

APPENDIX A: REGULATORY MATRIX

This matrix displays the various key transportation topics identified throughout the planning process that require support either in the form of adopted TSP policies and/or edits to the City's municipal code. A summary of the matrix is as follows:

- **Topic** – This column refers to transportation topics and recommendations as identified by the TSP process. These topics require regulatory and/or policy support to facilitate implementation of recommended TSP policies, projects, or programs and/or to achieve conformity with the Transportation Planning Rule (TPR).
- **Context** – This column refers to the specific transportation elements, actions, or requirements needed to act upon TSP recommendations. Parameters generally describe the kinds of actions, regulations, or tools that the City may use in pursuit of implementing TSP recommendations and/or achieving compliance with the TPR.
- **Regulatory Mechanism** – Refers to the specific Titles within the City's municipal code that could be updated to implement the TSP and/or achieve conformity with the TPR.
- **Recommended as TSP Policy?** – Many of the regulatory changes are recommended for documentation in the TSP as policies in support of the TSP goals and objectives. This column indicates which transportation topics are also recommended for inclusion in the TSP.
- **Tier** – This column refers to the phasing/timing/priority for the City to pursue recommended code changes.
 - Tier 1 refers to high-priority updates to the City code to meet conformity with the TPR and/or to support implementation of key TSP recommendations. Recommended code changes are noted in Appendix B. In most cases, Tier 1 recommendations are also noted as recommended TSP policies.
 - Tier 2 refers to future code updates that require further analysis and public discourse, likely to extend beyond the scope of the TSP process. Only Tier 1 amendments will be submitted as implementing ordinances for adoption under the TSP process. Some Tier 2 recommendations are addressed as recommended TSP policies.

Topic	Context	Regulatory Mechanism	Recommended as TSP Policy?	Tier
Ability to develop and maintain pedestrian plazas	<ul style="list-style-type: none"> • Temporary closure of rights of way • Inclusion of removable bollards 	<p>Title 12, Streets, Sidewalks and Public Places</p> <p>17.44.020.E.1 Design Review for Public Improvements, specifically, Street Improvements such as: <i>Street improvements that involve design elements such as landscaping, lighting, sidewalks or street furniture, but not including benches that are proposed pursuant to the city's commemorative gift policy...</i></p>	Yes	Tier 2: The City may want to review if Design Review is necessary for these changes considering Zoning Code Update project
Freight Improvements	<ul style="list-style-type: none"> • Include signage for temporary loading 	Title 10, Vehicles and Traffic	Yes	Tier 2: Recommended for future consideration by City
Ability to develop and maintain mobility hubs ¹	<ul style="list-style-type: none"> • Dedicated areas within existing rights of way including parking stalls. 	Title 12, Streets, Sidewalks and Public Places for areas within rights of way	Yes	Tier 1: Addressed in Appendix B

1 Question for City: Does the City envision these as part of commercial development on private land? If so, then they could be regulated as commercial development on private land. Would the City like a provision that requires developers to dedicate land for transit stops/mobility hubs as shown in the TSP map? The City is already able to develop and maintain these without changes to the code.

Use of Micro-mobility devices	<ul style="list-style-type: none"> Requirements to use and regulate micro-mobility devices in the City Definition of Motorized vs. Non-motorized vehicles 	Title 10, Vehicles and Traffic Title 5 Business Taxes, Licenses and Registrations	Yes	Tier 2
Changes to Street Standards	<ul style="list-style-type: none"> Suggested for TPR compliance Right of way widths 	Title 12, Streets, Sidewalks and Public Places Title 16, Subdivisions:16.04.280 Design Standards, Streets New Chapter: 16.04.285 Rights-of- Way and Street Section Widths	No	Tier 1: Addressed in Appendix B
Installation of mini-roundabouts ²	<ul style="list-style-type: none"> Improvements in the right of way 	Title 12, Streets, Sidewalks and Public Places For Title 17, these uses should be considered as part of the suggested amended code in 17.92.050 Permit Not Required. Transportation facilities allowed outright. 17.44.020.E.1 Design Review for Public Improvements, specifically, Street Improvements such as: <i>Street improvements that involve design elements such as landscaping, lighting, sidewalks or street furniture, but not including benches that are proposed pursuant to the city's commemorative gift policy.....</i>	Yes	Tier 2: City can review if design review is required for these improvements as part of the Zoning Code Update project.
Street improvements associated with increased trips; development triggers	<ul style="list-style-type: none"> Requiring developers to pay for fair-share of street improvements when new development/additional trips 	Title 17, Traffic Impact Analysis/Impact Letter as the requirement for assessment. New chapter: Chapter 17.47, Transportation Impact Study/Letter Cross Referenced in General Requirements and Regulations, 17.90.200.	Yes	Tier 1: Addressed in Appendix B

² **Question for City:** Does the City want roundabouts to be included in this list so that they are reviewed under Design Review or have them be included as Transportation Improvements and allowed by right?

		Title 12, Streets, Sidewalks and Public Places for Street improvements		
Reduction of off-site impacts associated with development that are located within 1/8 mi ³ distance to established transit stops or mobility hubs	<ul style="list-style-type: none"> Provides cost savings for developers who locate projects close to transit or mobility hubs; suggestion as 1/8th mile 	<p>Title 17, Transportation Impact Analysis/Letter as the requirement for assessment.</p> <p>Title 12, Streets, Sidewalks and Public Places for Street improvements</p>	Yes	<p>Tier 1: Addressed in Appendix B</p> <p>Tier 2: As part of Zoning Code Update project, City could include provisions for thresholds for deferment.</p>
Development of a Transportation Impact Assessment (TIA)/Letter as a land use application requirement under certain situations	<ul style="list-style-type: none"> Suggested for TPR compliance Used for implementation of on-site or off-site impact assessments noted above 	Include a definition in the City's code and a new new chapter: Chapter 17.74 Transportation Impact Analysis/Letter for process.	No	<p>Tier 1: Addressed in Appendix B</p> <p>Tier 2: The City may want to add additional provisions for thresholds for Conditional uses, and/or Zone changes as part of the Zoning Code Update project</p>

³ City to determine and map what locations these are and their thresholds of service

Shared Parking provisions	<ul style="list-style-type: none"> Shared Parking is allowed per 17.78.010. 		No	Tier 2: City should review existing language and see if its adequate going forward for allowing shared parking as part of Zoning Code Update project
Non-conforming site situations (parking) ⁴	<ul style="list-style-type: none"> City would like the ability to require surface parking changes at the time of change of use/significant development included amendments to indicate 'significance'. 	Chapter 17.78.030: updated when Design Standards apply	No	<p>Tier 1: Addressed in Appendix B</p> <p>Tier 2: Review 'fee for parking' policy in 17.82. conjunction with Zoning Code Update project</p>
Auto Parking provisions	<ul style="list-style-type: none"> Suggested for TPR compliance Reductions for Single Family Dwellings and multi dwelling; amended provisions for Schools. Retail provisions in the Table in 17.78.020 require new retail at one parking space per four hundred square feet of gross floor area shall be required. 	Title 17.78.020 Off-Street Parking Requirements	No	<p>Tier 1: Addressed in Appendix B</p> <p>Tier 2: City can consider adding vanpool and carpool provisions as part of Zoning Code Update project</p>

⁴ City to propose what 'significant development' is considered and thresholds for change of use. For example, "significant" can be based on an assessed value calculation (i.e. 25% of assessed value).

	<ul style="list-style-type: none"> • Suggest adding modification for bulk retail to reduce amount of parking required for these uses. • Add preferential vanpool and carpool provisions for designated employee parking areas 			
Bicycle Parking provisions	<ul style="list-style-type: none"> • Suggested for TPR compliance for multifamily, retail/office and institutional, schools • As the City does not have any bicycle parking requirement, consider adding bicycle parking requirement for all uses to support multimodal opportunities. 	New chapter: Bicycle Parking, 17.78.050	Yes	Tier 1: Addressed in Appendix B
Evacuation Assembly Area	<ul style="list-style-type: none"> • Location for citizens of Cannon Beach to gather when an emergency is triggered • Location(s) to reflect routes identified in the TSP 	Title 17, Vertical Evacuation Structure	Yes	Tier 2: City to consider identifying mapped locations or zones for locations and standards for Evacuation Assembly Areas as part of Zoning Code Update project
Definitions for Transportation Facilities	<ul style="list-style-type: none"> • Suggested for TPR compliance • Allowed outright in all base zones 	Chapter 17.04, Definitions Edits to 17.92.050 Administrative Provisions, reflect transportation facilities allowed outright	No	<p>Tier 1: Addressed in Appendix B</p> <p>Tier 2: City may want to consider additional revisions if environmental and overlay zones need to be amended as well.</p>

<p>Access and Block length standards</p>	<ul style="list-style-type: none"> • Suggested for TPR compliance • Currently using ODOT Best Practices Road Standards • See TSP Chapter 4.4.2 	<p>Title 16, Subdivisions New Chapter: Design Standards, 16.04.300, Blocks</p>	<p>Yes</p>	<p>Tier 1: Addressed in Appendix B</p>
<p>Pedestrian and Bicycle Standards</p>	<ul style="list-style-type: none"> • Suggested for TPR compliance • Requires 'safe and convenient' pedestrian access within new subdivisions, multifamily development, planned developments and shopping centers • If off-site road improvements are required, these improvements should include pedestrian and bicycle facilities • TSP includes alternative 'multi-use' trails 	<p>Title 16, Subdivisions New Chapter: 16.04.305, Pedestrian Access and Connectivity</p>	<p>Yes</p>	<p>Tier 1: Addressed in Appendix B</p>

<p>Land use review provisions</p>	<ul style="list-style-type: none"> • Suggested for TPR compliance • Add notification to affected agencies for hearing related applications and subdivisions • Coordinated and consolidated review 	<p>New section in 16.04.090 Subdivisions for providing notice to ODOT for land divisions and subdivisions.</p> <p>New section in 17.88.010.E. Affected Transportation Service providers.</p> <p>F. ODOT. Notice shall be sent to affected transportation service providers, including ODOT and other affected agencies or the adjacent Counties.</p> <p>Section 17.92. The consolidated portion is met by existing code language. There is now additional code language in Section 17.92.050 to include a provision for both a <u>coordinated</u> and consolidated review.</p>		<p>Tier 1: Addressed in Appendix B</p>
-----------------------------------	---	--	--	--