision of bicycle parking through development.	5
Amend the development code to include language addressing vehicular access, circulation, connections, and pedestrian access through parking lots.	6
Amend the development code to include the TSP's updated street standards, block lengths, and accessway requirements	7
Provide new code language for drive aisles and parking lot layouts.	8
Amend the development code to clarify that development along state highways requires coordination with ODOT.	9
Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section	10
Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.	11
Develop a new "Transportation Mitigation Procedure" section of the code.	12
Identify city authority and process for deploying traffic calming on neighborhood collectors.	13

Reference 1: Transportation Facilities as Allowed Use

Recommendation: Consolidate the definition of transportation facilities throughout the development code, and identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the TPR.

14.03.050 Residential Uses

		R-1	R-2	R-3	R-4
Z	<u>Transportation Facilities</u>	P	P	P	P

14.03.070 Commercial and Industrial Uses.

		C-1	C-2 ¹	C-3	I-1	I-2	I-3
12	Basic Utilities and Roads ³	P	P	P	P	P	P
22	<u>Transportation Facilities</u>	P	P	P	P	P	P

14.03.080 Water-dependent and Water-related Uses.

		W-1	W-2
22	<u>Transportation Facilities</u>	P	P

14.03.100 Public Uses

		P-1	P2	P-3
25.	Trails, paths, bike paths, walkways, etc. <u>Transportation Facilities</u>	P	P	P

Reference 2: Consolidation of Definitions

Recommendation: Consolidate the definitions of transportation facilities throughout the development code.

13.05.005 Definitions

The following definitions apply ~~in this chapter within Title 13 and Title 14:~~

...

Alley. A narrow street ~~25 feet or less~~ through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. ~~Frontage on said alley shall not be construed as satisfying the requirements of this Ordinance related to frontage on a dedicated street.~~

...

Accessway. A walkway providing a through connection for pedestrians between two streets, between two lots, or between a development and a public right-of-way. It may be an access-way for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement); it may also be designed to accommodate emergency vehicles.

Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation.

Shared Use Path. Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths.

Roadway. The portion of a street right-of-way developed for vehicular traffic.

Street. A public or private way ~~other than a driveway~~ that is created to provide ingress or egress for ~~persons-vehicles~~ to one or more lots, parcels, areas, or tracts of land. ~~The City of Newport Transportation System Plan establishes four functional classifications of streets: Arterial, Major Collector, Neighborhood Collector, and Local Streets.~~

~~For the purposes of this section Title, a "driveway" is a private way that begins at a public right of way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.~~

- ~~1. **Alley.** A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.~~
- ~~2. **Arterial.** A street of considerable continuity which is primarily a traffic artery among large areas. Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to collector~~

Commented [AP1]: City: I've addressed TSP-related definitions and added them to this section. We've discussed consolidating all definitions (or even all of titles 13 and 14), which could be done but would dilute the purpose of this memo.

Commented [DT2]: Prefer that the dimensional limitations be addressed as standards, as opposed to being tucked into definitions.

Commented [DT3]: I agree with the language; however, it should be addressed with the criteria for street frontage requirements.

Commented [AP4]: Updated for consistency with TSP standards memo

Commented [DT5]: Reference to persons would mean a walking path could be a street.

Commented [AP6]: Replaced with definition above

streets. ~~Where an Arterial intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay.~~ The Arterial streets in Newport are US 101 and US 20.

Commented [DT7]: This is a standard ... and should be addressed with other access management strategies, not as a part of the definition.

3. **Half-street.** ~~Partial improvement of an existing street, or A~~ a portion of the width of a right of way, usually along the edge of a subdivision or partition, where the remaining portion of the street could be provided in another subdivision or partition, and consisting of at least a sidewalk and curb on one side and at least two travel lanes.

Commented [DT8]: The existing language is fine for subdivision or partition, however, the term has different meaning in the context of improving an existing road. Hopefully my suggested edits do the trick. Here is a sample definition from Washington County's Road Design & Construction Standards

4. **Marginal Access Street.** ~~A minor street parallel and adjacent to a major arterial street providing access to abutting properties, but protected from through traffic.~~

Half-Street: Improvements of one-half (1/2) of an existing road in accordance with the Community Development Code, Transportation Plan, and applicable County standards. One-half (1/2) of the road shall mean the area between the right-of-way centerline and the ultimate right-of-way line.

5. ~~Minor Street.~~ A street intended primarily for access to abutting properties.

Commented [AP9]: City: Is this still a relevant definition?

6. **Major Collector Street.** Major Collectors are intended to distribute traffic from Arterials to streets of the same or lower classification. ~~Where a Major Collector street intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay.~~

It relates to a single provision in our subdivision ordinance under NMC 13.05.015(K), which I don't know that we need. That standard will need to be modified or deleted as part of the Chapter 13 – 14 merger. I am fine with deleting the term.

7. **Neighborhood Collector Street.** Neighborhood Collectors distribute traffic from Arterial or Major Collector streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector streets ~~should typically maintain slow vehicle operating speeds to accommodate safe use by all modes, and through traffic should be discouraged.~~ ~~Where a Neighborhood Collector street intersects with a higher classified street, access management and/or turn restrictions may be employed to reduce traffic delay and discourage through traffic.~~

Commented [DT10]: This is an approval standard.

Commented [DT11]: Could work with "less likely to have through traffic as compared to an Arterial or Major Collector" if the reference is important. As drafted, it reads as a discretionary standard.

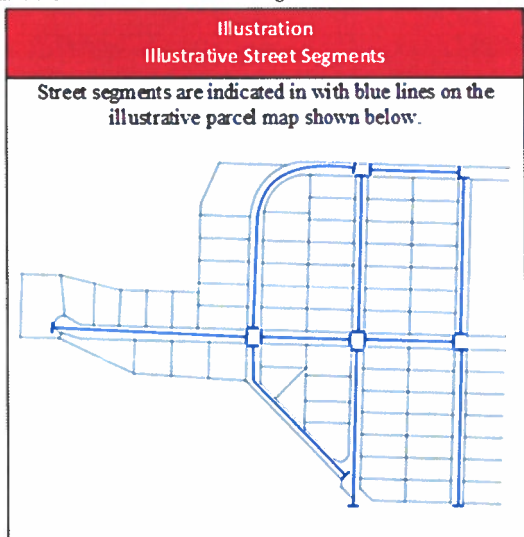
8. **Local Street.** All streets not classified as Arterial, Major Collector, or Neighborhood Collector streets are classified as Local Streets (seen at right). Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets ~~should typically maintain slow vehicle operating speeds to accommodate safe use by all modes.~~

Commented [DT12]: This is an approval standard

9. **Private Street.** Private Streets are a special type of Local Streets that are used to facilitate access to specific properties or ~~small neighborhoods.~~ The City of Newport is not responsible for maintenance on private streets.

Commented [DT13]: Some of the neighborhoods are quite large ... Southshore is an example.

10. **Private Driveway.** A Private Driveway is a private way-street that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.
11. **Street Segment.** A portion of a local or collector street which is located between two intersections, or between an intersection and the end of a cul-de-sac or dead-end. See Illustration: Illustrative Street Segments, below.



Commented [AP14]: Definition from Chapter 14.01. Still relevant?

Commented [DT15R14]: Yes... it relates to standards that apply to short term rentals in NMC Chapter 14.25.

- ~~11.2.~~ **Shared Street.** A shared street is a local street that carries fewer than 500 vehicles per day. Shared streets have a single travel lane where all modes of travel share the paved roadway.

Commented [AP16]: Shown in Standards Memo Table 2 but not really addressed elsewhere. Anything more to add in definitions?

Commented [DT17R16]: Borrowed the additional language from PBOT. No other new street definitions come to mind.

...

Transportation Facility. A street, pedestrian pathway, bicycle facility, shared use path, or other improvement for the conveyance of people or goods, as identified in the adopted Transportation System Plan. The ~~o~~operation, maintenance, preservation, and construction of a transportation facility in accordance with the city's Transportation System Plan is a permitted use in all zones within Newport.

Commented [DT18]: This language is not needed.

Walkway. A sidewalk or path, including any access way, improved to city standards, or to other roadway authority standards, as applicable. A pedestrian way, including but not

Commented [DT19]: I took this definition from the City of Corvallis code and added a reference to accessways. The language is clearer in that it refers to what a walkway is used for.

limited to a sidewalk, path or accessway, providing access within public right-of-way or on private property.

...

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

14.01.020 Definitions

...

Alley ...

Street ...

Street Segment ...

Reference 3: Traffic Impact Analysis

Recommendation: Adjust threshold and process of the Traffic Impact Assessment (TIA) described in the development code to reduce the number of peak hour trips for which a TIA is required.

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010 Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

- A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
- B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).
- C. ~~The proposal may generate 100 50 PM peak-hour trips or more onto city streets or county roads.~~
- D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
- E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.
- F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard.

Commented [DT20]: Should we include an or generates 500 or more ADT? It seems like we should tie this tighter to ODOT's threshold for "Change of Use."

Also, could you work in language to deal with phased projects? We are currently dealing with an apartment developer who is constructing three clusters of apartments on three adjoining parcels over six years. Each phase is between 60 – 80 units. The City is now faced with having to do the traffic analysis because the projects individually will not trigger a TIA.

Commented [DT21]: This language is too discretionary. Please explore an alternative, clear and objective threshold. Could you go with a fixed distance from an intersection that is at or below a particular LOS threshold?

...

14.45.050 Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

- A. The analysis complies with the requirements of 14.45.020;

- B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and
- C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and
- D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the city in the Transportation System Plan have been met. ~~and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and~~
- E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards or Chapter 13.05 Subdivision and Partition, as applicable.

Commented [DT23]: We will need to plug in the specific LOS standard(s).

Commented [DT23]: We would like you to merge Chapters 13 and 14, so this reference will need to be updated.

14.45.060 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

Note: Recommend removing Fee In Lieu option from the TIA section – it is referenced in the new Transportation Mitigation Procedure (Reference 12) and may otherwise be required even in cases where a TIA is not needed.

~~14.45.070 Fee in lieu Option~~

...

14.44.60 Fee in Lieu Option

The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.

- A. A fee in lieu may be required by the city under the following circumstances:

1. There is no existing road network in the area.
 2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.
 3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.
 - ~~4. For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.~~
- B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The amount of monies deposited with the city shall be at least 100-125 percent of the estimated cost of the required street improvements (including associated storm drainage improvements), and may include more than 100 percent of the cost as required or such other percentage to account for inflation, as established by City Council resolution. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.
- C. All fees collected under the provisions of [Section 14.45.070](#) shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Commented [AP24]: City: This clause is very broad. Recommend removing

Commented [DT25R24]: Agreed.

Commented [AP26]: City: This is new language to address issues the concern noted in previous conversations.

Commented [DT27R26]: The City has not established a fee in lieu program because of the additional administrative burden and the City's lack of staff capacity to take on the additional projects. That said, there is no harm in keeping language that allows the City to setup a program if it wishes. 100 percent of the estimated cost is too low. The baseline should be 125% since construction would be several years after the funds are collected.

Reference 4: Notice Requirements

Recommendation: Add specific language for applications requiring transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services.

~~C. Mailing of Notice. Notices of hearings and actions shall be mailed by first class mail at least 14 days prior to the deadline for providing testimony for Type II decisions and at least 20 days prior to the public hearing for Type III and Type IV quasi-judicial actions. Notices shall be mailed to:~~

- ~~1. The applicant and property owner (if different);~~
2. Any affected public agency, including ODOT and Lincoln County Transit, or public/private utility.

Commented [DT28]: Not needed. Duplicates provisions contained in NMC Chapter 14.52.

Commented [DT29]: A helpful clarification. This would be a revision to NMC 14.52.060(C)(2).

Reference 5: Transit-Supportive Requirements

Recommendation: Update the development code to better address transit by requiring provision of transit amenities as identified in the Lincoln County Transit Development Plan and amend bicycle parking requirements to include transit amenities and improve provision of bicycle parking through development.

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.50 Transportation Standards

...

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in a transportation or transit plan adopted by the city or Lincoln County Transit, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

Commented [DT30]: Should reference a specific plan. Transit Development Plan, adopted 2018, by Lincoln County Transit District is the current plan.

- (a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.

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

(c) A transit passenger landing pad that is ADA-accessible.

(d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan.

(e) Lighting at the transit stop.

(f) Other improvements identified in an adopted transportation or transit plan.

Commented [DT31]: Many of the transit stops in Newport abut sidewalk. Would that suffice. Am concerned about reference to ADA accessibility, as abutting sidewalk adjacent to a redevelopment site might not be ADA compliant, leading to a much more involved set of public improvements. Is this a requirement?

Commented [DT32]: Transit Development Plan calls for passenger shelters at stops that have at least 10 boardings per day. Suggest this language be reworded to trigger a shelter for development that is of a comparable scale. What is a good method of estimating likely boardings?

Commented [DT33]: This appears to be too open ended. Might be ok with nexus and rough proportionality language.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of ~~four~~ five units or more; ~~and~~ new retail, office, and institutional developments; ~~and~~ park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	1 0
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/50 25

^a Residential developments less than ~~4-5~~ units are exempt from bicycle parking requirements

Commented [AP34]: Tie the number of required bicycle spaces to the number of parking spaces proposed, rather than required? Specifically trying to address a hypothetical "park and ride lot" which doesn't have a required amount of parking.

Commented [DT35R34]: Nice clarification.

Commented [D36]: Suggests that the code should consider using the term "bike" rather than "bicycle" for consistency.

Reference 6: Vehicular Access and Circulation

Recommendation: Amend the development code to include language for vehicular access and circulation and connections, and pedestrian access through parking lots.

CHAPTER 14.14 PARKING AND LOADING, AND ACCESS REQUIREMENTS

CHAPTER 14.61 VEHICULAR ACCESS AND CIRCULATION

Commented [AP37]: 14.14 is really more about parking. Moving "access" requirements to the new/proposed "Vehicular Access and Circulation" (below) and "Pedestrian Access and Circulation" (see Reference 10) Chapters.

A. Purpose and Intent. Section 14.61 implements the street access policies of the City of Newport Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires ~~an~~ **an approach right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20 approved by the applicable roadway authority.**

C. Traffic Impact Analysis Requirements. The city, in reviewing a development proposal or other action requiring **an approach right-of-way permit**, may require a traffic impact analysis, pursuant to Chapter 14.45, to determine compliance with this code.

D. Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following applicable development standards:

1. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.
2. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.
3. All accesses shall be approved by the City Engineer or designate.
4. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.
5. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
6. **New a** Approaches shall conform to the spacing standards of subsections TABLE 14.61-A, below, and shall conform to minimum sight distance and channelization standards of the ~~roadway authority~~ city, county or ODOT, as appropriate.
7. With the exception of "Private Driveways" as defined in Section 13.5.005, driveways shall be paved and meet applicable construction standards.
8. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the ~~roadway authority~~ city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.

Commented [DT38]: The City uses the term right-of-way permit and they are required for all new or modified street connections, including US 101 and 20.

Commented [DT39]: Why is this needed? A TIA would trigger on its own merits.

Commented [AP40]: Existing code moved from 14.14.120

Commented [DT41]: Suggest this be reworded to indicate that access shall be taken from a lower classification street when it can be accomplished in conformance with these standards. Avoid use of terms such as "minimized" and "where practicable" as they are too discretionary.

Commented [DT42]: Suggest this be framed as new approaches. A new standard could be added indicating that existing approaches shall be upgraded as specified in an approved TIA.

Commented [DT43]: We would like you to combine Chapters 13 and 14, so this code citation will need to change. As for the paving requirement, could you reframe to require that all approaches and driveways serving more than five parking spaces shall be paved. That syncs up with NMC 14.14.090(C)(1), which allows gravel parking for lots serving five or fewer spaces.

9. Where ~~the city, county, or ODOT~~ spacing standards ~~of the roadway authority~~ limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
10. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements specified in the Oregon Fire Code. ~~The city may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.~~
11. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
12. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
13. Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
14. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
15. ~~The City Engineer, in consultation with the roadway authority, as applicable, may require that traffic calming features, such as speed tables, textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval. Traffic calming (also known as "Neighborhood Traffic Management" or "NTM") features are identified in the Transportation System Plan.~~
16. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.
17. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

Commented [DT44]: This language shouldn't be needed, as the Oregon Fire Code should provide sufficient authority.

Commented [DT45]: Standards 12 and 13 should be combined. Queuing is the issue. Can you quantify this in terms of a minimum driveway length for buildings with a drive through or drive up service bay?

Commented [DT46]: Too discretionary. Please replace with specific "not to exceed" widths. This may require options for one-way, or two-way driveways and larger commercial approaches to accommodate truck traffic. It might be helpful to outline the standards in a table.

Commented [DT47]: Please address this in its own section, as a citizen-initiated process akin to Washington County's Neighborhood Streets Program, where a request is made, staff determines eligibility, citizens are provided the opportunity to circulate a petition, and if there is sufficient support then a plan is prepared by staff for presentation to Council. May want to limit the number of petitions that would be considered in a given year (four?). Will include a flowchart of Washington County's process.

18. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.
19. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
20. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
21. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.
22. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.
23. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

Commented [DT48]: Please clarify what you are driving at with this provision. It is unclear.

TABLE 14.61-A: ACCESS SPACING STANDARDS ¹

	<u>Arterials</u> ²	<u>Major Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Streets</u>
<u>Minimum Driveway Spacing (Driveway to Driveway)</u>	<u>350-1,320 feet</u>	<u>100 feet</u>	<u>75 feet</u>	<u>n/a</u>
<u>Minimum Intersection Setback (Full Access Driveways Only) ²</u>	<u>350-1,320 feet</u>	<u>150 feet</u>	<u>75 feet</u>	<u>25 feet</u>

Commented [DT49]: After reviewing Table 14 of Appendix C, it appears you can list the arterial spacing standards in the table, by posted speed limit as opposed to going with a range. Our Planning Commission found the range reference to be confusing. We also want to avoid referring to other documents, where possible. I also didn't see anything in the BUD

Minimum Intersection Setback (Right-In/Right-Out Driveways Only): ²	350-1,320 feet	75 feet	50 feet	25 feet
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1. All distances measured from the edge of adjacent approaches.

2. A property must construct access to a lower classified roadway, where possible.

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan (see Table 14 of Appendix C) and the Blueprint for Urban Design which vary based on posted speed and urban context.

H. Exceptions and Adjustments. The city may approve adjustments to the spacing standards in Table 14.61-A, where an existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance. The city, through a Type II procedure, may also approve a deviation to the spacing standards on city streets where mitigation measures, such as consolidated access (removal of one or more access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation actions can be shown to mitigate all traffic operations and safety concerns.

I. Joint Use Access Easement and Maintenance Agreement. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records, but the city is not responsible for maintaining the driveway or resolving any dispute between property owners.

Commented [DT50]: Already addressed with a standard above. Also, we don't want approval criteria to be tucked into footnotes.

Commented [DT51]: I couldn't find a reference in the BUD to driveway spacing standards. I did find a reference to pedestrian crossing standards (Table 2-6 or 3-9). Please build those into the code, as that has been an issue for some developments, particularly in the context of when mid-block crossings are needed.

Commented [DT52]: Confusing provision. The two sentences suggest that they are different decision-making processes; however, they read as one and the same. Can you craft this in a manner that provides a clear and objective, ministerial path to granting a deviation?

Commented [DT53]: This is a given.

14.14.120 Access

A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.

B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.

C. All accesses shall be approved by the City Engineer or designate.

D. Driveway accesses onto Arterial streets shall be spaced a distance of 500 feet where practical, as measured from the center of driveway to center of driveway

E. Each parcel or lot shall be limited to one driveway onto an Arterial street unless the spacing standard in (D) can be satisfied.

F. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.

Reference 7: Street, Block Length, and Accessway Standards

Recommendation: Update street, block length, and accessway standards to match TSP recommendations.

13.05.015 Streets

...

- B. Minimum Right of Way and Roadway Width. Unless otherwise indicated in the Transportation System Plan, the street right of way and roadway widths shall not be less than the minimum width in feet shown in the following table:

Type of Street	Minimum Right of Way Width	Minimum Roadway Width
Arterial, Commercial, and Industrial	80 feet	44 feet
Collector	60 feet	44 feet
Minor Street	50 feet	36 feet
Radius for turn around at end of cul-de-sac	50 feet	45 feet
Alleys	25 feet	20 feet

...

- B. Street Width and Cross Sections. Right-of-way widths for streets shall comply with Section X: Preferred Street Cross-Sections for City Streets of the Transportation System Plan
- C. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way acquisition/dedication is necessary or design elements can be narrowed or removed. Any modifications to the preferred street cross-section require approval per the requirements

Commented [AP54]: Needs to be updated to cite a particular section/table of the TSP. TSP uses "Preferred" widths - we recommend treating these as "Required" widths that can be changed through the procedure in Reference 12 in certain cases.

Commented [DT55R54]: Agree with that approach.

Commented [DT56]: I don't believe that we can require a developer acquire right-of-way from somebody else.



of Section 14.33.100 – Transportation Mitigation Procedure.
Constrained conditions on ODOT facilities will require review and approval by ODOT.

13.05.020 Blocks

A. General. ~~The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.~~

B. Size. ~~No block shall be more than 1,000 feet in length between street corners. Blocks created in land divisions shall be consistent with the standards in Table 13.05.020 -A. Modifications to this requirement the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, or the topography or the location of adjoining streets, or other constraints identified in Section 14.33.100 justify the modification. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.~~

TABLE 13.05.020 -A: BLOCK LENGTH ¹

	<u>Arterials</u> ¹	<u>Major Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Streets</u>
<u>Maximum Block Length (Public Street to Public Street)</u>	n/a	1000 feet	1000 feet	1000 feet
<u>Minimum Block Length (Public Street to Public Street)</u>	n/a	200 feet	150 feet	125 feet
<u>Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or Connection to Connection)</u> ²	n/a	300 feet	300 feet	300 feet

1. All distances measured from the edge of adjacent approaches.



2. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division. When the block length is less than 300 feet, mid-block pedestrian and bicycle connections are not required.

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

Reference 8: Parking Lot Standards

Recommendation: Provide new code language for drive aisles and parking lot layouts.

14.14.060 Compact Spaces

For parking lots of four-five vehicles or more, 40% of the spaces may be compact spaces, as defined in Section 14.14.090(A) measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compacts" in letters that are at least six inches high.

14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A. Size of Spaces. Standard parking spaces shall be nine (9) feet in width by 18 feet in length. Compact spaces may be 7.5 feet wide by 15 feet long. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking space(s) shall be not less than eight (8) feet wide and 22 feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.

B. Aisle Widths. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:

Commented [DT57]: This mid-block crossing requirement should be an actual standard and the footnote can reference the code section where it is found.

Commented [DT58]: The BUD includes specific distances that can be used for minimum and maximum block length based upon the urban context (ref. Table 3-9). They can be added to Table 13.05.020-A. The BUD calls out the US-20 corridor as "urban mix" and US 101 would have downtown/urban mix designations which have the same thresholds. US 101 would also have a "commercial corridor" designation which has different standards. A logical starting point for the commercial corridor spacing standards would be north of NW 25th Street and south of SE 40th.

Commented [DT59]: This makes the math work a little better.

Commented [AP60]: City: Language below is drawn from the Model Development Code for Small Cities. Recommend consulting with the City Engineer about whether this is an improvement and what else may be desired in the code.



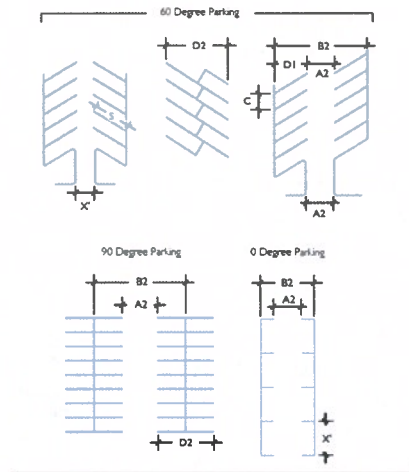
Parking Angle	0	30°	45°	60°	90°
Aisle Width					
One way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24



Table 14.14.090-A - Parking Lot Minimum Dimensions

	PARKING ANGLE ≤ °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE	DOUBLE	ONE	TWO	ONE	TWO	
			D1	D2	WAY A1	WAY A2	WAY B1	WAY B2	
Standard Space	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A - Parking Lot Minimum Dimensions



C. Surfacing. [...]

D. Joint Use of Required Parking Spaces. [...]

E. Satellite Parking. [...]



F. Lighting. [...]

G. Drive-Up/Drive-In/Drive-Through Uses and Facilities. [...]

H. Parking Lot Location. Off-street parking shall not be placed between the primary building entrance or entrances and the street(s) to which the building or buildings are oriented. To the extent practicable, off-street parking shall be oriented internally to the block and accessed by alleys or driveways.

I. Driveway Standards. Driveways shall conform to the requirements of Section 14.61.D.

J. Landscaping and Screening. Parking lot landscaping and screening standards must comply with NMC 14.19.050.

Commented [DT61]: You added new queuing limitations under 14.61.D.12 & 13 that duplicates language in this section. Could you please reconcile?

Commented [AP62]: City: This is more urban design than transportation policy, but generally recommended.

Commented [DT63]: Reserve for specific design districts.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

[...]

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas not abutting a landscaping area with 20 or more parking stalls shall comply with the following provisions:

1. ~~Five percent of the parking area shall be dedicated to a landscaped area and areas. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.~~
2. ~~In no cases shall a landscaped area required under this subsection be larger than 300 square feet. If more landscaping is required than the 300 square feet it shall be provided in separate landscaping areas.~~

Commented [SR64]: Suggested language for the landscaping area requirement.

Commented [AP65]: City: 10% is what we generally recommend. Current code requires 5%.

Commented [DT66R65]: Am ok with 10%. We should clarify that this includes landscaping around the perimeter and islands.

Commented [SR67]: Suggested language for the landscaping area requirement.

Commented [AP68]: City: How has this provision worked so far? There are other ways to require size/design of landscaped areas, including what is recommended in the following items.

Commented [DT69R68]: Am comfortable with the standards that you have added in lieu of this provision.



3. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;
4. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and
5. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to prevent encroachment onto sidewalks and to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.
6. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.
7. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.
8. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.



Reference 9: Coordination with ODOT

Recommendation: Amend the development code to clarify that development along state highways requires coordination with ODOT.

This recommendation is addressed through amendments elsewhere in this memorandum:

- Reference 2: Access Management (standards table footnote)
- Reference 3: Transportation Impact Analysis
- Reference 6: On-Site Circulation and Connections
- Reference 12: Transportation Mitigation Procedure (Process table)

Reference 10: Pedestrian Access and Circulation

Recommendation: Add new code section addressing pedestrian access and circulation.

CHAPTER 14.65 PEDESTRIAN ACCESS AND CIRCULATION

A. Purpose and Intent. This Chapter implements the pedestrian access and connectivity policies of City of Newport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, ~~and to all future phases of the development, as applicable.~~
2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
 - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

Commented [DT70]: This section might be addressing too many concepts. My edits recommend focus on pedestrian access and circulation internal to properties. Requirements for sidewalks, shared-use paths, etc. within street rights-of-way would be handled separately.

Commented [DT71]: Need to add an applicability provision between subsections A & B. Something akin to "The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development." We might also want to use this section to exempt walkways identified in the Newport Parks and Recreation Master Plan, as that document has a separate set of treatment requirements for paths and trails.

Commented [DT72]: Roping in future phases is too speculative.



b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

c. The walkway network connects to all primary building entrances and, where required, Americans With Disabilities Act requirements in a manner consistent with the Oregon Structural Specialty Code.

Commented [DT73]: This picks up ADA requirements.

3. ~~Vehicle/Walkway Separation. Except as required for crosswalks, Subsection 4, below, where a walkway abuts a driveway or street it shall be raised [6] inches and curbed along the edge of the driveway/street. Alternatively, the city may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.~~

Commented [DT74]: We don't want to be locked into installing curb with all walkway improvements.

4. Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly identified with pavement markings or marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

5. Walkway Width and Surface. Walkways ~~shall be constructed of~~ surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements, ~~as approved by the City Engineer, and not less than 6 feet wide.~~

6. Walkway Construction Width. ~~Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements.~~ Walkways shall be not less than [4] feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required. The city may also require 6-foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than 4 feet.

Commented [DT75]: Under what circumstances is 4-foot permissible versus 6-foot? Needs to be clarified.

7. Pedestrian Trail, Accessway, and Shared Use Path Guidelines.

a. Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They are recommended to include a minimum width of 5 feet (see Figure 14.65-A) and may include



a hard or soft surface.

b. **Accessway.** Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 2-foot shoulder on each side, and 12 feet of right-of-way.

c. **Shared Use Path.** A shared use path must be a minimum of 10 feet wide within a 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on ODOT facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.65-B). A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.

Commented [DT76]: We have a current Parks System Master Plan, so why wouldn't we defer to that plan for trail and pathway improvements that are identified in that plan?

Commented [DT77]: These provisions relate more to what is permissible within street rights-of-way. It would be easier to understand if these provisions were to be pulled and incorporated into a separate section that is specific to improvement requirements within street rights-of-way.

Figure 14.65-A - Pedestrian Access and Circulation Standards Illustration

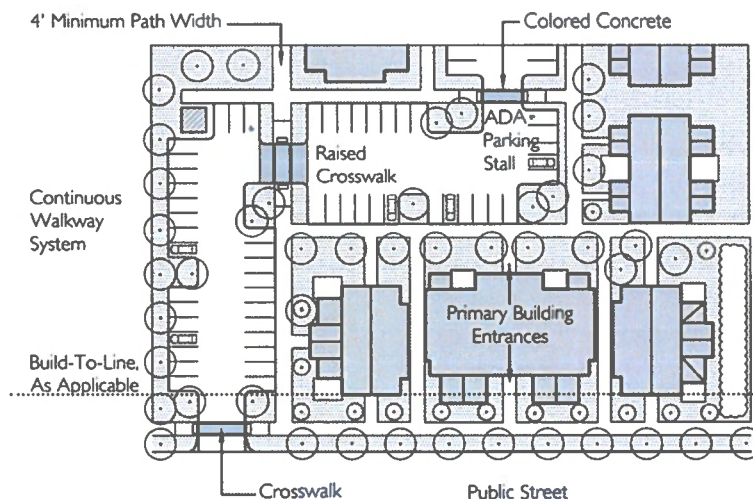
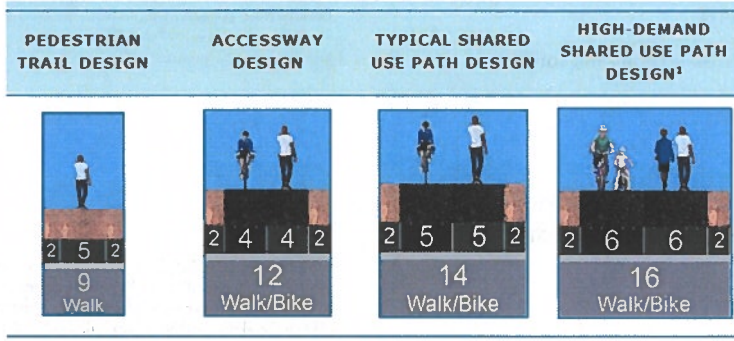


Figure 14.65-B - Pedestrian Trail, Accessway, and Shared Use Path Guidelines Illustration

Commented [DT78]: Per above comment, these cross-sections are more appropriate to what is required within street rights-of-way not circulation requirements internal to private property.



1. High-demand shared use path is required parallel to ODOT facilities and in other areas with significant walking or biking demand (e.g., Nye Beach area and Oregon Coast Bike Route).

Commented [DT79]: This needs to be defined with a specific threshold or maps. Too discretionary as drafted. Also, it needs to be a standard, not tucked into a footnote.

Reference I I: Preferential Carpool/Vanpool Parking

Recommendation: Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.

14.14.090 Parking Lot Standards

[...]

K. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces ~~or a minimum of two spaces, whichever is greater~~, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.



Reference 12: Transportation Mitigation Procedures

Recommendation: Add new procedure for approving alternative cross-sections and future guarantees in areas with topographical or other constraints.

Section 14.33.100 Transportation Mitigation Procedure

A. Purpose and Applicability. The purpose of this procedure is to allow modifications to transportation standards where meeting the roadway cross-section requirements of Section 13.05.015.C is not possible due to existing site constraints.

B. Approval Process.

1. Pre-application Conference. The applicant shall meet with the **Community Development Director, City Engineer, and other appropriate city officials** prior to submitting an application requesting a Transportation Mitigation Procedure. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the application addresses both city and ODOT requirements.

2. When a requested, the applicable review process will be the same as that accorded to the underlying land use proposal.

C. Approval Criteria.

1. A cross-section other than that identified in the adopted TSP for the functional classification of the roadway may be approved if one or more of the following conditions apply to the subject property and result in site conditions that prohibit the preferred roadway cross-section from being constructed.

- a. Slopes over 25%
- b. Mapped landslide areas
- c. Mapped wetlands (National Wetland Inventory, City Wetlands Areas, or site-specific survey)
- d. Existing structures
- e. Historical resources

Commented [DT80]: This needs to be merged with applicable provision of NMC Chapter 14.44 as they cover much of the same ground.

Commented [DT81]: This should apply to partial street improvements as well, like a half street improvement, and frontage improvements for infill development. Will need a "When Standards Apply" section akin to NMC 14.44.020.

Commented [AP82]: City: The TIA process and this item are the only codified references to a Pre-Application Conference. Would you like a general provision in the code?

Commented [DT83R82]: We have a pre-application requirement for Planned Developments as well (NMC 14.35.040). It would be helpful if you could add a provision to NMC Chapter 14.52. Please keep it simple with a request for a concept plan and list of questions in advance.

Commented [DT84]: Many of these decisions will be independent of another land use decision making process. Please identify the process that would apply to these determinations. Could it be setup as a Type 1?

Commented [DT85]: Please add insufficient right-of-way as a potential factor. There are circumstances where we are dealing with very narrow rights-of-way (e.g. 20-ft) where it is not reasonable to require the developer provide all of that right-of-way off of their property.



2. The steps to determine an acceptable alternate roadway design must be documented and follow the Process for Determining Street Cross-Sections in Constrained Conditions, as detailed in Table 14.33.100-A and the Newport Transportation System Plan.

3. The proposal shall include findings indicating that one or more of the conditions in subsection 1 above apply to the subject property and showing how conditions prevent the preferred cross-section from being constructed.

4. The proposal shall include documentation in the form of a written agreement from the City Engineer that the proposed cross-section is consistent with the Process for Determining Street Cross-Sections in Constrained Conditions as shown in the adopted Transportation System Plan.

TABLE 14.33.100-A: Process for Determining Street Cross-Sections in Constrained Conditions

Commented [DT86]: Would like to avoid preparing formal findings with the Type I process. Should be sufficient to simply identify the conditions that apply and the improvements that will be authorized considering those conditions.

If the Type I determination is appealed then we would prepare a full set of findings. The appeal option could also accommodate a developer who contests the exaction as not being roughly proportional to the impact of the project.

Commented [DT87]: This determination will be made by the Community Development Director, or designee, in consultation with the City Engineer and other city officials, as appropriate. Please reframe.



ANY NON-ARTERIAL ¹ STREET FUNCTIONAL CLASSIFICATION WITH:	STEPS TO REDUCE LOWER PRIORITY STREET COMPONENTS ⁵			
	STEP 1	STEP 2	STEP 3	STEP 4
EQUAL PEDESTRIAN AND BICYCLE CORRIDORS ²		Reduce sidewalk frontage zone to acceptable width	Choose acceptable bike facility	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width
HIGHER PEDESTRIAN VS. BICYCLE CORRIDORS ³	Eliminate on-street parking on one or both sides	Implement acceptable bike facility	Reduce sidewalk frontage zone to acceptable width	
HIGHER BICYCLE VS. PEDESTRIAN CORRIDORS ⁴		Reduce sidewalk frontage zone to acceptable width	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width	Implement acceptable bike facility

Notes:

1. The street cross-section for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.
2. Includes Major Pedestrian vs. Major Bicycle corridor, Neighborhood Pedestrian vs. Neighborhood Bicycle corridor, or Local Pedestrian vs. Local Bicycle corridor.
3. Includes Major Pedestrian vs. Neighborhood or Local Bicycle corridor, or Neighborhood Pedestrian vs. Local Bicycle corridor.
4. Includes Major Bicycle vs. Neighborhood or Local Pedestrian corridor, or Neighborhood Bicycle vs. Local Pedestrian corridor
5. Local Streets that carry less than 500 vehicles per day are candidates for shared street treatments in lieu of this process

14.47.40 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

Commented [DT88]: Pull in concept of rough proportionality in NMC 14.44.040. We will also need some language in this section that fleshes out the process for preparing rough proportionality findings in the event the developer contests the exaction.

14.47.50 Fee in Lieu. The city may require the applicant to pay a fee in lieu of constructing required frontage improvements, consistent with NMC 14.44.60 - Fee in Lieu Option



13.05.015 Streets

- A. ~~Criteria for Consideration of Modifications to Street Design. Modifications to street standards identified in Title 13 or Title 14 of the Newport Municipal Code may be allowed pursuant to Section 14.33.100 - Transportation Mitigation Procedure. As identified throughout the street standard requirements, modifications may be allowed to the standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:~~
- ~~1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or~~
 - ~~2. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.~~

Reference 13: Traffic Calming

Recommendation: Identify city authority and process for deploying traffic calming on neighborhood collectors.

This recommendation is addressed in Section 14.61 under **Reference 6 - Vehicular Access and Circulation.**

