



IMPLEMENTING ORDINANCES

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To:	Larry Lewis, Kerry Kemp, City of Waldport David Helton, Oregon Department of Transportation	
From:	Darci Rudzinski, Clinton "CJ" Doxsee, & Courtney Simms, Angelo Planning Group	
Project:	Waldport Transportation System Plan Update	
Subject:	Implementing Ordinances: Comprehensive Plan and Development Ordinance (Subtask 6.2)	

This memorandum provides a list of recommended modifications to the Waldport Comprehensive Plan and the Waldport Development Ordinance (WDO) in order to be consistent with and implement the 2019 Waldport Transportation System Plan (TSP) and the Oregon Transportation Planning Rule (OAR 660-012, known as the "TPR"). A TPR Audit was conducted as part of *Technical Memorandum #5: Alternatives Analysis and Funding Program*.

The City of Waldport is undertaking an update of the 1999 Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local TSP and how to implement Goal 12. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less. Waldport's TSP must be consistent with the current TPR, which was amended most recently in 2010.

POLICY RECOMMENDATIONS

Currently, both the City's adopted TSP and Comprehensive Plan contain transportation policies. All of the TSP's policies are duplicated in the Comprehensive Plan, with one exception. The exception is Section IV of the TSP that includes a 15th policy, not found in the Comprehensive Plan policies. Moving forward, the recommendation is to update and replace transportation-related policies to be consistent with the TSP update and TPR. Further, the recommendation is to consolidate the transportation-related policies into the Comprehensive Plan to reduce potential for confusion. Attachment A contains adoption-ready language that will update and replace Chapter XII of the Comprehensive Plan Goals and Policies.

The recommended Comprehensive Plan Goals are identical to those in the TSP; policy language will be consistent with TSP objectives. Proposed policy language is consistent with recommendations that were

first explored with City staff and advisory committees as part of *Technical Memorandum #2: Goals, Objectives, and Evaluation Criteria* and are intended to reflect the outcomes of the TSP update process. More broadly, the proposed policies are intended to provide sufficient guidance to ensure that future land use decisions and actions are consistent with the planned transportation system, thereby protecting the function of existing roadways and promoting a multi-modal system.

WALDPOR T DEVELOPMENT CODE RECOMMENDATIONS

The TPR requires cities to prepare local TSPs that are consistent with the Oregon Transportation Plan (OTP); *Technical Memorandum #1: Plans & Policy Review* explain how the OTP and other background documents guided the Waldport TSP update. Table 1 summarizes how City development requirements, codified in Municipal Code Title 16, the Waldport Development Code (WDC), can be modified to implement the TSP and better conform with the TPR.

This section provides a list of recommended WDC amendments that are intended to be consistent with the goals and objectives of the TSP, implement the proposed new Comprehensive Plan transportation policies, and ensure compliance with the TPR. More broadly, the intent of the recommended list of amendments is to ensure that the City’s development regulations require future development to be consistent with and implement the planned transportation system.

The list of recommended changes is summarized in Table 1. Text amendments that reflect the listed recommendations are in Attachment B. The proposed amendments implement recommendations first explored with City staff and advisory committees in *Technical Memorandum #5: Alternatives Analysis and Funding Program* and are intended to be consistent with the standards in the TSP.

Table 1: Recommended Code Amendments

#	WDC Section	Recommended Amendment	Comment/ TPR Citation
1	16.32.100	Revise parking requirements in the Downtown District Zone (DD) and expand exceptions that apply to the zone.	Advisory Committee Recommendation
2	16.72.020	(Option 1a) Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools. A typical local code requirement is requiring employers with more than a specific number of employees to dedicate a percentage of the required parking spaces for car/vanpools. (Option 1b) Alternatively, provide optional incentives for reduction in the overall number of required parking spaces for a development where transit or car/vanpools are accommodated.	Section-0045(4)(d)
3	16.72.020	Implement bicycle parking standards for the City. At a minimum, bicycle parking facilities should be a requirement for multi-family residential (4 units or more), new retail, office, and institutional developments, and at any planned transit stations to ensure compliance with the TPR.	Section-0045(3)(a)

#	WDC Section	Recommended Amendment	Comment/ TPR Citation
4	16.72.025 (New)	<p>Enhance internal pedestrian circulation standards and integrated into the code to apply to all new office parks and commercial development, not just within the D-D zone.</p> <p>Clarify the applicability of connectivity and circulation standards, ensuring they apply to all subdivisions, multifamily developments, planned developments, shopping centers, and commercial centers with Neighborhood Activity Centers in the area.</p> <p>Include requirements for development proposal that are within a certain distance from an existing or proposed transit stop.</p>	Section-0045(3)(e), (3)(b), & (4)(b)
5	16.72.140	<p>As part of TSP implementation, revise the Development Code language to include thresholds for requiring a transportation impact analysis. The TSP update process will explore appropriate thresholds for requiring the analysis and submittal requirements that the City may want to formalize, either through ordinance language or written procedures.</p> <p>Amend the Development Code to include traffic impact analysis requirements that articulate the City’s ability to condition approval, where a development proposal’s expected impacts will necessitate transportation improvements.</p>	Section-0045(2)(b) & (2)(e)
6	16.84.020	Include code language that states where off-site road improvements are a condition of approval, they must also accommodate pedestrian and bicycle travel	Section-0045(3)(c)
7	16.100.040	The TSP update process will assess the adequacy of existing standards to meet current and future needs and may result in new or updated roadway and access management standards. Section 16.100.040 will reference the requirements in the TSP.	Section-0045(2)(a)
8	16.100.040	Consider limiting cul-de-sacs to only constrained sites.	Section-0045(3)(b)
9	16.100.040	<p>Connectivity standards are addressed in Section 16.100.040. They do not specifically mention “safe and convenient” bicycle and pedestrian routes pursuant to this section of the TPR.</p> <p>Include additional language in City connectivity standards that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes, consistent with this TPR provision to ensure “safe and convenient” bicycle and pedestrian routes.</p>	Section-0045(3)(d)
10	16.104.020	<p>Add language in Section 16.104 of the Land Development Ordinance that ensures land use map and ordinance amendments are consistent with the planned transportation system.</p> <p>Add language to the Development Code to be consistent with -0060 language. Consider adding language to indicate that changes to land use regulations which may significantly affect the transportation system are required to ensure consistency with the identified function, capacity, and performance standards within the TSP.</p>	Section-0045(2)(g) Section- 0060
11	16.108.015	Allow transportation improvements in all zones, provided that the proposed improvements implement the Transportation System Plan and/or can be shown to be consistent with adopted policy.	Section-0045(1)(a) & (1)(b)
12	16.108.020	Amend the Development Code to include a provision that requires notification to affected transportation service providers, including ODOT.	Section-0045(1)(c)



WALDPORT, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

ATTACHMENT A: GOALS AND OBJECTIVES

The recommended Comprehensive Plan Goals listed in this attachment are identical to those in the TSP and proposed policy language is consistent with TSP objectives. Proposed policy language is intended to reflect the outcomes of the TSP update process and the plan's recommendations. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as underlined, and text recommended to be removed is shown ~~struck out~~.

XII. TRANSPORTATION

Goal

Achieve an efficient, safe, convenient and economically viable transportation system. The system includes streets, public transit, bicycle, and pedestrian facilities.

Policies

1. ~~City Plans. The City of Waldport has adopted a Waldport Transportation System Plan and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.~~
2. ~~Improvements to Existing Transportation Facilities. The City of Waldport shall continue to improve and maintain existing city transportation facilities that are unsafe and/or inadequate.~~
3. ~~Oregon Department of Transportation (ODOT). The City of Waldport shall collaborate with ODOT to identify and implement transportation improvements to Highway 101 (Pacific Coast Highway) and Highway 34 (Alsea Highway).~~
4. ~~Lincoln County. The City of Waldport shall collaborate with Lincoln County to identify and implement transportation improvements to Crestline Drive south of Range Drive.~~
5. ~~New Collector Street. With future development the City of Waldport shall consider new or improved east-west oriented collector streets, i.e. south of Range Drive connecting Highway 101 to Crestline Drive.~~
6. ~~Transportation Connectivity. The City of Waldport encourages future development to provide public street and bicycle/pedestrian connections to existing transportation facilities and adjacent properties. The City of Waldport encourages community connectivity through development of public streets and bicycle/pedestrian facilities. The City discourages gated communities when connectivity is needed between destinations, neighborhoods, and other public places.~~
7. ~~Street Standards. All new and reconstructed streets shall be constructed to City of Waldport street standards.~~
8. ~~Access Management. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.~~

~~9. Pedestrian/Bicycle System. The City of Waldport shall be supportive of a connected pedestrian/bicycle system throughout Waldport and the surrounding area.~~

~~10. Public Pedestrian/Bicycle Access. The City of Waldport shall improve public pedestrian and bicycle access to the bay and ocean beaches and other natural resource areas where practicable; and require future development to provide public pedestrian/bicycle access to natural resources and adjacent properties.~~

~~11. Public Transit. The City of Waldport is supportive of increased public transit service throughout Waldport and between Waldport and other cities.~~

~~12. Water Trails. The City of Waldport supports the Port of Alsea in the establishment of designated water trails.~~

~~13. Critical Facilities. The City of Waldport shall collaborate with other agencies to locate critical facilities, e.g. fire stations, schools, clinics, and water rescue in safe and accessible locations.~~

~~14. Energy Conservation. The City of Waldport encourages energy conserving transportation modes.~~

Goal 1. Communication, Collaboration, and Coordination

Develop and maintain a transportation system that is consistent with the City's adopted comprehensive plan and the adopted plans of Lincoln County, state, regional, and neighboring jurisdictions.

Policies

1.1 Ensure consistency with state, regional, and local planning rules, regulations, and standards.

1.2 Coordinate land use, financial, and environmental planning to prioritize strategic transportation investments.

1.3 Coordinate land use and transportation decisions to efficiently use public infrastructure investments to:

- Maintain the mobility and safety of the roadway system
- Foster efficient development patterns
- Encourage the availability and use of transportation options such as biking, walking and taking transit
- Plan for efficient and safe emergency response and evacuation needs

Goal 2. Access and Connectivity

Provide a transportation system that ensures a convenient and accessible network for all modes of travel, including walking, biking, using transit, water trails and driving.

Policies

- 2.1 Ensure adequate access to essential destinations throughout Waldport, including facilities and services in the uplands and lowlands.
- 2.2 Support off-street walkways and bikeways that connect communities, provide options for non-motorized travel, and promote and support walking and biking tourism.
- 2.3 Ensure American Disability Act (ADA) compliance for new transportation facility infrastructure and upgrade existing transportation facilities, when feasible.
- 2.4 Ensure efficient freight movement on identified freight routes.
- 2.5 Support the establishment of designated water trails.

Goal 3: Mobility

Provide a multi-modal transportation system that facilitates efficient and reliable travel and will accommodate future growth.

Policies

- 3.1 Preserve and maintain the existing transportation system in a state of good repair.
- 3.2 Ensure that roadways are designed, constructed, and maintained to an appropriate standard for their expected use, vehicle speeds, and vehicle traffic.
- 3.3 Improve the operational and safety components of roads not meeting width or horizontal or vertical alignment standards.
- 3.4 Develop a program to systematically implement improvements for all modes that enhance mobility at designated high-priority locations.
- 3.5 Balance pedestrian and bicycle needs with freight mobility needs through planning and design guidance and coordination.
- 3.6 Plan for efficient and safe multi-modal transportation routes to new growth areas in the City, focusing in particular in connecting the community uses and new employment and residences in South Waldport to the downtown and rest of the City.

Goal 4. Safety and Preparedness

Provide a transportation system that ensures safety for all modes and prepares the city to respond and recover from natural hazards.

Policies

- 4.1 Address existing safety issues at locations with a history of fatal, severe injury, or pedestrian/bicycle--related crashes.
- 4.2 Implement strategies that reduce the potential for future conflicts between travel modes.
- 4.3 Manage access to transportation facilities consistent with their applicable classification to reduce and separate conflicts and provide reasonable access to land uses.
- 4.4 Maintain and enhance lifeline and evacuation routes in coordination with local, regional, state and private entities.
- 4.5 Engage law enforcement, emergency service providers, and public health professionals in transportation planning to increase public safety and security.
- 4.6 Assess options to reduce traffic volumes and speeds near schools, transit stops, and other essential destinations.
 - Work with the school district and educational institutions to identify and implement circulation and access patterns to and around schools that are safe for pedestrians and bicyclists, as well as people in cars and buses.
 - Develop Safe Routes to Schools Plan recommendations.

Goal 5. Livability, Health, and Recreation

Provide a transportation system that preserves a livable community, enhances public health through supporting active transportation, and offers recreational opportunities.

Policies

- 5.1 Provide safe, convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of Waldport residents, to reduce vehicular traffic congestion, to provide transportation and recreational alternatives, and to support multi-modal access to health-supportive goods and services.
- 5.2 Ensure that the transportation system provides equitable multi-modal access for underserved and vulnerable populations to schools, parks, employers, neighborhood commercial centers, health and social services and other essential destinations.
- 5.3 Increase the number of active transportation options available to all members of the community and integrate active transportation options with other modes of travel within the community.

- 5.4 Ensure adequate access for all members of the community to schools, parks, churches, and other essential destinations.

Goal 6. Environmental Resources

Provide a transportation system that advances sustainable transportation options and minimizes impacts on the environment and important natural features.

Policies

- 6.1 Encourage energy conserving transportation modes.
- 6.2 Avoid or minimize impacts to the scenic, natural, and cultural resources in the City.
- 6.3 Comply with all applicable state and federal noise, air, water, and land quality regulations.
- 6.4 Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (e.g., water reduction methods to protect waterways, solar infrastructure, impervious materials).

Goal 7. Strategic Investment and Economic Vitality

Provide a sustainable transportation system through responsible stewardship of financial resources.

Policies

- 7.1 Preserve and protect the function of locally and regionally significant corridors.
- 7.2 Preserve and maintain the existing transportation system assets to extend their useful life.
- 7.3 Identify and maintain stable and diverse revenue sources to meet the need for transportation investments in the City.
- 7.4 Identify new and creative funding sources to leverage high priority transportation projects.
- 7.5 Review and update alternatives for transportation connections to the Waldport Industrial Park and outline the process for new road approvals, acquisitions, funding, design, and construction.



ATTACHMENT B: RECOMMENDED DEVELOPMENT ORDINANCE AMENDMENTS

The following Waldport Development Ordinance modifications are numbered to correspond to recommendations in the memo (see Table 1, Recommended Code Changes). Recommended changes are in an adoption-ready format; text that is recommended to be added is shown underlined, and text recommended to be removed is shown ~~struck out~~.

RECOMMENDATION 1, CODE SECTION 16.30.100

16.30 Downtown District Zone DD

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16.30.100 Parking Requirements

A. Parking Requirements: Parking requirements within the Downtown District shall conform to Section 16. 72. 020 with the following exception:

- *1. Retail Store: One (1) space for each 500 square feet of floor area.
2. Church, club, or similar place of assembly: One (1) space for each eight seats, or one space for each 75 square feet of floor area used for assembly.
3. Skating rink, or similar commercial amusement enterprise: One (1) space for each 125 square feet of floor area.
4. Bowling alley: Four (4) spaces for each alley.
5. Eating and drinking establishments: one (1) space per six seats.
6. Bank, office: one (1) space per 800 square feet of floor area.
7. Instructional classes, such as martial arts or dance studios: One (1) space for each instructor plus one (1) space for each one hundred (150) square feet of floor area.
8. Personal service establishments (i.e. barber, beauty shops): One (1) space per each operator station

B. On-Street Parking: On-street parking spaces that front the lot and is adjacent (on the same side of the street) may be counted in the required parking.

C. Parking Restrictions: No person who works or resides in the Downtown District shall park a vehicle on arterials (Hwy. 34 and Hwy. 101) while in his/her place of employment, or in his/her residence between nine a. m. and five p. m. on any day.

D. General Purpose/Public Parking: Within the Downtown District, all parking shall be general purpose parking/public parking with the exception of Subsection C above. Residential uses may have designated off-street parking spaces. (Ord. 710, 2006)

E. Any building or structure shall be exempt from the off-street parking standards if the owner signs and records on the property a non-remonstrance agreement against the formation of a future parking district. Such properties may modify buildings or structures, change use, or expand an existing use provided the building floor area is not increased. If an increase in building floor area is requested, the off-street parking requirement will be based on the added area only.

RECOMMENDATION 2A, CODE SECTION 16.72.020

16.72 Supplementary Provisions

16.72.020.

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T. Parking space reductions and adjustments.

1. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.

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

3. Sites that are adjacent to existing or planned transit stops or are in the Retail Commercial Zone C-1, Downtown District Zone D-D, General Commercial Zone C-2 districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal the minimum number of required spaces, pursuant to 16.72.020.S, multiplied by a factor of:

a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or

b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or

c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.

RECOMMENDATION 2B, CODE SECTION 16.72.020

16.72 Supplementary Provisions

16.72.020.

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T. The decision authority may reduce the off-street parking requirements of 16.72.020.S for sites with one or more of the following features:

1. The site has an existing or planned bus stop located adjacent to it, and the site's frontage is improved with a bus stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces.
2. The site has one or more dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces.
3. The site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces.
4. The site has more than one and a half the minimum number of required bicycle parking spaces: Allow up to a 5 percent reduction to the number of automobile parking spaces.

RECOMMENDATION 3, CODE SECTION 16.72.020

16.72 Supplementary Regulations

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16.72.020 Off-street parking and off-street loading requirements.

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U. Minimum bicycle parking requirements.

1. Multifamily Residential of four (4) or more dwelling units: one (1) space per four (4) dwelling units

2. Commercial: two (2) spaces per primary use or one (1) space per five (5) vehicle spaces, whichever is greater. Maximum of 28 spaces per commercial lot.

3. Schools (all types): two (2) spaces per classroom.

4. Parks (active recreation areas): four (4) spaces.

5. Transit stops: two (2) spaces.

6. Transit Centers: four (4) spaces or one (1) per ten (10) vehicle spaces, whichever is greater.

7. Other Office or Institutional Uses: two (2) spaces per primary use or one (1) per ten (10) vehicle spaces, whichever is greater.

RECOMMENDATION 4, CODE SECTION 16.72.025

16.72 Supplementary Provisions

Sections:

16.72.010 Clear vision areas.

16.72.020 Off-street parking and off-street loading requirements.

16.72.025 Pedestrian access and circulation.

16.72.030 Exterior lighting.

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16.72.025 Pedestrian Access and Circulation

A. Purpose and Intent. Section 16.72.025 implements the pedestrian access and connectivity policies of City of Waldport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Applicability. The following standards apply to proposed subdivisions, multifamily developments, planned developments, and commercial and employment centers.

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, and to all future phases of the development, as applicable.

- a. The walkway is designed primarily for pedestrian safety and convenience, is free from hazards and impediments, and provides a direct route of travel between destinations. The Planning Commission may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - b. The walkway network connects to all primary building entrances, consistent with the building design standards of the applicable zone and, where required, Americans with Disabilities Act (ADA) requirements.
3. Vehicle/Walkway Separation. Except as required for crosswalks, per subsection (C)(4), below, where a walkway abuts a driveway or street it shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, landscaping, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.
4. Crosswalks. Where a walkway crosses a parking area, driveway, or street, they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping (thermo-plastic or similar durable application). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.
5. Walkway Width and Surface. Walkways, including access ways required for subdivisions pursuant to Section 16.100 Land Divisions, shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, be at least 5 feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the transportation standards of [reference to appropriate engineering standards for streets, sidewalks, and public place]
6. Walkway Construction. Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than four feet in width, except that concrete walkways a minimum of six feet in width are required in commercial developments and where access ways are required for subdivisions under 16.100.040. The Planning Commission may also require six-foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than four feet.
7. Multi-Use Pathways. Multi-use pathways, where approved, shall be 10-12 feet wide and constructed of concrete, consistent with the Municipal Code Chapter 12.04 – Streets, Sidewalks and Public Places.
8. Improvements at Transit Stops. Proposed development that is adjacent to or includes an existing or planned transit stop is required to plan for access to the

transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Where consistent with an approved transportation or transit plan, development requirements and improvements may include the following:

- a. Intersection or mid-block traffic management improvements to allow for pedestrian crossings at transit stops.
- b. Building placement within twenty (20) feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.
- c. Transit passenger landing pad accessible to disabled persons, constructed to transit agency standards.
- d. An easement or dedication for a passenger shelter and an underground utility connection to a transit stop if requested by the transit agency.

RECOMMENDATION 5, CODE SECTION 16.72.140

16.72 Supplementary Regulations

Sections:

- 16.72.010 Clear vision areas.
- 16.72.020 Off-street parking and off-street loading requirements.
- 16.72.030 Exterior lighting.
- 16.72.040 General provisions regarding accessory uses.
- 16.72.050 RV conversions.
- 16.72.060 Building permit approvals.
- 16.72.070 Authorization of similar uses.
- 16.72.080 Purpose of temporary use permits.
- 16.72.090 Permitted temporary uses.
- 16.72.100 Conditional approval of temporary use permits.
- 16.72.110 Issuance of permits.

16. 72. 120 Siting standards for manufactured homes.

16. 72. 130 Standards for the Keeping of Chickens and Ducks.

16.72.140 Transportation Impact Analysis

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16.72.140 Transportation Impact Analysis

A. The following provisions establish when a proposal must be reviewed for potential transportation impacts; when a Transportation Impact Analysis (TIA) must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a TIA; and who is qualified to prepare the analysis.

B. When a Transportation Impact Analysis (TIA) is Required. The City or other road authority with jurisdiction may require a TIA as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

1. A change in zoning or a plan amendment designation;
2. Operational or safety concerns documented in writing by a road authority;
3. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;
4. An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;
5. The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the PM peak operating hour.
6. The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.
7. An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;
8. 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; or

9. A TIA required by ODOT pursuant to OAR 734-051.

D. TIA Preparation. The TIA shall be prepared by a professional engineer with competence in traffic engineering, licensed in the State of Oregon. If the TIA identifies level of service conditions less than the minimum standard established in the TSP, improvements and funding strategies mitigating the problem shall be considered concurrent with the development proposal.

E. Approval Criteria. The TIA shall be reviewed according to the following criteria:

1. The analysis complies with the content requirements set forth by the City and/or other road authorities as appropriate;
2. The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;
3. For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the WDO and TSP, and includes identification of multi-modal solutions used to meet these standards, as needed; and
4. Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the WDO and TSP.

F. Conditions of Approval.

1. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.
2. Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.
3. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution

to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.

4. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

RECOMMENDATION 6, CODE SECTION 16.84.020

16.84 Conditional Uses

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16.84.020 Authorization to grant or deny conditional use permit.

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B. In permitting a conditional use or the modification of a conditional use, the planning commission may impose, in addition to those standards and requirements expressly specified by this code, additional conditions which are considered necessary to protect the best interest of the surrounding area of the city as a whole. These conditions may include, but are not limited to, the following:

1. Increasing the required lot size or yard dimensions;
2. Limiting the height of buildings;
3. Controlling the location and number of vehicle access points;
4. ~~Increasing the street width~~ Requiring street right-of-way to be dedicated and street improvements made, or the installation of pathways or sidewalks, as applicable;
5. Increasing the number of required off-street parking spaces;
6. Limiting the number, size, location, and lighting of signs;
7. Requiring fencing, screening, landscaping, diking, or other facilities to protect adjacent or nearby property;
8. Designating sites for open space;

9. Regulating the hours of operation; and
10. Setting a time limit for which the conditional use is approved.

11. Mitigation measures to address impacts to the transportation system as documented in a Traffic Impact Analysis, pursuant to 16.72.140(F).

In the case of conditional uses which provide for needed housing types, these conditions shall be limited to the following: controlling the location and number of off-street parking and loading spaces required, limiting the number, size and location of signs, and requiring fencing, diking, screening and landscaping. Conditions applied to needed housing types shall not unreasonably increase costs or reduce densities.

If at any time the standards or requirements for conditional use approval are not followed, a zoning violation will be considered to exist.

RECOMMENDATION 7, CODE SECTION 16.100.040

16.100 Land Division

16.100.040 General requirements and minimum standards of design development.

The following are the minimum requirements and standards to which subdivisions and partitions must conform:

A. Conformity to the comprehensive plan. All subdivisions and partitions shall conform with all applicable portions of the comprehensive plan and development regulations for the eCity.

B. Performance agreement. If all improvements required by the eCity and this code are not completed according to specifications as required herein prior to the time the plat or map is duly submitted for consideration and approval, the City may accept in lieu of said completion of improvements a performance agreement bond, or other assurance equal to the value of the cost of the improvements, plus administrative costs and inflation amounts not to exceed the amount of twenty (20) percent of the value of the cost of the improvements, executed by the subdivider/partitioner and any surety company, conditioned upon faithful performance and completion of all such improvements within a period of time stated in such performance agreement, pursuant to Section 16.100.010 of this chapter.

3. Relation to adjoining street system. A subdivision or partition shall provide for the continuation of existing and projected streets. For the purposes of this section,

projected streets include, but are not limited to those streets indicated in the City of Waldport Transportation System Plan, the Yaquina John Point Land Use and Transportation Plan, and other transportation plans adopted by the City of Waldport. If physical conditions make such continuation impractical, exceptions may be made. All new subdivisions will be required to construct public streets to eCity standards.

...

16.100.100 Street width and improvement standards.

A. Street Widths. Street right-of-way shall conform to the widths and standards in [TSP Cross-Section Reference] of the Transportation System Plan.

Type of Street	Min. Right-of-Way Width	Min. Surface Width
1. Collector streets and all business streets other than arterials	60-80' +	36-48' +
2. Local streets in residential areas	56' ++	28' ++
3. Circular ends of cul-de-sacs	90' +++	70' +++
4. Hammerheads	++++	++++

Notes:

+ The City may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community. The standard street section for collector and business streets is two 16-22' travel lanes, including a striped shoulder bikeway with a minimum width of 5', 2' curb and gutter, 5' sidewalk and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.

++ The standard street section for local streets is two 14' travel lanes, 2' curb and gutter, 5' sidewalk and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.

+++ Measured by diameter of circle constituting circular end.

~~++++ Hammerheads will be of such width and length as to allow for adequate turn-a-round of all emergency vehicles as determined by the Public Works Director and the Central Oregon Coast Fire and Rescue District.~~

B. Improvements. Improvements shall have the following minimum standards unless increased at the request of the city engineer:

- 1. Street lighting. Adequate street lighting shall be provided and arranged in cooperation with the Central Lincoln P.U.D. ; and
- 2. Streets, sidewalks and service driveways shall conform to standards established under city code or resolution adopted by the city council.

RECOMMENDATION 8, CODE SECTION 16.100.040

16.100 Land Division

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16.100.040 General requirements and minimum standards of design development.

The following are the minimum requirements and standards to which subdivisions and partitions must conform:

...

B. Performance Agreement

...

6. Public Street Standards.

...

d. Cul-de-Sacs and Turn-a-Rounds.

1) Cul-de-sac and dead end streets are not permitted unless street continuation is precluded by one or more of the following barriers:

i) Topography;

ii) Railroad right-of-way;

iii) Freeway right-of-way;

iv) Pre-existing development patterns; or

v) Regulated streams, wetlands, or waterways.

12) Where cul-de-sacs and dead end streets are permitted, they should not exceed four hundred (400) feet in length, except where the Planning Director through a [Type II/III] procedure determines that topographic or other physical constraints of the site require a longer cul-de-sac. and

23) The cul-de-sac must terminate in a turn-a-round with a minimum property line radius of forty-five (45) feet or other type of turn-a-round approved by the planning commission.

4) The cul-de-sac or dead end street shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to Section 12.100.040(B)(7).

25) Approved turn-a-rounds shall be provided on all dead end streets.

RECOMMENDATION 9, CODE SECTION 16.100.040

Connectivity standards are addressed in Section 16.100.040. They do not specifically mention “safe and convenient” bicycle and pedestrian routes pursuant to this section of the TPR.

Include additional language in City connectivity standards that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes, consistent with this TPR provision to ensure “safe and convenient” bicycle and pedestrian routes.

16.100 Land Divisions

...

16.100.040 General requirements and minimum standards of design development.

...

B. Performance agreement.

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8. Non-motorized Access. Pedestrian access and circulation shall be provided consistent with Subsection 16.72.025. New partitions and subdivisions shall provide

safe bicycle and pedestrian connections to adjacent existing and planned residential areas, transit stops, schools, parks, shopping areas, and employment centers. Non-motorized connectivity may be provided through sidewalks, trails, and striped and/or signed bicycle facilities on local roadways.

~~8.9.~~ Lots and Parcels.

...

~~9.10.~~ Utility Easements: Where alleys are not provided, easements of not less than ten (10) feet in width may be required on side or rear lines if determined to be necessary for utility lines, wires, conduits, storm and sanitary sewers, gas and water.

...

~~10.11.~~ Water Service: All lots/parcels shall be served by water service provided by the City or others unless the City has received and accepted:

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~~11.12.~~ Sewer: No plat of a subdivision or parcel in a partition shall be approved unless the City has received and accepted:

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~~12.13.~~ Drainage: No plat of a subdivision or parcel in a partition shall be approved unless the City has received and accepted:

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RECOMMENDATION 10, CODE SECTION 16.104

16.104 Amendments

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16.104.020 Amendment procedure.

A. Legislative Amendments.

1. A legislative amendment shall be made by the city council after review and recommendation by the planning commission and after a public hearing held pursuant to Section 16.108.020 of this title. Proceedings initiated by the city council shall be by resolution and shall be referred first to the planning commission for public hearing. The city planner shall set the date for the hearing and provide for

notice pursuant to Section 16.108.020 of this title. The commission shall make a recommendation to the council upon completion of a public hearing.

2. Proceedings initiated by the planning commission shall be by resolution directing the city planner to set the date of the public hearing before the commission and provide for notice as provided in Section 16.108.020 of this title. The commission shall make a recommendation to the city council upon completion of the hearing.

3. Findings required to be made by the planning commission and city council for legislative amendments are as follows:

- a. Establish that the amendment will be consistent with the comprehensive plan goals and policies;
- b. Establish that there is a public need for the requested change and that the public need will be met by the change.
- c. Establish that the amendment will be consistent with all other provisions of this Chapter and in conformance with the statewide planning goals and all other applicable statutes and regulations.
- d. Establish that the proposal demonstrates consistency with the adopted transportation system as described within the adopted Transportation System Plan and the planned function, capacity, and performance standards of the impacted facility or facilities. Proposals shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where it is found, in consultation with the applicable roadway authority, that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

B. Quasi-Judicial amendments. A quasi-judicial amendment to the comprehensive plan and zoning maps may be authorized provided that the proposal satisfied all applicable requirements of the code and also provided that the applicant, in a quasi-judicial hearing, demonstrates the following:

1. That the amendment will be consistent with all other provisions of this code and applicable statutes and regulations and in conformance with the statewide planning goals; and

2. That the proposal demonstrates consistency with the adopted Transportation System Plan and Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR), pursuant to 16.104.020(A)(d).

23. That there has been a substantial change in the character of the area since zoning was adopted and which warrants changing the zone; or

34. That the zoning previously adopted for the area was in error; or

45. That there is a public need for the change being sought and the subject property is suitable to meet that need and will not impair the actual or legally designated uses of surrounding properties.

RECOMMENDATION 11, CODE SECTION 16.108.015

16.108 Administrative Provisions

Sections:

16.108.010 Application forms required.

16.108.015 Exclusions from permits

16.108.020 Review procedures.

16.108.030 Fees.

16.108.040 One hundred twenty day limit of final action.

16.108.050 Ex-Parte contact.

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16.108.015 Exclusions from permits.

The following activities are permitted outright in each zone, subject to the applicable provisions of Chapters 16.72, 16.76, 16.80, and 16.96 but excluded from the requirement of obtaining a land use permit. Exclusion from the permit requirement does not exempt the activity from otherwise complying with applicable standards, conditions, and other provisions of this code.

A. Operation, maintenance, and repair of existing transportation facilities identified in the Transportation System Plan; and

B. Dedication of right-of-way, authorization of construction, and the construction of transportation facilities and improvements, where the improvements are planned

improvements identified in the Transportation System Plan or are otherwise consistent with clear and objective dimensional standards;

C. Changes in transit services.

RECOMMENDATION 12, CODE SECTION 16.108.020

16.108 Administrative Procedures

16.108.020 Review procedures.

A. Procedure for action by the city planner on applications not subject to notification requirements:

- 1. The property owner or authorized agent shall submit an application to the city planner.
- 2. Upon determination that the application is complete, the city planner may refer the application to affected districts, local, state or federal agencies for comments.
- 3. Within ten (10) days of determining an application complete, or such longer period mutually agreed to by the city planner and the applicant, the city planner shall approve, disapprove or, at the city planner's discretion, refer the application to the planning commission for consideration.
- 4. The applicant and affected district, local, state, or federal agencies shall be notified in writing of the city planner's action.

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B. Procedure for city planner action on applications subject to property owner notification requirements:

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- 4. The applicant ~~and~~ the owners of record of property on the most recent tax assessment roll of Lincoln County within two hundred and fifty (250) feet of the boundaries of the subject property, and affected district, local, state, or federal agencies shall be notified in writing of the city planner's action. The notification requirement shall be deemed met when the city can provide an affidavit or other certification that such notice was given. Said notice shall also be provided to any neighborhood or community organization recognized by the city council and whose boundaries include the subject property. Such notification shall:

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D. Notice of Public Hearing.

1. Legislative Hearing. Each notice of a public hearing on a legislative item shall be published at least two (2) times in a newspaper of general circulation in the City during the three (3) weeks prior to the hearing. In addition, notice shall be provided in accordance with ORS 197.610 and ORS 227.186. Notice shall also be submitted to affected agencies, including but not limited to other City and corresponding County departments, utility companies, Lincoln County School District, and transportation facility and service providers, including ODOT when there is a proposed land division abutting a state facility.

2. Quasi-Judicial Hearing. Notice of a public hearing shall be published in a newspaper of general circulation in the city at least ten (10) days prior to the date of the hearing. In addition, at least twenty (20) days prior to the hearing date, the applicant and the owners of record of property on the most recent tax assessment roll of Lincoln County within two hundred and fifty (250) feet of the subject property shall be notified in writing of the city planner's action. Said notice shall also be provided to any neighborhood or community organization recognized by the city council and whose boundaries include the subject property, and to affected agencies, including but not limited to other City and corresponding County departments, utility companies, Lincoln County School District, and transportation facility and service providers, including ODOT when there is a proposed land division abutting a state facility. Such notification shall:

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