

TECHNICAL MEMORANDUM

DATE: March 18, 2021
TO: Jeff Adams and Karen LaBonte, City of Cannon Beach
FROM: Jason Nolin, Nadine Appenbrink, Ryan Farncomb, Parametrix
Robin Scholetzky, Urban Lens Planning
SUBJECT: Technical Memo #1: Plan and Policy Framework Review
CC: Michael Duncan, ODOT
PROJECT NUMBER: 274-2395-108
PROJECT NAME: Cannon Beach TSP

This memorandum provides plan and policy context for the *City of Cannon Beach Transportation System Plan (TSP)*, consistent with Oregon Department of Transportation (ODOT) *Transportation System Plan Guidelines*.¹

This memorandum is organized into two sections: (1) plan and policy review, and (2) code and regulatory review. The review summarizes relevant regional, state, county, and local plans, policies, and documents, including where code updates may be needed to comply with state plans, policies, or regulations. Recommended updates to the City's development code to achieve compliance with the TPR or other state statutes and regulations are addressed in the Code and Regulatory Review section of this memorandum.

PLAN AND POLICY REVIEW

This section summarizes plans, policies, and other documents that have an impact on the transportation system in Cannon Beach. The plan and policy review is presented as series of summary tables organized by jurisdiction. The tables include an overview of a given document, a brief description on the relevance to the TSP, and any recommended policy or planning updates to be addressed by the TSP process.

The plan and policy review is organized by jurisdiction, beginning with local plans and policies, before moving on to state, county, and national/practice-wide plans, policies, and documents. The project team reviewed the following documents.

City of Cannon Beach

- Comprehensive Plan (2017)
- Buildable Lands Inventory (2018)
- Clatsop County Housing Study (2018)
- Urban Growth Boundary Area Joint Management Agreement (2007)
- Lancaster Downtown Parking Study (2017)
- Warren Way Intersection Traffic Analysis (2018)
- Water System Master Plan (2017)
- Wastewater Facilities Plan (2017)
- Cannon Beach, Parks and Trails Master Plan (2017)

Clatsop County/Transit Districts

- Comprehensive Land Use Plan
- Clatsop County TSP
- Clatsop County Multi-Jurisdictional Natural Hazards Mitigation Plan (January 2021 draft)
- Sunset Empire Transit District Long Range Comprehensive Transportation Plan (2016)
- Tillamook County Transit District Transit Development Plan (2016)

Statewide

- Statewide Transportation Improvement Program (STIP)
- Oregon Highway Plan and amendments (1999-2019)
- Oregon Freight Plan (2017)
- Oregon State Rail Plan (2014)
- Oregon Public Transportation Plan (2019)
- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Resilience Plan (2013) and policies
- Oregon Transportation Safety Action Plan (2016)
- Statewide Planning Goals
- ODOT Blueprint for Urban Design (2019)
- State Law on Reduction in Vehicle-Carrying Capacity (Oregon Revised Statutes 366.215)
- Oregon Administrative Rules (“OAR”) Chapter 734 Division 051, Access Management Standards
- Oregon TSP Guidelines (2020, online)
- ODOT Highway Design Manual (2012)
- Oregon Roadway Departure Implementation Plan update (2017)
- Oregon Intersection Safety Implementation Plan (2012)
- Oregon Bicycle and Pedestrian Safety Implementation Plan (2014)
- Oregon Standard Specifications for Construction (2015)
- Oregon Standard Drawing and Oregon Standard Details (online, accessed 2021)
- Methods to Determine Locations of Tsunami Vertical Evacuation Shelters (2012)

Local Plans, Policies, and Other Documents

Table 1. Local Plans, Policies and Other Documents

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Cannon Beach Comprehensive Plan (1979, most recently amended in 2017)	<ul style="list-style-type: none"> • Documents the City’s vision for land use, development, and transportation. • The transportation element of the Comprehensive Plan is the City’s primary transportation plan. 	<ul style="list-style-type: none"> • Consider comprehensive plan goals and policies as applicable, for example: <ul style="list-style-type: none"> ➢ Encourage forms of transportation that maintain a compact downtown area and reduce automobile trips. ➢ Consider seismic risks and emergency routes in transportation planning. ➢ Integrate stormwater runoff management into transportation facilities. ➢ Consider aesthetic impacts to the scenic attributes of the City.

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Buildable Lands Inventory (2018)	<ul style="list-style-type: none"> Identifies land areas by development status and resource or industrial zone. 	<ul style="list-style-type: none"> Consider potential future transportation needs and opportunities as vacant land is developed.
Clatsop County Housing Study (2018)	<ul style="list-style-type: none"> Studies home supply and demand for the incorporated and unincorporated areas of Clatsop County. Recommends strategies to improve availability of affordable housing. 	<ul style="list-style-type: none"> Consider relevant recommendations, including: <ul style="list-style-type: none"> Reconsidering off-street parking requirements. Further study of a potential need to expand Cannon Beach’s UGB. Ensuring land is developed at the density it is zoned for and implementing minimum densities.
Urban Growth Boundary Area Joint Management Agreement (2007)	<ul style="list-style-type: none"> Agreement between the City of Cannon Beach and Clatsop County for joint management of the Urban Growth Boundary Area. The City is the lead agency for development requests within the urban area. Amendments to the Cannon Beach Comprehensive Plan, Urban Growth Boundary, or other planning ordinances require adoption by both the City and the County. 	<ul style="list-style-type: none"> This document prescribes the procedure for modifying Cannon Beach’s Comprehensive Plan, Urban Growth Boundary, Zoning Ordinance map, and Subdivision Ordinance.
Lancaster Downtown Parking Study (2017)	<ul style="list-style-type: none"> Parking study in downtown area to better understand occupancy and turnover on a Friday during spring break and on a sunny spring Saturday. 	<ul style="list-style-type: none"> Consider this study when designing and implementing further parking studies to support TSP development. Utilization findings can provide a basis for comparison for the new parking utilization work. Parking recommendations should be considered.
Warren Way Intersection Traffic Analysis (2018)	<ul style="list-style-type: none"> Analysis of safety and capacity at the five-leg intersection of Warren Beach Road/Warren Way and Hemlock Street. This follows an interim design implemented in 2016. 	<ul style="list-style-type: none"> The study found that the intersection is operating safely and efficiently in the updated configuration and will continue to for another five to seven years from the time of the analysis. It recommends replacing the interim plastic bollards with more durable lane separators. The study anticipates that, between 2023 and 2038, traffic volume will exceed the capacity of the current intersection design. The study recommends a roundabout to increase capacity and accommodate additional volume. The study also recommends restricting on street parking on Warren Way to reduce

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Water System Master Plan (2017)	<ul style="list-style-type: none"> • Inventories the City’s water facilities. • Identifies improvements needed for a 20-year planning horizon. • Details a 20-year capital improvement plan (CIP) to maintain and protect existing water system, correct deficiencies, and ensure capacity to serve the future population. 	<p>impacts of spillover parking from Tolovana Beach State Park.</p> <ul style="list-style-type: none"> • Coordinate construction of TSP projects with planned water projects to lower the implementation costs of transportation improvements. • Water projects that dig under roads or sidewalks to access pipes will affect the transportation system. These include: <ul style="list-style-type: none"> ➢ Project #16: New fire hydrants that also require replacing the pipes that will serve them. Eleven locations. ➢ Projects #17 - #27: Replacement of transmission mains and distribution lines will require repaving of the street and/or sidewalk surface.
Wastewater Facilities Plan (2018)	<ul style="list-style-type: none"> • Inventories the City’s wastewater facilities and identifies deficiencies. • Recommends projects to improve operations, redundancy, and control/monitoring. 	<ul style="list-style-type: none"> • Coordinate construction of TSP projects with planned wastewater projects to lower the implementation costs of transportation improvements. • The plan recommends prioritizing repair of sewer along East Jefferson Street and further investigation at six other locations: South Hemlock Street, South Spruce Street, Sunset Boulevard, South Pacific Street, West Umpqua Street, and East Surfcrest Avenue. • Recommends continuation of the City’s five-year cycle of inspection and repair of sewer lines, which may discover other needed repairs.
Cannon Beach Parks and Trails Master Plan (2017)	<ul style="list-style-type: none"> • Compiles Cannon Beach’s recreational amenities, including trails, and beach accesses. • Recommends strategies to improve amenities and ensure they continue to support the community’s needs. 	<ul style="list-style-type: none"> • Incorporate planned trails that can be used for transportation into the TSP. • Consider beach access recommendations that impact transportation facilities.

County/Transit District Plans and Policies

Table 2. County/Transit District Plans and Policies

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Clatsop County Comprehensive Land Use Plan	<ul style="list-style-type: none"> Guides long range land use planning in unincorporated Clatsop County, including UGB areas of Cannon Beach. UGB area planning is done in close coordination with the City. 	<ul style="list-style-type: none"> Continue close coordination with the County for unincorporated areas within Cannon Beach’s UGB area.
Clatsop County TSP	<ul style="list-style-type: none"> Guides long range transportation in unincorporated Clatsop County, including UGB areas of Cannon Beach. UGB area planning is done in close coordination with the City. 	<ul style="list-style-type: none"> The team will consider projects identified in the County’s TSP on County and State facilities that are adjacent to Cannon Beach, including: <ul style="list-style-type: none"> Roadway Safety Improvement (D32) to add rumble strips from south end of Cannon Beach to north end of Arch Cape. Planning Study (X1) just south of Cannon Beach for the Arch Cape, Miles Crossing-Jeffers Garden, Knappa-Svensen, and Westport communities.
Clatsop County Multi-Jurisdictional Natural Hazards Mitigation Plan (January 2021 draft)	<ul style="list-style-type: none"> Guides inter-agency coordination to address and mitigate natural hazards across the County, including coastal erosion, drought, earthquake, tsunami, landslide, wildfire, wind and winter storms. 	<ul style="list-style-type: none"> Consider high risk hazards to which Cannon Beach is most vulnerable: landslide, earthquake, tsunami, coastal erosion, flood, and wind/winter storms. Consider improvements to evacuation routes and the City’s critical facilities: <ul style="list-style-type: none"> Cannon Beach Elementary School Cannon Beach Fire and Rescue Cannon Beach Police Department Providence Health Systems - Oregon Consider top priority mitigation actions identified for 2021-2026: <ul style="list-style-type: none"> Ensure tsunami evacuation infrastructure is developed and the relevant plans, policies, routes, signage, and structures are implemented/constructed. Reduce or eliminate damage to critical facilities, services and equipment (“Community Lifelines”). Coordinate with the Clatsop County Tsunami Evacuation Facilities Improvement Plan (TEFIP) currently underway, to identify

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Sunset Empire Transit District Long Range Comprehensive Transportation Plan (2016)	<ul style="list-style-type: none"> Long-range plan guiding Clatsop County’s transit district, providing service across the county and connections to Columbia and Tillamook Counties. 	<p>trails that could serve as tsunami evacuation routes.</p> <ul style="list-style-type: none"> The TSP will incorporate transit recommendations from the SETD plan to develop the TSP’s transit element, in coordination with SETD Planned improvements that serve Cannon Beach include: <ul style="list-style-type: none"> Increase weekday peak frequencies for Route 20 Add weekend evening service hours for Route 20 Faster transfers between Route 20 and Route 101 (serving Seaside/Astoria) Earlier weekday service starting at 7am for Route 20 Additional weekday and weekend trips between Cannon Beach and Manzanita
Tillamook County Transit District Transit Development Plan (2016)	<ul style="list-style-type: none"> Guides transit system investments and service improvements for Tillamook County, with connections to Clatsop County. 	<ul style="list-style-type: none"> The TSP will incorporate transit recommendations from the TCTD plan to develop the TSP’s transit element, in coordination with TCTD. Planned improvements serving Cannon Beach include: <ul style="list-style-type: none"> Enhance inter-city connections beyond the County, between Cannon Beach and Manzanita (Route 3) by selecting one Transit District to manage operations between the Cities. Currently Route 3 operated by TCTD provides this connection. Consider park and ride locations in Tillamook to serve Cannon Beach, where parking is limited during peak tourist season.

State Plans and Policies

Table 3. State Plans, Policies and Statutes

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Oregon Statewide Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> • Oregon’s four-year transportation capital improvement program. The STIP documents funding sources and implementation schedules for transportation improvement projects and programs throughout the state. • The STIP divides projects and programs into two broad categories: Fix-it and Enhance. Fix-it activities fix or preserve the transportation system, while Enhance activities enhance, expand, or improve the transportation system. 	<ul style="list-style-type: none"> • There are no STIP projects in or close to Cannon Beach. • The team will identify any potential new TSP projects that could be eligible for funding through the STIP.
Oregon Highway Plan (OHP) (and amendments) (1999-2019)	<ul style="list-style-type: none"> • A functional element of the OTP. The OHP establishes policies and investment strategies for Oregon’s state highway system over a 20-year period and refines the goals and policies found in the OTP. • Emphasizes efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. 	<ul style="list-style-type: none"> • Policies in the OHP must be considered for any improvements, modifications, or policies that would affect US 101 in the City of Cannon Beach. State highways carry the majority of through traffic in Cannon Beach, and significant local traffic as well. OHP policies provide guidance in developing recommended improvements that would impact the accessibility, mobility, or function of each highway. • OHP mobility standards are applicable to US 101
Oregon Freight Plan (OFP) (2017)	<ul style="list-style-type: none"> • Identifies challenges facing Oregon’s freight system including system operation and development, safety, communications, environmental considerations, and funding. • Implementation actions to improve the freight system include working with cities and counties to consider the freight system in transportation planning, as well as developing performance measures to prioritize investments in freight improvements. 	<ul style="list-style-type: none"> • Consider the freight system as part of the City of Cannon Beach’s transportation system and identify strategies for better coordinating land use and transportation planning decisions with freight needs.
Oregon State Rail Plan (OSRP) (2020)	<ul style="list-style-type: none"> • One of several statewide transportation mode and topic plans that refine, apply, and implement the long-range vision of the OTP. • Addresses needs in the statewide rail system, including both passenger and freight rail modes. Also includes example projects, organized by type. 	<ul style="list-style-type: none"> • There are no railways in or near Cannon Beach

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Oregon Public Transportation Plan (OPTP) (2019)	<ul style="list-style-type: none"> • One of several statewide transportation mode and topic plans that refine, apply, and implement the long-range vision of the OTP. • Establishes goals for public transportation in Oregon • Provides guidance for the development of transit, rideshare, and transportation demand management services over a 20-year period. Provides technical information on public transportation standards and needs that assist communities preparing the TSPs required under the TPR and responds to TPR requirements for per capita reductions in vehicle miles traveled in Oregon’s metropolitan communities. 	<ul style="list-style-type: none"> • Consider the public transportation goals of the OPTP in developing policies and plans for the public transportation system.
Oregon Bicycle and Pedestrian Plan (OBPP) (2016) & Design Guide (2011)	<ul style="list-style-type: none"> • Adopted in 2011 as an appendix to the Oregon Highway Design Manual and serves as a modal element of the OTP. Provides guidance for planning, design, and operation of facilities for bicycle and pedestrian travel. • Contains standards and designs for bicycle and pedestrian facilities on state highways, as well as for a variety of roadway types and land uses. 	<ul style="list-style-type: none"> • Consider standards and designs within the OBPP when proposing pedestrian and bicycle projects on state facilities within Cannon Beach.
Oregon Resilience Plan (2013) and policies	<ul style="list-style-type: none"> • Makes policy recommendations to address the threat of a major earthquake in the Cascadia subduction zone. • Chapter 5 addresses the resilience of Oregon’s highway, street, bridge, rail, air, and water transportation systems in the context of a major earthquake. 	<ul style="list-style-type: none"> • Consider incremental improvements to Cannon Beach’s transportation system in accordance with the long-term recommendations of the Resilience Plan and relevant local emergency plans. • Consider designation and improvement of critical evacuation and “lifeline routes,” including US 101.
Oregon Transportation Safety Action Plan (TSAP) (2016)	<ul style="list-style-type: none"> • An element of the OTP that provides the long-term vision of zero deaths and life-changing injuries and provides goals, policies, and strategies to work toward this vision. 	<ul style="list-style-type: none"> • Consider TSAP long-term goals and policies for transportation safety • Consider the TSAP Emphasis Areas framework to help characterize safety issues in Cannon Beach.
Statewide Planning Goals	<ul style="list-style-type: none"> • Oregon’s 19 statewide goals that apply to land use and other planning-related topics. • Goal 12 applies to transportation and has accompanying guidelines, adopted as the Transportation Planning Rule. 	<ul style="list-style-type: none"> • See discussion of the Transportation Planning Rule below. • Conform with other planning goals, such as Citizen Involvement, Natural Resources, Economic Development, and Energy Conservation, as appropriate.

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
ODOT Blueprint for Urban Design (2019)	<ul style="list-style-type: none"> The Blueprint for Urban Design (BUD) is an ODOT policy document that sets guidance and design standards for urban transportation facilities, including vehicle and multimodal facilities. The guide also supports design manual updates recommended in the OBPP. The guide supports local jurisdictions seeking better modal integration between transportation elements. 	<ul style="list-style-type: none"> For Cannon Beach, the guide may support greater flexibility for any desired changes to US 101. The TSP will utilize design flexibility provided in the BUD to implement designs that are appropriate to the context of US 101, including multimodal solutions.
ORS 366.215 – Vehicle capacity reductions on freight routes	<ul style="list-style-type: none"> Gives the Oregon Transportation Commission (OTC) the power to alter primary and secondary state highways. Prohibits permanent reduction of vehicle-carrying capacity on identified freight routes unless safety or access considerations require the reduction. Local governments may apply to the OTC for an exemption from the prohibition. The OTC will grant the exemption if it finds that the exemption is in the best interest of the state and that freight movement is not unreasonably impeded by the exemption. 	<ul style="list-style-type: none"> US 101 is a designated reduction review route, which will be considered for any transportation projects that would affect US 101.
OAR 734-051-4010 – Access Management Standards for Approaches – General Provisions	<ul style="list-style-type: none"> Applies to approaches to state highways. Cross references relevant standards for infill development, redevelopment, interchange construction, modernization, or other roadway projects. Includes provisions for private approaches and cross references standards for spacing distance, sight distance, safety, and other considerations (4020). 	<ul style="list-style-type: none"> Consider this rule if changes in access to US 101 are considered during the TSP process.
Oregon TSP Guidelines (2019)	<ul style="list-style-type: none"> Step-by-step guidance for TSP preparation emphasizes the linkage between local needs, the availability of transportation funding, and conformity with the applicable elements of the TPR and the OTP. 	<ul style="list-style-type: none"> Conform to the recommendations and guidance provided in the TSP guidelines.
ODOT Highway Design Manual Update (2012)	<ul style="list-style-type: none"> Provides guidance for the design of new construction, major reconstruction, resurfacing, restoration, and rehabilitation of state roadways. 	<ul style="list-style-type: none"> Conform to the recommendations and guidance provided in the Highway Design Manual Update for state highways within the City (US 101). If needed, consider alternative roadway standards and coordinate with ODOT to obtain necessary approvals, if practicable.

Plan, Policy, or Document	Relevance to the TSP	TSP Recommendation
Oregon Roadway Departure Safety Implementation Plan update (2017)	<ul style="list-style-type: none"> Analyzes data for crashes related to roadway departures in the State of Oregon. Recommends strategies and specific locations to reduce the number and severity of crashes related to roadway departures. 	<ul style="list-style-type: none"> Though no strategies are recommended within the city limits, consider recommendations for US 101 as it approaches Cannon Beach from the north and south.
Oregon Intersection Safety Implementation Plan (2012)	<ul style="list-style-type: none"> Provides guidance for improving safety at intersections through infrastructure improvements, including striping and signage, lighting, surface treatments, and intersection design, among many others. 	<ul style="list-style-type: none"> Include recommended safety improvement strategies in TSP projects where applicable.
Oregon Bicycle and Pedestrian Safety Implementation Plan (2014)	<ul style="list-style-type: none"> Provides guidance for improving safety of people walking and people biking by focusing on areas with high crash rates and implementing effective strategies. Plan is currently being updated (as of 2021). 	<ul style="list-style-type: none"> Conform to the recommendations and guidance and apply to TSP areas as appropriate. Review updated plan when available.
Oregon Standard Specifications for Construction (2018)	<ul style="list-style-type: none"> Defines standard specifications for all phases of construction work, from bidding and contracts through quality of materials and right of way control. 	<ul style="list-style-type: none"> Incorporate relevant guidance for road work, traffic control, traffic safety, bridges, and other topics as appropriate.
Oregon Standard Drawing and Oregon Standard Details (online, accessed 2021)	<ul style="list-style-type: none"> Standard drawings for bridges and traffic. Standard details for roadway, geo, bridges, traffic, hydro, and environmental. 	<ul style="list-style-type: none"> Projects to make use of relevant standard drawings and details as appropriate for state facilities.
Methods to Determine Locations of Tsunami Vertical Evacuation Shelters (2012)	<ul style="list-style-type: none"> Guides site selection for “shelter in place” vertical evacuation shelters to be used in a major tsunami when evacuation inland/out of the inundation area is not feasible given the landscape, speed of tsunami, or personal circumstances. Cannon Beach was used as the illustrative example for this study. 	<ul style="list-style-type: none"> Vertical evacuation structures may be considered outside the TSP process; the TSP will focus on hardening evacuation routes or identifying new routes.

CODE AND REGULATORY REVIEW

City of Cannon Beach Zoning and Development Ordinance

The Cannon Beach Zoning and Development Ordinance is the City’s municipal code. The ordinance implements the goals and policies of the City’s Comprehensive Land Use Plan and establishes zoning districts within the City. When adopted, the TSP will be incorporated by reference into the ordinance. The TSP will consider code amendments pertaining to transportation facilities, access, and procedural requirements as part of the update process.

Transportation Planning Rule

The TPR (OAR 660-012) implements Statewide Planning Goal 12 (Transportation), which is intended to promote the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles. The following sections are relevant to the TSP:

- **TPR Section -0045** (Implementation of the Transportation System Plan) requires local governments to amend their land use regulations to implement the TSP. It also requires local governments to adopt land use and subdivision regulations to protect transportation facilities for their identified functions.
- **TPR Section -0060** (Plan and Land Use Regulation Amendments) addresses amendments to plans and land use regulations. It specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities.
 - Local code requirements that address this TPR provision include access control measures; standards to protect future operations of roads; expanded notice requirements and coordinated review procedures for land use applications; procedures that specify needed transportation improvements as a possible condition of approval; and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.
 - TPR Section -0060 also establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, planned facilities, and needed coordination with transportation facility providers.

Table 4 below compares TPR Sections -0045 and -0060 to the relevant policies in the Cannon Beach Land Use and Development Ordinance to determine whether existing code language complies with the TPR. Table 4 also includes areas for City discussion and, where necessary, recommendations for amending the City’s code to address TPR requirements.

Table 4. TPR Code Audit

TPR Requirement	City of Cannon Beach Code References and Recommendations
OAR 660-012-0045: Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances, do not have a significant impact on land use:	Summary: This section of the TPR defines transportation facilities and improvements that are not subject to land use regulations (those that are in an acknowledged TSP) and creates a regulatory pathway for those improvements that are determined to have a “significant impact.” Subsection c notes that a jurisdiction should have a provision that allows for a combined land use review if a project requires multiple reviews (such as a Conditional use and a Site Plan

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p>	<p>review). For reference, types of uses permitted outright include lanes within the right-of-way, reconstruction of roadways within existing right-of-way, and temporary roadway detours, as well as minor betterment of existing public road and highway facilities.</p>
<p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p>	<p>Existing Conditions/Discussion: City code does not define transportation facilities or improvements or note their development in the base zones. However, Chapter 17.71 includes stream corridor protection in conjunction with all development, including transportation facilities noted as ‘Transportation structures including bridges, bridge crossing support structures, culverts and roads.’ Additionally, this section of the code includes a hierarchy which limits transportation improvements within stream corridors and notes a Development Permit requirement.</p>
<p>(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and</p>	<p>Recommendations: Future code recommendations will include new definitions for transportation facilities and reference TSP projects that do not require a land use review. Sections 17.08 through 17.37, (base zones for the City), may be amended to reflect transportation facilities and improvements.</p>
<p>(D) Changes in the frequency of transit, rail, and airport services.</p>	<p>We recommend that any edits are in parallel with the existing code language regarding transportation facilities in Section 17.71, to facilitate ongoing protection of stream corridors.</p>
<p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p>	<p>We recommend adjusting the language in Planned Unit Developments, Section 17.40.050.C to be in-line with any TSP-recommended changes.</p> <p>Section 17.92.050 includes a provision for a consolidated review.</p>
<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for <u>consolidated review</u> of land use decisions required to permit a transportation project.</p>	
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</p>	<p>Summary: This section of the TPR references standards for limiting access and block length in conjunction with the road classification to maintain roadway functionality and safety.</p> <p>Existing Conditions/Discussion: In the base zones, access to the street is only noted in the following:</p> <p><i>17.22.050. K. Vehicular Access. In the downtown commercial district, as identified in Figure 1 (at the end of this chapter), no new vehicular access onto Hemlock Street shall be permitted. Vehicular access which existed as of July 6, 1995 may continue to be utilized, including modifications thereto.</i></p> <p>17.36.040.E, Institutional Zone (IN) noting consideration for consolidated street access.</p> <p>17.42. Oceanfront Management Overlay Zone provides provisions for limiting development in areas identified as beaches and dunes. Provisions include a Development Review Permit for very limited actions including maintenance and repair of public or private beach access and a public beach access provision for new subdivisions of 10 or more dwelling units (subsection 8).</p> <p>Clear vision areas are noted in Section 17.90.040 based on street speeds of 15 and 30 mph. If the TSP recommends street speeds changing, these areas would also have to be adjusted.</p> <p>In Title 12, Streets, Sidewalks and Public Places, the City includes that (12.08.050)... <i>All driveways must be located the maximum distance which is practical from a street intersection and in no instance shall the distance from an intersection be closer than forty feet on an arterial street and ten feet on a local street as measured from the nearest curb return radius. Where streets of different functional classification intersect, the distance required is forty feet.</i></p> <p>In Title 12.34.030, Road Standards, the criteria for street design includes E. Comprehensive Land use designation and Traffic volume and Traffic safety (noting both pedestrians and vehicles) as well as sensitive lands.</p> <p>Recommendations: Based on communications with the City Public Works Director, the City uses ODOT Best Practice Road Standards unless modifications are necessary to reflect City-specific conditions. Existing access spacing and block length standards may need to be updated if recommended by the TSP or, if none exist, a reference to street spacing standards in the TSP could be added to the Municipal code to ensure appropriate levels of connectivity with future development.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors;</p>	<p>Summary: The TPR references standards for maintaining operation of higher capacity roadways. These operations are monitored with the development of a traffic impact analysis or study (TIA or TIS) which identifies development impacts on traffic flow, circulation, and safety.</p> <p>Existing Conditions/Discussion: The City does not currently have standards stating when a traffic impact study is required or what is required within the analysis. However, the City’s variance provisions include an additional consideration for variances associated with off-street parking and loading facilities in 17.84.040 and includes ‘future traffic volumes’ and in variances for subdivisions in 16.04.390.C:</p> <p><i>C. That the granting of the exception will not be detrimental to the public welfare or injurious to other property in the area in which the property is situated. Examples of what may be deemed injurious to other property are (but are not limited to): increased risk of geologic hazard, reduction of privacy, impact upon a significant view and additional traffic generation.</i></p> <p>Recommendations: Establish provisions for requiring a traffic impact study in conjunction with a land use review. Include a placeholder for a methodology if the City needs additional assistance with that. Recommended language should include objective thresholds such as the number of trips generated or specific potential safety issues. Include requirement that the traffic impact study aligns with current best practices for traffic impact analyses and ODOT standards and is consistent with the recommendations of the TSP. Include provisions for analysis associated with pedestrian and bicycle traffic.</p>
<p>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</p>	<p>Summary: TPR provision for public airport protections as a transportation facility.</p> <p>Existing Conditions/Discussion: As the City does not have a public airport in the vicinity that can be affected by future development in Cannon Beach, this section does not apply.</p> <p>Recommendation: No changes recommended to current code.</p>
<p>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;</p>	<p>Summary: TPR requirement for a coordinated review. A coordinated review requires that parties shall be notified during land use decision-making. It is a procedural provision similar to 0045(1)(c) referencing a consolidated review.</p> <p>Existing Conditions/Discussion: Current code does not include any provisions for a coordinated review of land use decisions affecting transportation facilities, corridors, or sites.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(e) A process to apply conditions to development proposals to minimize impacts and to protect transportation facilities, corridors, or sites;</p>	<p>Recommendation: Provide additional code language in Section 17.92.050 to include a provision for both a <u>coordinated</u> and consolidated review.</p>
	<p>Summary: This section notes that as part of a land use decision, jurisdictions should have a process for applying conditions of approval that directly protect and minimize impacts to transportation facilities, corridors, or sites. Conditions of approval are also referenced below as part of bicycle and pedestrian facilities.</p>
	<p>Existing Conditions/Discussion: Conditions of approval for land use decisions relating to transportation facilities are referenced in the following sections:</p>
	<p>Section 17.08.040.K.3 The RVL Zone includes criteria for a zone change noting that 3. <i>Traffic circulation patterns will not place a burden on neighborhood streets;</i></p>
	<p>Section 17.86.070.B.b and c, Amendments, includes the criteria:</p>
	<p><i>b. Meet transportation demands, <u>or</u> c. Provide community facilities and services;</i></p>
	<p>This section applies to both individual properties seeking a zone change as well as legislative actions. Given that City is planning for a zoning code update, it might make sense for the City to review this criterion: the "or" may be overly flexible for both of these scenarios.</p>
	<p>The code does not include general conditional use criteria for transportation impacts, except for 17.80.110.B:</p>
	<p><i>B. The use will not create excessive traffic congestion on nearby streets or overburden the following public facilities and services: water, sewer, storm drainage, electrical service, fire protection and schools.</i></p>
	<p>Additionally, Section 17.80.200 includes additional provisions for a Conditional use involving a Public Facility and Services. Although not ideal, it may be a possible code location for new transportation-related requirements.</p>
	<p>17.44.020.E.1 Design Review for Public Improvements, specifically, Street Improvements such as:</p>
	<p><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>

TPR Requirement	City of Cannon Beach Code References and Recommendations
	<p>The City has their Subdivision ordinance in Chapter 16. Section 16.04.130.K Applicable Standards, Street Policies include:</p> <p><i>1. Streets shall be built in conformance with adopted City standards, specifications for which are contained in “Minimum Standards for Streets to be Adopted by the City of Cannon Beach.” The city planning commission may grant an exception from these standards, based on unique circumstances such as topography or number of lots to be served.</i></p> <p>Recommendation: As part of the suggested code amendments, we recommend that the City consider using Public Works as the authority in addition to, or instead of the Planning Commission, as road standards are technical in nature, and not solely policy-driven.</p> <p>16.04.280 Design Standards – Streets</p> <p>16.04.360.A. Improvements – Streets</p> <p><i>1. All streets shall be constructed in accordance with applicable standard specifications of the city. Such construction shall be subject to inspection and approval by the city.</i></p> <p>Recommendation: Extend these provisions in Section 16.04 to cover all land use reviews, administrative and quasi-judicial.</p>
<p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <p>(A) Land use applications that require public hearings;</p> <p>(B) Subdivision and partition applications;</p> <p>(C) Other applications which affect private access to roads; and</p> <p>(D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</p>	<p>Summary: This TPR provision requires giving notice to ODOT of all land use applications requiring a public hearing.</p> <p>Existing Conditions/Discussion: This requirement to give notice is addressed in the following sections:</p> <p>17.48.060 Public Notice with resource capabilities....This refers to providing notice to state and federal agencies regarding resource lands</p> <p>17.88.200 Notification of State and federal agencies. This refers to notifying agencies on final decisions, not prior to the decision.</p> <p>For subdivisions, in Section 16.04.100 Tentative plan—Notice of other agencies. <i>The city shall transmit one copy of the tentative plan to the Cannon Beach Rural Fire Protection District.</i></p> <p>Recommendation: Amend the existing provisions concerning notifications to include notice to ODOT for all land use applications that require a public hearing and include notification prior to land use decisions.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.	<p>Summary: This TPR subsection notes provisions for maintaining road facilities included in the TSP.</p> <p>Existing Conditions/Discussion: None.</p> <p>Recommendation: See recommendations in response to TPR Section 0045 (2)(b) noted above.</p>

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.

Summary: TPR requires bicycle parking for all new development in the use categories identified in this subsection.

Existing Conditions/Discussion: The provision of bicycle parking is currently not provided for in the City’s Zoning code. The City may wish to include both the TSP provisions for bicycle parking as well as the Model Code standards noted in the table below: in order to help the city with transportation demand strategies.

Use	Minimum Number of Spaces
Multifamily Residential (not required for parcels with fewer than 4 dwelling units)	2 bike spaces per 4 dwelling units
Commercial	2 bike spaces per primary use or 1 per 5 vehicle spaces, whichever is greater
Industrial	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Community Service	2 bike spaces
Parks (active recreation areas only)	4 bike spaces
Schools (all types)	2 bike spaces per classroom
Institutional Uses and Places of Worship	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater

The TPR provisions for bicycle parking:

Multi-family residential of four units or more: one space per dwelling unit (all must be sheltered)

Retail/office/institutional, transit transfer stations, park-and-ride lots, and general parking lots: one space per 10 vehicle spaces

TPR Requirement	City of Cannon Beach Code References and Recommendations
	<p>Schools: one space per 10 students and employees for elementary and middle schools; high schools as one space for 5 students and employees. Colleges/trade schools: one space per 10 vehicle spaces plus one space per dormitory unit</p>
	<p>Recommendations: Amend the City’s code using either the Model Code or TSP provisions.</p>
<p>i. On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p>	<p>Summary: This requirement is for <u>safe and convenient</u> pedestrian and cycling access for certain types of development. It also references street designs (cross sections) for where bikeways are required as well as local provisions for street standards and options for limiting access requirements where certain conditions exist.</p> <p>Existing Conditions/Discussion: Existing conditions include Section 2.202, Street Standards, which includes “adequate access.”</p> <p><i>16.04.300 Design standards—Blocks. The following design standards are required for blocks: Dimensions. Block, length, width and area within bounding roads shall be such as to accommodate the size of lots required by the zoning ordinance and to provide for convenient access, circulation control and safety of street traffic.</i></p>
<p>a. "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p>	<p><i>16.04.360 Improvements.</i></p> <p>A. <i>Streets.</i></p>
<p>b. Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</p>	<p><i>1. All streets shall be constructed in accordance with applicable standard specifications of the city. Such construction shall be subject to inspection and approval by the city.</i></p> <p>Pedestrian and Bicycle Access and Circulation: Existing zoning code standards do not address the design of pathways as crosswalks across driveways or parking areas. To ensure visibility of pathways where they function as crosswalks, consider adding language that pathways that cross a parking area or driveway are clearly marked with contrasting paving materials.</p>
<p>c. Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</p>	<p>Recommendations: The TSP should add code language to augment “access” with “safe and convenient.” This code update would apply to the existing code language for subdivisions requiring pedestrian/bicycle access connecting cul-de-sacs to other streets as a design standard or condition of approval for a land use decision.</p>
<p>d. Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and</p>	<p>For cul-de-sacs, the standards are in the subdivision ordinance in 16.04.280.E. We recommend that the use of a cul-de-sac should be limited to both a distance of 400 feet as well as only when</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>standards for excessive out-of- direction travel;</p> <p>e. Streets and accessways need not be required where one or more of the following conditions exist:</p> <p>i. Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</p> <p>ii. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</p> <p>iii. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</p>	<p>absolutely necessary. Evacuation routes depend on connectivity and through-streets.</p>
<p>(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;</p>	<p>Summary: This section notes that if off-site road improvements are required, these improvements should include pedestrian and bicycle facilities.</p> <p>Existing Conditions: Bicycle paths are noted as allowed in the Wetlands Overlay zone (17.43.050.G), but the remainder of the code is silent.</p> <p>Pedestrian access is not mentioned in the City’s Zoning code other than in regard to signage height in 17.56.030. Pedestrians are mentioned as follows in the City’s Subdivision ordinance:</p> <p><i>Section 16.04.020.C, Purpose: C. To ensure economical, safe and efficient circulation systems for pedestrians and vehicular traffic;</i></p> <p><i>16.04.180.H Tentative Plans. (Subdivision ordinance)</i></p> <p><i>H. Streets, proposed: location, right-of-way, roadway widths, approximate radius of curves, and grades;</i></p> <p><i>16.04.280. Design Standards, Streets</i></p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
	<p><i>In Section 17.44.D. 13, Pedestrian circulation is a noted plan item under Design Review Procedures and Criteria.</i></p>
	<p>Recommendation: Include new provisions to include pedestrian and bicycle connections and facilities as part of all land use reviews: administrative and quasi-judicial in this section. Also see response and recommendations related to conditions of approval in Section 0045(2)(e).</p>
	<p>The code and subdivision ordinance should also be updated so that developers must refer to the TSP when developing site plans and incorporate TSP-planned infrastructure in their site plans.</p>
<p>(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities, and improvements which:</p>	<p>Summary: This requirement is intended to improve conformance with the definition of "safe and convenient" in the TPR. "Safe and convenient" includes both pedestrian and bicycle facilities.</p>
<p>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</p>	<p>Existing Conditions: Pedestrians are mentioned in the City's Subdivision ordinance:</p> <p><i>16.04.020.C, Purpose: C. To ensure economical, safe and efficient circulation systems for pedestrians and vehicular traffic;</i></p> <p>Pedestrians are also noted in the City's street standards:</p>
<p>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</p>	<p><i>12.34.040 General standards.</i></p> <p><i>A. Local residential streets shall be designed to provide a minimum of disruption to neighborhood livability. The design standards for local residential streets shall be flexible so as to permit adaptation to the social and topographic features of particular neighborhoods while providing for the safety of <u>pedestrians</u> and bicycle riders.</i></p>
<p>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</p>	<p>Recommendation: The City should consider identifying pedestrian and cycling routes, facilities, and improvements as part of the TSP process and include code terminology to address "safe and convenient" for pedestrian and bicycle facilities.</p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p>	<p>The City may consider adding a requirement that pathways which cross driveways or parking areas be marked with contrasting pavement to increase visibility of pedestrians and cyclists.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</p>	<p>Also see responses and recommendations related to pedestrian access and circulation in TPR Section -0045(3)(b).</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on- road parking restrictions and similar facilities, as appropriate;</p>	<p>Summary: TPR requirements to support transit use for jurisdictions with a population over 25,000; this subsection addresses provisions for transit facilities.</p> <p>Existing Conditions/Discussion: The City is not required to conform to these requirements based on its population; however, the City may elect to consider these standards and requirements to support additional public transit use via Sunset Empire Transit District/NW Connector and POINT.</p> <p>Recommendation: The TSP process may include review/discussion with the above-noted transportation providers regarding future transit routes and facilities. The general requirements for walkways and pedestrian connections in subsections (b)(A) and (B) are addressed per response and recommendation to TPR -0045 Section (3)(b) above.</p>
<p>(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A)</p>	<p>Summary: TPR requirements to support transit use for jurisdictions with a population over 25,000; this subsection addresses provisions for major transit stops.</p>
<p>and (B) below.</p>	<p>Existing Conditions/Discussion: As noted above, the City is not required to conform to these requirements based on its population; however, the City may elect to consider these standards to provide a variety of auto-alternatives for their community.</p>
<p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p>	<p>Recommendation: Should the City choose to make these amendments, the City would need to include a definition or map reference within its zoning code, describing what a major transit stop is and/or where it is located. A list or map of these stops could be included in the TSP. The City would also need to adopt associated site and building design standards specific to sites with major transit stops, in alignment with the requirements of subsection (C).</p>
<p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p>	
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p>	
<p>(i) Either locate buildings within 20 feet</p>	<p>Summary: As noted above, for Cannon Beach, this is an optional TPR provision to support the development of carpool and vanpool parking.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p>	<p>Existing Conditions/Discussion: The Zoning Code does not currently define carpool or vanpool.</p>
<p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p>	<p>The following facility types are not considered parking spaces for the purposes of OAR 660-12-045(5)(c):</p> <ul style="list-style-type: none"> • park and ride lots • handicapped parking • parking for carpools and vanpools
<p>(iii) A transit passenger landing pad accessible to disabled persons;</p>	<p>These facility types are not cross referenced in Chapter 17.78 Off Street Parking.</p>
<p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p>	<p>Recommendation: Consider cross referencing and clarifying preferential parking for carpools and vanpools in designated employee parking areas in new commercial, industrial, and institutional developments.</p>
<p>(v) Lighting at the transit stop.</p>	
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate.</p>	<p>Summary: As noted above, for Cannon Beach, these are optional TPR provisions for redeveloping parking areas for transit-oriented uses and for ensuring that future road systems can support transit. This section is similar to the responses and recommendations related to transit access in TPR Sections - 0045(4)(a) and -0045(4)(b).</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian</p>	<p>Existing Conditions/Discussion: Existing code language does not address this TPR requirement outright and in some situations, it prohibits the development of a (private) parking lot in the C1 zone (17.22.040).</p>
<p>access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;</p>	<p>Recommendation: Consider adding provisions to City code in the downtown or other areas that allow existing development to redevelop a portion of existing parking areas for transit-related improvements. These improvements may be identified in transit agency documents.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	<p>Also consider clarifying if this type of parking could be used as “quasi-public” from the Transit District. This standard would include a provision that spaces could only be used if (current) minimum parking requirements can still be met.</p>
	<p>Summary: As noted above, for Cannon Beach, this is an optional TPR requirement. However, documenting land use and existing transit routes and facilities will be part of an existing conditions evaluation to be summarized in a Technical Memorandum, as part of Task 3. For reference, the TPR defines “medium to high density” at 12–15 units per acre but does not define a minimum residential density to support transit. Generally accepted standards for transit-supportive densities are no lower than 7 units per acre for 30-minute headways. A mix of uses and concentration of employment density in centers is also supportive of transit service.</p>
	<p>Existing Conditions/Discussion: The City’s residential zones and commercial zones may be supportive of transit depending on the densities allowed.</p>
	<p>Identified densities include High (R3, RM) at 15 dwellings per acre to Very low (RVL) at 1 dwelling per acre. Additionally, providing regulations that encourage transit supportive facilities may support future efforts from Sunset Empire Transit District (TCTD) and/or POINT, even on a seasonal basis as part of City-identified TDM strategies.</p>
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	<p>Summary: The City of Cannon Beach is not located within the boundaries of an MPO; thus, this subsection is not applicable.</p>
(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	<p>Summary: This TPR requirement will be addressed through the TSP process. Existing conditions for pedestrian and bicycle circulation will be inventoried and assessed in Task 3.</p>
	<p>Recommendation: As identified by this subsection of the TPR, consider opportunities to facilitate pedestrian and bicycle travel by creating or enhancing accessways between residential areas and neighborhood activity centers (community destinations) in developed areas. These connections could be financed and constructed with public investment or required as a condition of approval for future private development.</p>

TPR Requirement	City of Cannon Beach Code References and Recommendations
<p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</p>	<p>Summary: This TPR requirement will be addressed through the TSP planning process; Task 6 will propose transportation standards which include street cross sections.</p> <p>Existing Conditions: The City uses ODOT Best Practice Road Standards unless modifications are necessary to reflect City-specific conditions.</p> <p>Recommendation: As part of Task 4, we will review the adopted street cross sections to see if changes are needed to address the intent of this subsection of the TPR. Future discussion of ordinance changes required to implement the final TSP can include how these standards are incorporated into the current code, included directly to public works standards elsewhere.</p>
<p>OAR 660-12-0060: Plan and Land Use Regulation Amendments</p> <p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that <u>significantly affect</u> an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p>	<p>Summary: This provision ensures that when amended, the City’s policy documents and zoning code standards review changes that would significantly affect any associated planned or existing transportation facility.</p> <p>Existing Conditions: Current code does not include language regarding Plan or zoning code text amendments and their “significant effect” on transportation facilities. Criteria for ensuring “adequacy” of transportation facilities is noted in Section 102, Zone Change.</p> <p>Current code sections which this may apply to include:</p> <ul style="list-style-type: none"> • Section 17.08.040.K.2 and K.3, RVL Zone change criteria • Section 16.04.020.C, Subdivisions, Purpose <p><i>C. To ensure economical, safe and efficient circulation systems for pedestrians and vehicular traffic;</i></p> <p>Recommendation: Zone change criteria should be added per TGM code update.</p> <p>Language pertaining to “significant effect” determination should be updated to reflect the TPR.</p>

NEXT STEPS

This plan and policy review will inform the development of projects, policies, and the content of the updated TSP. The TSP goals and objectives must reflect the overarching goals and objectives of the City's Comprehensive Plan and be consistent with the TPR and relevant ODOT transportation policies. The plan and policy review will also inform the development of draft evaluation criteria that will be the basis for selecting the preferred solutions and prioritizing projects and programs in the TSP. Draft criteria must include fair distribution of benefits and impacts of transportation projects and programs to reflect Title VI and environmental justice program objectives.