



CLATSOP COUNTY PLANNING COMMISSION

REGULAR MEETING AGENDA

Hybrid Meeting Judge Guy Boyington Building, 857 Commercial St., Astoria
Via Zoom

Tuesday, May 14, 2024 at 10:00 AM

ZOOM MEETING INSTRUCTIONS

- [1.](#) Zoom Meeting Information.

FLAG SALUTE

CALL MEETING TO ORDER

ROLL CALL

ADOPT AGENDA

BUSINESS FROM THE PUBLIC: This is an opportunity for anyone to give a brief presentation about any land use planning issue or county concern that is not on the agenda.

CLEAR AND OBJECTIVE STANDARDS (CAOS) PROJECT

- [2.](#) CAOS Project: Article 3 - Part 2

PROJECT STATUS REPORT

- [3.](#) May 2024 Project Status Report

DIRECTOR'S REPORT

- [4.](#) [May](#) 2024 Director's Report

GOOD OF THE ORDER

ADJOURN

NOTE TO PLANNING COMMISSION MEMBERS: Please contact the Community Development Department (503-325-8611) if you are unable to attend this meeting.



Clatsop County

Community Development – Planning

800 Exchange St., Suite 100
Astoria, OR 97103
(503) 325-8611 phone
(503) 338-3606 fax
www.clatsopcounty.gov

Clatsop County Planning Commission Regular Hybrid Zoom Meeting Instructions

To join the meeting from your computer, tablet or smartphone:

Hi there,

You are invited to a zoom webinar.

WHEN: May 14, 2024 10:00 AM Pacific Time (US and Canada)

TOPIC: Planning Commission Monthly Meeting

Please click the link below to join the webinar:

<https://co-clatsop-or-us.zoom.us/j/83932736797?pwd=WFJePkI6GtLHn9X65CJ98MITFCwVuw.ktR3J85BQYT5EiEk>

PASSCODE:000068

Dial by your location: 1 253 215 8782 US

Webinar ID: 839 3273 6797

Those wishing to provide testimony on public hearings or provide oral communication at the designated time must register in advance by calling 503-325-8611 or emailing comdev@clatsopcounty.gov. You will be notified when your three-minute presentation is scheduled. Comments may also be submitted via email to comdev@clatsopcounty.gov to be read at the meeting.



Clatsop County – Land Use Planning

800 Exchange Street, Suite 100

Astoria, OR 97103

(503) 325-8611 | (503) 338-3606 (Fax) | comdev@clatsopcounty.gov

TO: Clatsop County Planning Commission

FROM: Gail Henrikson, AICP, CFM – Community Development Director
Jay Blake, Planning Manager

DATE: May 14, 2024

RE: **CAOS: ARTICLE 3 – PART 2**

Article 3 of the Clatsop County *Land and Water Development and Use Code* (LAWDUC), establishes the development standards for property. The code has very unique sometimes conflicting standards due to the age of the code and number of amendments that have occurred over the past 40 years. The sections for review at the meeting are:

- 3.9150: Vehicle Access Control and Circulation
- 3.9550: Pedestrian and Bicycle Access and Circulation
- 3.9600: Subdivision Design Standards
- 3.9690: Subdivision Improvements
- 3.9800: Transportation Improvements and Road Standard Specifications for Design and Construction

Proposed Changes or Clarifications:

3.9150: Vehicle Access Control and Circulation

Remove information that is not directly related to the purpose of access control and circulation or that is covered later in this section by specific standards. Add and revise definitions in subsection 3.9520.

Revise subsection 3.9530 (Clear Vision Area) by creating bullet points for standards and creating a clear vision standard at the intersection of a street and a railroad. Minor revisions to subsection 3.9540 (Access Control Standards) to improve clarity.

3.9550: Pedestrian and Bicycle Access and Circulation

The language in this section was originally added to the code in 2003 (Ordinance 03-09) to implement the 20023 Transportation System Plan (TSP). Standards addressing pedestrian and bicycle access are required by OAR 660-012-0045(3), which states:

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.

Additional changes were made to this language in 2015, when an updated TSP was adopted.

Clatsop County is applying for grant funding to update the 2015 TSP, which would provide an opportunity to review these standards for compliance with OAR, while also developing standards that are appropriate for the scope and character of development in unincorporated Clatsop County, including its rural communities.

While staff has made several changes to this section to try to improve readability and to more accurately reflect development patterns in unincorporated areas, staff is requesting that significant changes be placed on hold pending completion of the updated TSP.

3.9600: Subdivision Design Standards

This section of the code was thoroughly reviewed and updated in 2021. Minor changes are proposed to increase clarity and to correct errors or remove/update out-of-date information and code citations.

3.9690: Subdivision Improvements

This section of the code was thoroughly reviewed and updated in 2021. Minor changes are proposed to increase clarity and to correct errors or remove/update out-of-date information and code citations.

3.9800: Transportation Improvements and Road Standard Specifications for Design and Construction

This section of the code was thoroughly reviewed and updated in 2021. No changes are proposed to this section.

DISCUSSION AND NEXT STEPS

Staff is requesting discussion and feedback from the Planning Commission regarding the proposed changes, particularly with regard to procedure types. Dependent upon your direction, staff will either make the proposed changes or continue to revise the procedures based upon your feedback. The first part of Article 4 will be discussed at your March 2024 meeting.

THE CIRCLE-BACKS:

At the April meeting, there was discussion about the requirements for developments or redevelopment of manufactured home parks compliant with the standards of the Americans With Disabilities Act. The discussion centered on whether the County should require additional construction standards within these developments.

Staff did further research on the matter and the following items are required to meet ADA standards:

Places of Public Accommodation and Commercial Facilities

In the private sector, the ADA Standards apply to places of public accommodation and commercial facilities. Places of public accommodation are facilities that affect commerce and that fall within twelve categories listed in the statute, including stores and shops, restaurants and bars, sales or rental establishments, service establishments, theaters, places of lodging, recreation facilities, assembly areas, private museums, places of education, and others. Nearly all types of private businesses that serve the public are included in the twelve categories, regardless of size. Commercial facilities include office buildings, factories, warehouses, manufacturing plants, and other facilities whose operations affect commerce

For project information and updates, visit us on the web!

www.clatsopcounty.gov/landuse

Transportation Facilities.

Bus stops and stations, rail stations, and other transportation facilities are required to be accessible by the ADA.

ADA Coverage of Housing

Although private residential housing is not covered by the ADA, government-owned or operated housing and certain privately owned facilities that provide housing are subject to the ADA and its accessibility requirements. Government owned or operated facilities may include public housing, student and faculty housing, employee housing, nursing homes, temporary housing provided in emergencies, and social service facilities, such as homeless shelters and halfway houses.

In the private sector, the ADA’s coverage of housing is limited to places of public accommodation, such as social service establishments and housing provided on or behalf a place of education. The ADA does not apply to individually owned or leased housing in the private sector not used as a public accommodation, including single family homes, condominiums, or apartments. (Many types of multi-family housing in the private and public sectors are subject to the design requirements of the Fair Housing Act.) Places of public accommodation located in residential buildings, such as rental and sales offices, commercial spaces, and hotel accommodations, are covered by the ADA Standards.

There are exemptions for religious institutions and private clubs in some instances. ADA accommodations would be required for any public areas within a manufactured home park, including public buildings, sidewalks, playgrounds or other areas open to the general public.

Source:

<https://www.access-board.gov/ada/guides/chapter-1-using-the-ada-standards/#ada-coverage-of-housing>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
SECTION 3.9500. VEHICLE ACCESS CONTROL AND CIRCULATION		
Section 3.9510. Purpose (Ord. 21-05)	Section 3.9510. Purpose (Ord. 21-05)	
<p>The following access control standards apply to industrial, commercial and residential developments including land divisions as noted in the Land and Water Development and Use Ordinance. Access shall be managed to maintain an adequate “level of service” and to maintain the “functional classification” of roadways as required by the Clatsop County Transportation System Plan. Major roadways, including arterials, and collectors, serve as the primary system for moving people and commerce within and through the county. “Access management” is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.</p> <p>The regulations in this section further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.</p>	<p><u>The following access control standards are intended to promote safe access and egress to properties, while maintaining traffic operations in conformance with adopted standards and as required by the Clatsop County Transportation System Plan (TSP). “Safety” for the purposes of this section, extends to all modes of transportation. apply to industrial, commercial and residential developments including land divisions as noted in the Land and Water Development and Use Ordinance. Access shall be managed to maintain an adequate “level of service” and to maintain the “functional classification” of roadways as required by the Clatsop County Transportation System Plan. Major roadways, including arterials, and collectors, serve as the primary system for moving people and commerce within and through the county. “Access management” is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.</u></p> <p><u>The regulations in this section further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.</u></p>	<p>Remove information that is not directly related to the purpose of access control and circulation or that is covered later in this section by specific standards.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
Section 3.9520. Definitions	Section 3.9520. Definitions	
<p>The following definitions apply to this section.</p> <p>ACCESS. The place, means, or way by which pedestrians, bicycles, and vehicles enter or leave property.</p> <p>ACCESS MANAGEMENT. The control of street (or highway) access for the purpose of improving the efficiency safety, and/or operation of the roadway of vehicles; may include prohibiting, closing, or limiting direct vehicle access to a roadway from abutting properties, either with physical barriers (curbs, medians, etc.) or by land dedication or easement.</p> <p>FIRE EQUIPMENT ACCESS DRIVE. A road which complies with the requirements for fire apparatus access roads as described in the Uniform Fire Code.</p> <p>FLAG LOT. A lot not meeting minimum frontage requirements and where access to the public road is by a narrow private right-of-way line.</p> <p>FRONTAGE STREET. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage street provides access to private properties which separating them from an arterial street.</p>	<p>The following definitions apply to this section.</p> <p>ACCESS. The place, <u>way or means</u>, or way by which pedestrians, bicycles, and vehicles enter or leave property.</p> <p>ACCESS MANAGEMENT. The control of street (or highway) access for the purpose of improving the efficiency safety, and/or operation of the roadway of vehicles; may include prohibiting, closing, or limiting direct vehicle access to a roadway from abutting properties, either with physical barriers (curbs, medians, etc.) or by land dedication or easement.</p> <p><u>CLEAR VISION AREA: Corner areas at intersection streets, railroads and/or driveways in which unobstructed vision of motor vehicle operators is maintained.</u></p> <p>FIRE EQUIPMENT ACCESS DRIVE. A road which complies with the requirements for fire apparatus access roads as described in the Uniform Fire Code Oregon Fire Code.</p> <p>FLAG LOT. A lot <u>that has access to a public right-of-way by means of a narrow strip of land.</u> not meeting minimum frontage requirements and where access to the public road is by a narrow private right-of-way line that has</p>	<p>Minor revisions to increase clarity and use same definitions as provided in Article 1.</p> <p>Added definition of “clear vision area”</p> <p>Update title of fire code</p> <p>Revised “Flag Lot” definition for clarity.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>SHARED DRIVEWAY. A driveway connecting two or more contiguous sites to the public street system.”</p>	<p>access to a public right-of-way by means of a narrow strip of land.</p> <p><u>FRONTAGE STREET ROAD. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage street provides access to private properties which separating them from an arterial street. A public or private street which is parallel and adjacent to an arterial, and which provides access to abutting properties while separating them from the arterial street.</u></p> <p>SHARED DRIVEWAY. A driveway connecting two or more contiguous sites to the public street system.”</p>	<p>Revised “frontage road” definition for clarity.</p>
<p>Section 3.9530. Clear Vision Area (Ord. 21-05)</p>	<p>Section 3.9530. Clear Vision Area (Ord. 21-05)</p>	
<p>A clear vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad.</p>	<p>A clear vision area shall be maintained on the corners of all property at the intersection of:</p> <ul style="list-style-type: none"> • two streets • street and a railroad. 	<p>Added bullet points for clarity.</p>
<p>1) A clear vision area shall consist of a triangular areas, two sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation, or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two</p>	<p>1) — A clear vision area shall consist of a triangular areas, two sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation, or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two</p>	<p>Broke text into smaller numbered bullet points.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>sides.</p> <p>2) A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction exceeding 2.5 feet in height, measured from the top of the curb or, where no curb exists, from the established street center line grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to a height of eight (8) feet above the grade.</p> <p>3) The following measurements shall establish clear vision areas:</p> <p>A. In an agricultural or residential zone the minimum distance shall be thirty (30) feet or, at intersections including an alley, ten (10) feet.</p> <p>B. In all other zones where yards are required, the minimum distance shall be fifteen (15) feet or, at intersections including an alley, ten (10) feet, except that when the angle of intersection between streets, other than an alley, is less than thirty (30) degrees, the distance shall be twenty-five (25) feet.</p>	<p>sides.</p> <p>2) A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction exceeding 2.5 feet in height, measured from the top of the curb or, where no curb exists, from the established street center line grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to a height of eight (8) feet above the grade.</p> <p>3) The following measurements shall establish clear vision areas:</p> <p>A. In an agricultural or residential zone the minimum distance shall be thirty (30) feet or, at intersections including an alley, ten (10) feet.</p> <p>B. In all other zones where yards are required, the minimum distance shall be fifteen (15) feet or, at intersections including an alley, ten (10) feet, except that when the angle of intersection between streets, other than an alley, is less than thirty (30) degrees, the distance shall be twenty-five (25) feet.</p> <p>1) <u>A clear vision area is in the shape of a triangle and extends across the corner of a lot or parcel to the edge of the right-of-way as shown in Figures 1 and 2.</u></p> <p>2) <u>Where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection.</u></p>	<p>Figures 1 and 2 already in LAWDUC</p> <p>Created clear vision standard for intersection</p>

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	<p>3) <u>Unless exempted below, there must be no fence, wall, vehicle parking, sign, building, structure, or any other obstruction to vision within the clear vision area. The clear vision area is the area between 2.5 feet and 8 feet in height.</u></p> <p>4) <u>Placement of light poles, utility poles and new trees should be avoided within vision clearance areas.</u></p> <p>5) <u>Existing trees must have all branches and foliage removed to a height of 8 feet above the grade.</u> A. <u>Exemptions:</u> 1. <u>Street signs</u></p> <p>6) <u>The following measurements are required for clear vision areas:</u></p> <table border="1" data-bbox="1052 849 1619 1372"> <thead> <tr> <th colspan="2" data-bbox="1052 849 1619 886"><u>Table 3.X</u></th> </tr> <tr> <th data-bbox="1052 886 1451 997"><u>Intersection of a Street and the following:</u></th> <th data-bbox="1451 886 1619 997"><u>Minimum Clear Area</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="1052 997 1451 1034"><u>Agricultural zones (street)</u></td> <td data-bbox="1451 997 1619 1034"><u>30'</u></td> </tr> <tr> <td data-bbox="1052 1034 1451 1071"><u>Agricultural zones (alley)</u></td> <td data-bbox="1451 1034 1619 1071"><u>10'</u></td> </tr> <tr> <td data-bbox="1052 1071 1451 1109"><u>Residential zones (street)</u></td> <td data-bbox="1451 1071 1619 1109"><u>30'</u></td> </tr> <tr> <td data-bbox="1052 1109 1451 1146"><u>Residential zones (alley)</u></td> <td data-bbox="1451 1109 1619 1146"><u>10'</u></td> </tr> <tr> <td data-bbox="1052 1146 1451 1183"><u>All other zones (street)</u></td> <td data-bbox="1451 1146 1619 1183"><u>15'</u></td> </tr> <tr> <td data-bbox="1052 1183 1451 1221"><u>All other zones (alley)</u></td> <td data-bbox="1451 1183 1619 1221"><u>10'</u></td> </tr> <tr> <td data-bbox="1052 1221 1451 1258"><u>Railroad</u></td> <td data-bbox="1451 1221 1619 1258"><u>25'</u></td> </tr> <tr> <td data-bbox="1052 1258 1451 1372"><u>Exception: If angle of the intersection is less than 30°</u></td> <td data-bbox="1451 1258 1619 1372"><u>25'</u></td> </tr> </tbody> </table>	<u>Table 3.X</u>		<u>Intersection of a Street and the following:</u>	<u>Minimum Clear Area</u>	<u>Agricultural zones (street)</u>	<u>30'</u>	<u>Agricultural zones (alley)</u>	<u>10'</u>	<u>Residential zones (street)</u>	<u>30'</u>	<u>Residential zones (alley)</u>	<u>10'</u>	<u>All other zones (street)</u>	<u>15'</u>	<u>All other zones (alley)</u>	<u>10'</u>	<u>Railroad</u>	<u>25'</u>	<u>Exception: If angle of the intersection is less than 30°</u>	<u>25'</u>	<p>of a street and a railroad.</p>
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<p>1) Traffic Impact Study Requirements. The County or other agency with access jurisdiction may require a traffic impact study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See, Section 2.9510 – Traffic Impact Study.)</p> <p>2) The County or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.</p> <p>3) Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider.</p> <p>(A) Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.</p> <p>(B) Option 2. Access is from a private street or</p>	<p>1) Traffic Impact Study Requirements. The County or other agency with access jurisdiction may require a traffic impact study prepared by a qualified professional to determine access, circulation and other transportation <u>improvements or</u> requirements. (See, Section 2.9510 – Traffic Impact Study.)</p> <p>2) The County or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.</p> <p>3) Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider.</p> <p>(A) Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.</p> <p>(B) Option 2. Access is from a private street or</p>	<p>Minor revisions to improve clarity</p>

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<p>driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.</p> <p>(C) Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Subsection (6) below.</p> <p>(D) Access to and from off-street parking areas shall not permit backing onto a public street. Except that in limited situations where no alternative design is possible and sight distances are acceptable, parking areas having three or fewer spaces may allow for backing onto a collector or local street subject to the approval of the Public Works Director, County Engineer or designee.</p> <p>4) Subdivisions Fronting onto an Arterial Street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets</p>	<p>driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.</p> <p>(C) Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Subsection (67) below.</p> <p><u>(D)</u> Access to and from off-street parking areas shall not permit backing onto a public street. Except that in limited situations where no alternative design is possible and sight distances are acceptable, parking areas having three or fewer spaces may allow for backing onto a collector or local street subject to the approval of the Public Works Director, County Engineer or designee.</p> <p>(D)<u>(E)</u> <u>A minimum of 10 feet per lane is required.</u></p> <p>4) Subdivisions Fronting onto an Arterial Street. New residential land divisions<u>subdivisions</u> fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for</p>	

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<p>cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid- block lanes).</p> <p>5) Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the RSA-SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the RSA- SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner’s association, etc.).</p> <p>6) Reverse Frontage Lots. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.</p> <p>7) Access Spacing. The access spacing standards below shall apply to newly established public street intersections, private drives, and non-</p>	<p>access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid- block lanes).</p> <p>5) Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the RSA-SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the RSA- SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner’s association, etc.).</p> <p>6) Reverse Frontage Lots. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.</p> <p>7) Access Spacing. The access spacing standards below shall apply to newly established public</p>	

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	Local Street	25 mph	Access to each lot permitted		Local Street	25 mph	Access to each lot permitted			
	Subdivision (10+ lots)	25 mph	Access to each lot permitted	N/A	Subdivision (10+ lots)	25 mph	Access to each lot permitted	N/A		
	Subdivision (4-9 lots)	20 mph			Subdivision (4-9 lots)	20 mph				
	Partition (> 3 ***)	20 mph			Partition (> 3 ***)	20 mph				
	Partition (1-3 lots)	15 mph			Partition (1-3 lots)	15 mph				
8)	<p>Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two- family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with Section 3.9540(9), below, in order to maintain the required access spacing, and minimize the number of access points. An additional access point may be allowed as</p>				8)	<p>Number of Access Points.</p> <p>(A) For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided;—</p> <p>(B) except that two access points may be permitted for two- family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards above.</p> <p>(C) The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users.</p> <p>(D) Shared access may be required, in</p>				Broke into separate paragraphs to increase readability

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>determined by the Public Works Director, County Engineer or designee.</p> <p>9) Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The County shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:</p> <p>(A) Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).</p> <p>(B) Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.</p> <p>(C) Exception. Shared driveways are not</p>	<p>conformance with Section 3.9540(9), below, in order to maintain the required access spacing, and minimize the number of access points.</p> <p>(A)(E) ___ An additional access point may be allowed as determined by the Public Works Director, County Engineer or designee.</p> <p>8)9) Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The County shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:</p> <p>(A) Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).</p> <p>(B) Access easements (i.e., for the benefit of affected properties) shall be recorded for</p>	

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<p>required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.</p> <p>10) Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the county, land divisions and large site developments, as determined by the Community Development Director, shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:</p> <p>(A) Block Length and Perimeter. No block shall be more than 1,000 feet in length between street corner lines unless it is adjacent to an arterial street. The recommended minimum length of blocks along an arterial street is 1.800 feet. An exception to the above standard may be granted, as part of the applicable review process, when blocks are divided by one or more pathway(s); pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles; or where the site's topography or the location of adjoining streets makes it impractical to meet the standard.</p>	<p>all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.</p> <p>(C) Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.</p> <p>910) Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the county, land divisions and large site developments, as determined by the Community Development Director, shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:</p> <p>(A) Block Length and Perimeter. No block shall be more than 1,000 feet in length between street corner lines unless it is adjacent to an arterial street. The recommended minimum length of blocks along an arterial street is 1.800 feet. An exception to the above standard may be granted, as part of the applicable review process, when blocks are divided by one or more pathway(s)</p> <p>Pathways shall be located to minimize out-of-direction travel by pedestrians and may be</p>	<p>Minor revisions to improve</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>(B) Street Standards. Public and private streets shall also conform to Sections 3.9800 – Transportation Improvements and Road Standard Specifications for Design and Construction, Section 3.9550 - Pedestrian and Bicycle Access and Circulation, Figures 3.1-3.5, and applicable Americans With Disabilities Act (ADA) of 1990 design standards.</p> <p>(C) Driveway Openings. Driveway openings or curb cuts shall be the minimum width necessary to provide the required number of vehicle travel lanes (12 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:</p> <ol style="list-style-type: none"> 1. Single family, two-family, and three-family uses shall have a minimum driveway width of 10 feet, and a maximum width of 24 feet. 2. Multiple family uses with between 4 and 7 dwelling units shall have a minimum driveway width of 20 feet, and a maximum width of 24 feet. 3. Multiple family uses with more than 8 dwelling units, and off-street parking areas with 16 or more parking spaces, shall have a 	<p>designed to accommodate bicycles; or where the site's topography or the location of adjoining streets makes it impractical to meet the standard.</p> <p>(B) Street Standards. Public and private streets shall also conform to Sections 3.9800 – Transportation Improvements and Road Standard Specifications for Design and Construction, Section 3.9550 - Pedestrian and Bicycle Access and Circulation, Figures 3.1-3.5, and applicable Americans With Disabilities Act (ADA) of 1990 design standards.</p> <p>(C) Driveway Openings. Driveway openings or curb cuts shall be the minimum width necessary to provide the required number of vehicle travel lanes (12 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:</p> <ol style="list-style-type: none"> 1. Single family, two-family, and three-family uses shall have a minimum driveway width of 10 feet, and a maximum width of 24 feet. 2. Multiple family uses with between 4 and 7 dwelling units shall have a minimum driveway width of 20 feet, and a 	<p>readability. Deleted this section as it unclear what it is supposed to mean.</p> <p>Deleted 1990 citation and ADA was amended in 2010.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Community Development Director determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.</p> <p>4. Access widths for all other uses shall be based on 12 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Sections 3.9800 – Transportation Improvements and Road Standard Specifications for Design and Construction.</p> <p>5. Driveway Aprons. Driveway aprons (when required) shall be constructed of concrete or asphalt and shall be installed between the street right-of-way and the private drive, as shown above. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of 4 feet in width, with a cross slope not exceeding 2</p>	<p>maximum width of 24 feet.</p> <p>3. Multiple family uses with more than 8 dwelling units, and off-street parking areas with 16 or more parking spaces, shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Community Development Director<u>Public Works Director, County Engineer or designee</u> determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.</p> <p>4. Access widths for all other uses shall be based on 12 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Sections 3.9800 – Transportation Improvements and Road Standard Specifications for Design and Construction.</p> <p>5. Driveway Aprons. <u>Driveway approaches or “aprons” are required to connect driveways to the public right-of-way when the existing roadway is constructed of asphalt or concrete.</u> Driveway aprons (when required)</p>	<p>Changed to Public Works Director or County Engineer as they are the persons who would review and make this decision, not the Community Development Director.</p>

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<p>percent.</p> <p>11) Fire Access and Parking Area Turn-Arounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive, or an alternative acceptable to the local Fire District and Public Works Director, County Engineer or designee. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to Section 3.9620(10) - Cul-de-Sac.</p> <p>12) Vertical and Horizontal Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width and horizontal clearance of no less than 20'.</p> <p>13) Vision Clearance. See Section 3.6530. Clear Vision Area.</p> <p>14) Vision Clearance. See Section 3.6530. Clear Vision Area.</p> <p>15) Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving one single-family detached dwelling: (A) Surface Options. Driveways, parking</p>	<p>shall be constructed of concrete or asphalt and shall be installed between the street right-of-way and the private drive, as shown above. Driveway aprons shall conform to <u>current</u> ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of 4 feet in width, with a cross slope not exceeding 2 percent.</p> <p>40)<u>11)</u> Fire Access and Parking Area Turn-Arounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive, or an alternative acceptable to the local Fire District and Public Works Director, County Engineer or designee. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to Section 3.9620(10) - Cul-de-Sac.</p> <p>41)<u>12)</u> Vertical and Horizontal Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width and horizontal clearance of no less than 20'.</p>	<p>Deleted specific ADA design requirements as they appear to have changed over time. Simply referencing the ADA requirement will ensure that the most recent version will be applied.</p>

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<p>areas, aisles, and turn-arounds may be paved with asphalt, concrete or comparable surfacing, or a durable non-paving material may be used to reduce surface water runoff and protect water quality. Paving surfaces shall be subject to review and approval by the Public Works Director, County Engineer or designee.</p> <p>(B) Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turn-arounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with standards approved by the Public Works Director, County Engineer or designee.</p> <p>(C) Driveway Aprons. Driveway approaches or “aprons” are required to connect driveways to the public right-of-way when the existing roadway is constructed of asphalt or concrete. Driveway aprons shall be paved with concrete or asphalt surfacing.</p>	<p>12)<u>13)</u> Vision Clearance. See Section 3.6530. Clear Vision Area.</p> <p>13) Vision Clearance. See Section 3.6530. Clear Vision Area.</p> <p>14) Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving one single-family detached dwelling:</p> <p>(A) Surface Options. Driveways, parking areas, aisles, and turn-arounds may be paved with asphalt, concrete or comparable surfacing, or a durable non-paving material may be used to reduce surface water runoff and protect water quality. Paving surfaces shall be subject to review and approval by the Public Works Director, County Engineer or designee.</p> <p>(B) Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turn-arounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with standards approved by the Public Works Director, County Engineer or designee.</p> <p>(C) Driveway Aprons. Driveway approaches or “aprons” are required to connect driveways</p>	<p>Combined with previous</p>

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	<p style="color: red;">to the public right-of-way when the existing roadway is constructed of asphalt or concrete. Driveway aprons shall be paved with concrete or asphalt surfacing.</p> <p style="color: blue;">(D)(C)</p>	<p>section on driveway aprons.</p>

SECTION 3.9550. PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION

Section 3.9560. Purpose (Ord. 21-05)	Section 3.9560. Purpose (Ord. 21-05)	
<p>To ensure safe, direct and convenient pedestrian and bicycle circulation, all new development in rural communities, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or shared use pathway system. (Pathways only provide for pedestrian circulation. Shared use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards below:</p> <p>1) Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be</p>	<p>To ensure safe, direct and convenient pedestrian and bicycle circulation, all new <u>subdivisions and all new multi-family residential and commercial</u> development <u>consisting of more than one building</u> in rural communities, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or shared use pathway system. (Pathways only provide for pedestrian circulation. Shared use pathways accommodate pedestrians and bicycles.)</p> <p>The system of pathways <u>or shared pathways for new subdivisions</u> shall be designed based on the standards below:</p>	<p>This language was originally added to the code in 2003 (Ord. 03-09) to implement the 2003 Transportation System Plan (TSP). The language was required by OAR 660-12-0045(3), which states that</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 3.9540 - Access Control Standards, and Section 3.9800 - Transportation Improvements and Road Standard Specifications for Design and Construction</p> <p>2) Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances, and all adjacent streets based on the following definitions:</p> <p>(A) Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.</p> <p>(B) Safe and convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.</p> <p>3) Connections Within Development. For all developments subject to Site Plan Review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site.</p> <p>4) Street Connectivity. Shared use pathways (for pedestrians and bicycles) shall be provided at or</p>	<p>1) Continuous Pathways System. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, <u>open space public parks and neighborhood activity centers, including schools, parks, shopping areas, transit stops or employment centers and open space areas whenever possible.</u></p> <p>The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 3.9540 — Access Control Standards, and Section 3.9800 — Transportation Improvements and Road Standard Specifications for Design and Construction</p> <p>2) Street Connectivity. <u>Shared use pathways shall be provided at or near mid-block where the block length exceeds the length required by Section 3.9630. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments.</u></p> <p><u>The system of pathways or shared pathways for new multi-family and commercial developments containing one or more buildings shall be designed based on the standards below:</u></p> <p>4)3) Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections</p>	<p>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.”</p> <p>Additional changes were made to this</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>near mid-block where the block length exceeds the length required by Section 3.9630. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments. Pathways used to comply with these standards shall conform to all of the following criteria:</p> <p>(A) Shared use pathways (i.e., for pedestrians and bicyclists) are no less than 10-feet wide and located within a 14 foot right-of-way or easement that allows access for emergency vehicles;</p> <p>(B) If streets within a subdivision or neighborhood are lighted, pathways shall also be lighted;</p> <p>(C) Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a shared use pathway where grades are steep;</p> <p>(D) The Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future,</p>	<p>between primary building entrances, and all adjacent streets based on the following definitions:</p> <p>(A) Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.</p> <p>(B) Safe and convenient. Bicycle and pedestrian Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.</p> <p>2)4) Connections Within Development. For all <u>multi-family and commercial</u> developments subject to <u>Site-site Plan-plan Reviewreview</u>, <u>pathways accessways</u> shall connect all building entrances to one another. In addition, <u>pathways-accessways</u> shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site.</p> <p>5) Street Connectivity. Shared use pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 3.9630. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments.</p>	<p>section when the 2015 TSP was adopted.</p> <p>Clatsop County is applying for grant funding to update the current TSP, which would provide an opportunity to review these standards for compliance with OAR, while developing requirements that actually fit the scope and character of unincorporated Clatsop County.</p> <p>Revised to clarify that the intent of this section applies to new</p>

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<p>considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection.</p> <ol style="list-style-type: none"> Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of 5 feet from all residential living areas on the ground floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped. No pathway/building separation is required for commercial, industrial, public, or institutional uses. Crosswalks. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly 	<p>36) Construction Standards. Pathways used to comply with these standards shall conform to all of the following criteria:</p> <p><u>(A) Shared use pathways: (i.e., for pedestrians and bicyclists) are no less than Minimum 10-foot public right-of-way or easement that allows access for emergency vehicles;</u></p> <p><u>(B) Pedestrian-only pathways: Minimum 6 feet wide and located within a public right-of-way or easement.</u></p> <p>(A)<u>(C) Accessways: Minimum 4 feet wide.</u></p> <p>(B)<u>(D) If streets within a subdivision or neighborhood are lighted, pathways shall also be lighted;</u></p> <p><u>(E) Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a shared use pathway where grades are steep;</u></p> <p><u>(F) Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.</u></p> <p><u>(G) Housing/Pathway Separation. Pedestrian</u></p>	<p>subdivisions, multi-family and commercial developments as required by OAR.</p> <p>Clarified which requirements apply to subdivisions and which apply to multi-family and commercial developments.</p> <p>Corrected conflicting information.</p> <p>Removed specific and outdated ADA standards and refer only to current ADA requirements</p>

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<p>marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it should consist of thermo-plastic striping or similar type of durable application.</p> <p>4. Pathway Surface. Pedestrian pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 5 feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 8 feet wide.</p> <p>5. Accessible routes. Pathways shall comply with the federal Americans With Disabilities Act (ADA), which requires accessible routes of travel from the parking spaces to the accessible entrance. The route shall be compliant with the following minimum standards:</p> <ul style="list-style-type: none"> (a) Shall not contain curbs or stairs; (b) Must be at least 3 feet wide; (c) Is constructed with a firm, 	<p><u>pathways shall be separated a minimum of 5 feet from all residential living areas on the ground floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped. No pathway/building separation is required for commercial, industrial, public, or institutional uses.</u></p> <p><u>(H) Crosswalks. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it should consist of thermo-plastic striping or similar type of durable application.</u></p> <p><u>(I) Pathway Surface. Pedestrian pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 5 feet wide, and shall conform to ADA requirements. Shared use pathways shall be the same materials.</u></p> <p><u>(G)(J) Accessible routes. Pathways shall comply with the federal Americans With Disabilities Act (ADA), which requires accessible routes of travel from the parking spaces to</u></p>	

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<p>stable, slip resistant surface; and (d) The slope shall not be greater than 1:12 in the direction of travel.</p>	<p><u>the accessible entrance.</u> (K) The Community Development Director may determine, based upon facts in the record, that a pathway <u>or accessway</u> is impracticable due to:</p> <ul style="list-style-type: none"> i. <u>physical or topographic conditions such as (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints);</u> ii. <u>buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and</u> iii. <u>sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection.</u> <ol style="list-style-type: none"> 1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. 2. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of 5 feet from all residential 	

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	<p>living areas on the ground floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped. No pathway/building separation is required for commercial, industrial, public, or institutional uses.</p> <p>3. Crosswalks. Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it should consist of thermo-plastic striping or similar type of durable application.</p> <p>4. Pathway Surface. Pedestrian pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 5 feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 8 feet wide.</p> <p>5. Accessible routes. Pathways shall</p>	

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	<p style="color: red;">comply with the federal Americans With Disabilities Act (ADA), which requires accessible routes of travel from the parking spaces to the accessible entrance. The route shall be compliant with the following minimum standards:</p> <p style="color: red;">6. Shall not contain curbs or stairs;</p> <p style="color: red;">7. Must be at least 3 feet wide;</p> <p style="color: red;">8. Is constructed with a firm, stable, slip resistant surface; and</p> <p style="color: red;">9. The slope shall not be greater than 1:12 in the direction of travel.</p> <p>(e)</p>	
SECTION 3.9600. SUBDIVISION DESIGN STANDARDS		
Section 3.9610 Principles of Acceptability	Section 3.9610. Principles of Acceptability	
A subdivision shall conform to the current Comprehensive Plan and shall take into consideration preliminary plans made in anticipation thereof a subdivision shall conform to the requirements of state law and the standards established by this Ordinance.	All subdivisions shall conform to the current Comprehensive Plan and and shall take into consideration preliminary plans made in anticipation thereof a subdivision shall conform to the requirements of state law and the standards established by this Ordinance.	This section of code was thoroughly reviewed and updated in 2021. Minimal changes are proposed.
Section 3.9620. Streets (Ord. 21-05)	Section 3.9620. Streets (Ord. 21-05)	
1) General. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the	1) General. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the	This section of code was thoroughly reviewed and

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<p>streets. Where location is not shown in a comprehensive development plan, the arrangement of streets in a subdivision shall either:</p> <p>(A) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or</p> <p>(B) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.</p> <p>2) Minimum right-of-way and roadway widths. The width of streets and roadways shall be adequate to fulfill County specifications as provided in Section 3.9800 of this Ordinance.</p> <p>3) Where existing conditions, such as the topography or the size or shape of land parcels, make it otherwise impractical to provide buildable lots, the Planning Commission, in coordination with the Public Works Director, County Engineer, or designee may accept a narrower right-of-way. If necessary, special slope easements may be required.</p> <p>4) Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control</p>	<p>streets. Where location is not shown in a comprehensive development plan, the arrangement of streets in a subdivision shall either:</p> <p>(A) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or</p> <p>(B) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.</p> <p>2) Minimum right-of-way and roadway widths. The width of streets and roadways shall be adequate to fulfill County specifications as provided in Section 3.9800 of this Ordinance.</p> <p>3) Where existing conditions, such as the topography or the size or shape of land parcels, make it otherwise impractical to provide buildable lots, the Planning Commission, in coordination with the Public Works Director, County Engineer, or designee may accept a narrower right-of-way. If necessary, special slope easements may be required.</p> <p>4) Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control</p>	<p>updated in 2021. Minimal changes are proposed.</p>

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<p>and disposal of the land comprising such strips shall be placed within the jurisdiction of the County under conditions approved by the Planning Commission.</p> <p>5) Alignment. As far as practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall wherever practical leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 125 feet.</p> <p>6) Future extension of streets. Where necessary to give access to or permit a satisfactory future subdivision or adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.</p> <p>7) Intersection angles. Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than 60 degrees unless there is a special intersection design. The intersection of an arterial or collector street with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser</p>	<p>and disposal of the land comprising such strips shall be placed within the jurisdiction of the County under conditions approved by the Planning Commission.</p> <p>5) Alignment. As far as practical, sStreets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall wherever practical leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 125 feet.</p> <p>6) Future extension of streets. Where necessary to give access to or permit a satisfactory future subdivision or adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.</p> <p>7) Intersection angles. Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but, in <u>In</u> no case shall the acute angle be less than 60 degrees unless there is a special intersection design. The intersection of an arterial or collector street with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser</p>	

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<p>distance. Other streets, except alleys, shall have at least 50 feet or tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.</p> <p>8) Existing streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.</p> <p>9) Half streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half strips.</p> <p>10) Cul-de-sacs. a cul-de-sac shall be as short as possible and shall terminate with a turnaround.</p> <p>11) Street names. Except for extensions of existing streets, no street shall be used which will duplicate or be confused with the names of</p>	<p>distance. Other streets, except alleys, shall have at least 50 feet or of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.</p> <p>8) Existing streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.</p> <p>9) Half streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half strips.</p> <p>10) Cul-de-sacs. a cul-de-sac shall be as short as possible and <u>The maximum length of a cul-de-sac shall be determined by the Public Works Director (or designee) and/or the appropriate Fire Chief or</u></p>	

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<p>existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and, if near a city, to the pattern in the city. Applications for new subdivisions shall include a list of street names pre-approved by the County Road Naming Review Committee.</p> <p>12) Grades and curves. Grades and curves shall be in accordance with Table 3.2 – Right-of-way and Improvement Standards Table. Where existing conditions, particularly topography, make it otherwise impractical to provide buildable lots, the County Engineer may accept steeper grades and sharper curves.</p> <p>13) Streets adjacent to railroad right-of-way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.</p> <p>14) Marginal access streets. Where a subdivision abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with</p>	<p><u>Marshal. Cul-de-sacs</u> shall terminate with a turnaround.</p> <p>11) Street names. Except for extensions of existing streets, no street <u>name</u> shall be used which will duplicate or be confused with the names of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and, if near a city, to the pattern in the city. Applications for new subdivisions shall include a list of street names pre-approved by the County Road Naming Review Committee.</p> <p>12) Grades and curves. Grades and curves shall be in accordance with Table 3.2 – Right-of-way and Improvement Standards Table. Where existing conditions, particularly topography, make it <u>otherwise</u> impractical to provide buildable lots, the County Engineer may accept steeper grades and sharper curves.</p> <p>13) Streets adjacent to railroad right-of-way. Wherever <u>the a</u> proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to</p>	

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<p>suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.</p> <p>15) Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission.</p>	<p>allow screen planting along the railroad right-of-way.</p> <p>14) Marginal access streets. Where a subdivision abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.</p> <p>15) Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission.</p>	
<p>Section 3.9630. Blocks (Ord. 21-05)</p>	<p>Section 3.9630. Blocks (Ord. 21-05)</p>	
<p>1) General. The length, width, and shape of blocks shall take into account the need for adequate lot size and street width and shall recognize the limitations of the topography.</p> <p>2) Size. No block shall be more than 1,000 feet in length between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining street justifies an exception. The recommended minimum length of blocks along an arterial street is 1,800 feet.</p> <p>3) Easements.</p>	<p>1) General. The length, width, and shape of blocks shall take into account the need for adequate lot size and street width and shall recognize the limitations of the topography.</p> <p>2) Size. No block shall be more than 1,000 feet in length between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining street justifies an exception. The recommended minimum length of blocks along an arterial street is 1,800 feet.</p> <p>3) Easements.</p>	<p>This section of code was thoroughly reviewed and updated in 2021. Minimal changes are proposed.</p>

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<p>(A) Utility lines. Easements for sewers, water mains, electric lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least 15 feet wide and centered on lot lines where possible. Electric lines or other similar utilities along with utility pole tieback easements may be reduced to six feet in width as appropriate for the particular utility.</p> <p>(B) Water courses. If a subdivision is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of- way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses may be required.</p> <p>(C) Pedestrian ways. When desirable for public convenience, pedestrian pathways shall be required to connect to cul-de-sacs or to pass through unusually long or oddly shaped blocks in accordance with Section 3.9550.</p>	<p>(A) Utility lines. Easements for sewers, water mains, electric lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least 15 feet wide and centered on lot lines where possible. Electric lines or other similar utilities along with utility pole tieback easements may be reduced to six feet in width as appropriate for the particular utility.</p> <p>(B) Water courses. If a subdivision is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of- way <u>shall be provided. The easement of right-of-way shall substantially conforming substantially</u> with the lines of the water course, and <u>be of a width such further width as that</u> will be adequate for the purpose. Streets or parkways parallel to major water courses may be required.</p> <p>(C) Pedestrian ways. When desirable for public convenience, pedestrian pathways shall be required to connect to cul-de-sacs or to pass through unusually long or oddly shaped blocks in accordance with Section 3.9550.</p>	
<p>Section 3.9640. Lots (Ord. 21-05)</p>	<p>Section 3.9640. Lots (Ord. 21-05)</p>	
<p>1) Size and shape. Lot size, width, shape, and orientation shall be appropriate for the location of</p>	<p>1) Size and shape. Lot size, width, shape, and orientation shall be appropriate for the location of</p>	<p>This section of code was</p>

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<p>the subdivision and for the type of use contemplated. An interior lot shall have a minimum average width of 50 feet and a corner lot a minimum average width of 60 feet. a lot shall have a minimum average depth of 100 feet, and the depth shall not ordinarily exceed two times the average width. These minimum standards shall apply with the following exceptions:</p> <p>(A) In areas that will not be served by a public water supply or a sewer, minimum lot sizes shall conform to the requirements of the County Health Department and shall take into consideration requirements for water supply and sewage disposal, as specified in Section 34. The depth of such lots shall not ordinarily exceed two times the average width.</p> <p>(B) Where property is zoned, lot sizes shall conform to the zoning requirement. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use contemplated.</p> <p>2) Access. Each lot shall abut upon a street other than an alley for a width of at least 25 feet.</p> <p>3) Through lots. Through lots shall be avoided except where they are essential to provide separation of residential development from traffic arteries or adjacent non-residential activities or to</p>	<p>the subdivision and for the type of use contemplated. An interior lot shall have a minimum average width of 50 feet and a corner lot a minimum average width of 60 feet. a lot shall have a minimum average depth of 100 feet, and the depth shall not ordinarily exceed two times the average width. These minimum standards shall apply with the following exceptions:</p> <p>(A) In areas that will not be served by a public water supply or a sewer, minimum lot sizes shall conform to the requirements of the County Health Department and shall take into consideration requirements for water supply and sewage disposal, as specified in Section 34. The depth of such lots shall not ordinarily exceed two times the average width.</p> <p>(B)(A) Where property is zoned, lot sizes shall conform to the zoning requirement. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use contemplated.</p> <p>2) Access. Each lot shall abut upon a street other than an alley for a width of at least 25 feet.</p> <p>3) Through lots. Through lots shall be avoided except where they are essential to provide separation of residential development from traffic arteries or adjacent non-residential activities or to</p>	<p>thoroughly reviewed and updated in 2021. Minimal changes are proposed.</p> <p>Newly created lots must comply with the minimum lot size required by code, including width/depth ratios. This is covered by subsection (A).</p> <p>Conflicting language regarding 50' x 100' lots is deleted.</p>

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<p>overcome specific disadvantages of topography and orientation. a planting screen easement at least 10 feet wide and across, which there shall be no right of access may be required along the line of lots abutting such a traffic artery or other incompatible use.</p> <p>4) Lot side lines. The side lines of lots, as far as practicable, shall run at right angles to the street upon which the lots face.</p>	<p>overcome specific disadvantages of topography and orientation. a planting screen easement<u>landscape buffer</u> at least 10 feet wide and across, which there shall be no right of access may be <u>is</u> required along the line of lots<u>property line</u> abutting such a traffic artery or other incompatible use. <u>Access through the landscape buffer is prohibited.</u></p> <p>4) Lot side lines. The side lines of lots, as far as practicable, shall run at right angles to the street upon which the lots face, <u>unless impracticable due to slopes, environmentally-sensitive lands or other restrictions.</u></p>	
Section 3.9650. General Soil Development	Section 3.9650. General Soil Development	
<p>Lot grading in areas subject to the geologic hazard overlay zone shall conform to the standards of Section 5.3000.</p>	<p>Lot grading in areas subject to the geologic<u>Geologic hazard</u>Hazard overlay<u>Overlay</u> zone shall conform to the standards of Section 5.3000.</p>	<p>No changes proposed, other than typographical</p>
Section 3.9660. Building Lines	Section 3.9660. Building Lines	
<p>If special building setback lines are to be established in the subdivision, they shall be shown on the subdivision plat or included in the deed restriction.</p>	<p>If special building setback lines are to be established in the subdivision, they shall be shown on the subdivision plat or included in the deed restriction.</p>	<p>Removed the deed restriction language as owners and staff would either not be aware of a restriction or may not be able to locate a</p>

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		copy if it isn't recorded.
Section 3.9670. Large Lot Subdivision (Ord. 21-05)	Section 3.9670. Large Lot Subdivision (Ord. 21-05)	
<p>In subdividing tracts into large lots which at some future time are likely to be further re-subdivided, the Planning Commission may require that the blocks be of such size and shape, be so divided into lots, and contain such building size restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots of smaller size.</p>	<p><u>If a subdivision includes large tracts that may be further subdivided in the future,</u> In subdividing tracts into large lots which at some future time are likely to be further re-subdivided, the Planning Commission may require that the <u>tracts be of sufficient size and shape to allow streets to be extended or opened at intervals and which allow allow future subdivision into buildable lots.</u> blocks be of such size and shape, be so divided into lots, and contain such building size restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots of smaller size.</p>	Reworded for clarity.
Section 3.9680. Land for Public Purposes	Section 3.9680. Land for Public Purposes	
<p>If the County has an interest in acquiring any portion of the proposed subdivision for a public purpose, or if the County has been advised of such interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year.</p>	<p>If the County has an interest in acquiring any portion of the proposed subdivision for a public purpose, or if the County has been advised of such interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year.</p>	No changes proposed
SECTION 3.9690. SUBDIVISION IMPROVEMENTS		
Section 3.9700. Improvement Procedures	Section 3.9700. Improvement Procedures	
<p>In addition to other requirements, improvements shall conform to the requirements of this ordinance and improvement standards or specifications adopted by the</p>	<p>In addition to other requirements, improvements shall conform to the requirements of this ordinance and improvement standards or specifications adopted by the</p>	This section of code was thoroughly

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>County and shall be installed in accordance with the following procedure:</p> <ol style="list-style-type: none"> 1) Work shall not be commenced until plans have been reviewed for adequacy and approved by the County. To the extent necessary for evaluation of the subdivision proposal, the plans may be required before approval of the final map. All plans shall be prepared on tracing cloth in accordance with requirements of the County. 2) Work shall not be commenced until the County has been notified in advance, and if work has been discontinued for any reason it shall not be resumed until the County has been notified. 3) Required improvements shall be inspected by and constructed to the satisfaction of the County. The County may require changes in typical sections and details if unusual conditions arising during construction warrant such change in the public interest. 4) Underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to lengths that will avoid the need to disturb street improvements when service connections are made. 5) A map showing public improvements as built shall be filed with the County Engineer upon completion of the improvements. 	<p>County and shall be installed in accordance with the following procedure:</p> <ol style="list-style-type: none"> 1) Work shall not be commenced until plans have been reviewed for adequacy and approved by the County. To the extent necessary for evaluation of the subdivision proposal, the plans may be required before approval of the final map<u>plat</u>. All plans shall be prepared on tracing cloth in accordance with requirements of the County. 2) Work shall not be commenced until the County has been notified in advance, and if work has been discontinued for any reason it shall not be resumed until the County has been notified. 3) Required improvements shall be inspected by and constructed to the satisfaction of the County. The County may require changes in typical sections and details if unusual conditions arising during construction warrant such change in the public interest. 4) Underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to lengths that will avoid the need to disturb street improvements when service connections are made. 5) <u>An as-built drawing map</u> showing public improvements as built shall be filed with the 	<p>reviewed and updated in 2021. Minimal changes are proposed.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
	County Engineer upon completion of the improvements.	
Section 3.9710. Specifications for Improvements (Ord. 21-05)	Section 3.9710. Specifications for Improvements (Ord. 21-05)	
<p>The County Engineer shall prepare and submit to the Board of County Commissioners specifications to supplement the standards of this ordinance based on engineering standards appropriate for the improvements concerned. Specifications shall be prepared for the construction of the following (Figures 3.1-3.5):</p> <ol style="list-style-type: none"> 1) Streets including related improvements such as curbs, shoulders, median strips and sidewalks, and including suitable provisions for necessary slope easements. 2) Drainage facilities. 3) Sidewalks in pedestrian ways. 4) Sewers and sewage disposal facilities. 5) Public water supplies and water distribution systems. <p>In absence of specifications prepared by the County Engineer, the latest edition of the Oregon Standards Specifications for Construction prepared by the Oregon Department of Transportation shall be used. Whenever these specifications refer to the State, consider that to mean the County of Clatsop, the appropriate County Department or appropriate County address.</p>	<p>The County Engineer shall prepare and submit to the Board of County Commissioners specifications to supplement the standards of this ordinance based on engineering standards appropriate for the improvements concerned. Specifications shall be prepared for the construction of the following (Figures 3.1-3.5):</p> <ol style="list-style-type: none"> 1) Streets including related improvements such as curbs, shoulders, median strips and sidewalks, and including suitable provisions for necessary slope easements. 2) Drainage facilities. 3) Sidewalks in pedestrian ways. 4) Sewers and sewage disposal facilities. 5) Public water supplies and water distribution systems. <p>In absence of specifications prepared by the County Engineer, the latest edition of the Oregon Standards Specifications for Construction prepared by the Oregon Department of Transportation shall be used. Whenever these specifications refer to the State, consider that to mean the County of Clatsop <u>County</u>, the appropriate County Department or appropriate County address.</p>	<p>This section of code was thoroughly reviewed and updated in 2021. Minimal changes are proposed.</p>
Section 3.9720. Improvement Requirements (Ord. 21-05)	Section 3.9720. Improvement Requirements (Ord. 21-05)	

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>The following improvements shall be installed at the expense of the subdivider:</p> <ol style="list-style-type: none"> 1) Water supply. Lots within a subdivision shall either be served by a public domestic water supply system conforming to State or County specifications or the lot size shall be increased to provide such separation of water sources and sewage disposal facilities as the County Sanitarian or Oregon Department of Environmental Quality considers adequate for soil and water conditions. 2) Sewage. Lots within a subdivision either shall be served by a public sewage disposal system conforming to State or County specifications or the lot size shall be increased to provide sufficient area for a septic tank disposal system approved by the County Sanitarian as being adequate for soil and water conditions considering the nature of the water supply. 3) Drainage. Such grading shall be performed and drainage facilities installed conforming to County specifications as necessary to provide proper drainage within the subdivision and other affected areas in order to secure healthful, convenient conditions for the residents of the subdivision and for the general public. Drainage facilities in the subdivision shall be connected to drainage ways or storm sewers outside the subdivision. Dikes and pumping systems shall be installed if 	<p>The following improvements shall be installed at the expense of the subdivider:</p> <ol style="list-style-type: none"> 1) Water supply. Lots within a subdivision shall either be served by a public domestic water supply system conforming to State or County specifications or the lot size shall be increased to provide such separation of water sources and sewage disposal facilities as the County Sanitarian or Oregon Department of Environmental Quality considers adequate for soil and water conditions. 2) Sewage. Lots within a subdivision either shall be served by a public sewage disposal system conforming to State or County specifications or the lot size shall be increased to provide sufficient area for a septic tank disposal system approved by the County Sanitarian as being adequate for soil and water conditions considering the nature of the water supply. 3) Drainage. Such gGrading shall be performed and drainage facilities installed conforming to County specifications as necessary to provide proper drainage within the subdivision and other affected areas in order to secure healthful, convenient conditions for the residents of the subdivision and for the general public. Drainage facilities in the subdivision shall be connected to drainage ways or storm sewers outside the subdivision. Dikes and pumping systems shall be installed if 	<p>This section of code was thoroughly reviewed and updated in 2021. Minimal changes are proposed.</p>

EXISTING LANGUAGE	PROPOSED LANGUAGE	NOTES/ COMMENTS
<p>necessary to protect the subdivision against flooding or other inundation.</p> <p>4) Streets. Where streets are to be accepted into the County road system, the subdivider shall grade and improve streets in the subdivision and the extension of such streets to the paving line of existing streets with which such streets intersect in conformance with County specifications. Street improvements shall include related improvements such as curbs, shoulders, sidewalks and median strips to the extent these are required. All other streets shall be improved in accordance with minimum road standards as set forth in 3.9800.</p> <p>5) Pedestrian ways. A sidewalk in conformance with the standards of Section S5.034 shall be installed in the center of pedestrian ways.</p> <p>6) Underground utilities. Underground utilities shall be required.</p>	<p>necessary to protect the subdivision against flooding or other inundation.</p> <p>4) Streets. Where streets are to be accepted into the County road system, the subdivider shall grade and improve streets in the subdivision and the extension of such <u>shall extend the</u> streets to the paving line of existing <u>intersecting</u> streets with which such streets intersect in conformance with County specifications. Street improvements shall include related improvements such as curbs, shoulders, sidewalks and median strips to the extent these are required. All other streets shall be improved in accordance with minimum road standards as set forth in 3.9800.</p> <p>5) Pedestrian ways. A sidewalk in conformance with the standards of Section S5.034 <u>S5.0343.9550</u> shall be installed in the center of pedestrian ways.</p> <p>6) Underground utilities. Underground utilities shall be required.</p>	

SECTION 3.9800. TRANSPORTATION IMPROVEMENTS AND ROAD STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION

This section of code was thoroughly reviewed and updated in 2021. No changes are proposed.



CLATSOP COUNTY PROJECT STATUS REPORT MAY 2024

PROJECT STATUS REPORT – MAY 2024

PERMIT #	PROJECT NAME	LOCATION	DESCRIPTION	PC MEETING DATE	PC DECISION	BOC MEETING DATES	BOC DECISION	STATUS	EXPIRATION DATE*
20170352	Arch Cape Deli	T4N, R10W, Section 30BB, Tax Lots 00601 and 00605 79330 Hwy 101	Conditional use permit to construct and operate a restaurant/grocery store/flex space with a manager's living quarters	11-14-17	APPROVED WITH CONDITIONS 7-0	N/A	N/A	Demolition and grading permits approved; property line adjustment approved; electrical, mechanical and fire suppression permits issued	Grading work begun Project is vested for land use; no expiration date Building permit expired 7-5-22 Permits for commercial alarm/suppression systems; electrical and mechanical issued
22-000377 Ordinance 24-11	Southwest Coastal Community Plan	N/A	Update of Southwest Coastal Community Plan	1-9-24	RECOMMEND BOC APPROVE AS PRESENTED 6-0	2-14-24 2-28-24 3-13-24 3-27-24	APP'D with amendments	Adoption Acknowledged COMPLETE	N/A

PROJECT STATUS REPORT – MAY 2024

PERMIT #	PROJECT NAME	LOCATION	DESCRIPTION	PC MEETING DATE	PC DECISION	BOC MEETING DATES	BOC DECISION	STATUS	EXPIRATION DATE*
23-000556 Ordinance 24-14	Housing Amendments	N/A	LAWDUC amendments to facilitate housing construction	TBD		TBD			Public information meeting: 1-17-24 BOC work session: 2-14-24 45-day notice to special districts being prepared (required by OAR)
	Clear and Objective Standards	N/A	Develop clear and objective standards for housing by July 1, 2025	TBD		TBD		On-going work sessions BOC work session February 21	
Ordinance 24-12	Geologic Hazard Report Preparation Professional	N/A	Expand list of professionals who are qualified to prepare geologic hazard reports	3-12-24 4-9-24	Recommend Board approve as submitted	4-24-24 5-8-24		Scheduled for 2 nd public hearing	N/A

*Expiration date for projects that are not completed or substantially completed



Indicates change to project status



Clatsop County – Land Use Planning

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Astoria, OR 97103
(503) 325-8611 | (503) 338-3606 (Fax) | comdev@clatsopcounty.gov

TO: Planning Commission Members
FROM: Gail Henrikson, AICP, CFM – Community Development Director
DATE: May 14, 2024
RE: **DIRECTOR'S REPORT**

CHILDCARE FACILITY BARRIERS WORK GROUP

The next meeting of the Childcare Facility Barriers Work Group will be on Friday, May 31, at 9AM. This is a virtual meeting and members of the public can view the meeting, sign up for public comment, and review previous meetings materials [here](#). A total of 217 responses to the child care barriers survey were received. The survey closed on April 15.

COMPREHENSIVE PLAN UPDATE

- **Economic Opportunities Analysis (EOA):**
A status update was provided to the Board on March 27. The focus of the EOA will be shifting from identifying industrial/commercial lands and will focus on policies and needs that the County will need in order to remain stable as the HCP and other outside regulatory changes impact the County. The third [meeting of the Technical advisory Committee](#) has not yet been scheduled.
- **Goals 16-18 Updates**
The first public meeting to introduce the project was held on Saturday, April 20. A [website](#) for the project has also been established.

CLATSOP REGIONAL HOUSING TASK FORCE

The next Clatsop Regional Housing Task Force meeting will be held at 1:30PM, on Wednesday, May 22. The hybrid meeting will be held in-person at the Bob Chisholm Community Center, 1225 Avenue A, Seaside and via [Zoom](#).

USACE PROJECTS

Staff continues to participate in weekly meetings with USACE staff and staff from DLCD. The purpose of the discussions is to work through issues associated with the USACE's proposed 20-year Dredged Material Management Plan. Separate discussions are also ongoing related to flowlane disposal of dredged material within the Columbia River. It is still anticipated that a goal exception application may be submitted to address this issue.

STAFF CHANGES AND RECRUITMENT

Matt Moore has been promoted to Building Official. Matt has worked as a Building Inspector in Clatsop County since August 2003 and has previously served as Interim Building Official. Matt's first official day as Building Official was March 22. Recruitment continues for an Electrical Inspector and a Building Inspector I.

Rebecca Sprengeler started on April 29 as Land Use Planning's new Permit Technician I. Rebecca was previously the Planning Permit Technician for the City of Warrenton.