

# Implementing Ordinances: City of Vernonia Transportation System Plan Update

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Vernonia TSP Update PMT and PAC

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This memorandum presents draft implementing ordinances, amendments to the Comprehensive Plan, and Development Code to bring these documents into compliance with the TSP Update document, the Oregon Transportation Plan, and Transportation Planning Rule (TPR).

## Overview

The TPR (OAR 660 Division 12) implements Oregon's Statewide Planning Goal 12 (transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on automobile travel. TPR Section 660-012-0045(1) requires that "each local government shall amend its land use regulations to implement the TSP."

Recommended changes are based on a review of the City of Vernonia Zoning Ordinance and Comprehensive Plan for consistency with the TPR. Where the Zoning Ordinance is already in compliance, it is noted in the discussion.

The discussion of recommended changes is organized by (1) the applicable section(s) of the TPR that could prompt a change in the Vernonia Zoning Ordinance, (2) the recommended additions, deletions, or revisions to the Vernonia Zoning Ordinance, or the applicable section that already addresses TPR compliance, and (3) a brief description of the recommended change (if necessary).

## Zoning Ordinance Amendments to Support the TSP

TPR Code sections are shown in *Italics*, City of Vernonia Zoning Code is shown in regular text. Recommended deletions are shown in ~~striktthrough format~~ and additions are in underline format.

The Vernonia Zoning Ordinance includes section 9-01.11 Transportation Planning, Standards, and Procedures. This section is already in compliance with a number of TPR requirements, described below.

**I. OAR 660-12-0045(1)(b)**

*Each local government shall amend its land use regulations to implement the TSP.*

*To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.*

Section 9-01.11-50 [Transportation Improvements] section (C.) includes language that allows transportation improvements to be permitted outright in any zone, and satisfies this TPR requirement. Changes to the section suggested below include consideration of transit as recommended in the Columbia County Community-Wide Transit and U.S. Highway 30 Transit Access Plan.

E. Sites that include existing or planned transit facilities may be required to provide the following:

1. A reasonably direct pedestrian connection between the transit facility and building entrances on the site. "Reasonably direct" is defined as 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.
2. A transit passenger landing pad accessible to disabled persons.
3. An easement or dedication for a passenger shelter or bench if such facility is identified in the Vernonia Transportation System Plan or the adopted County Transit Plan.
4. Lighting at the transit facility.

**II. OAR 660-12-0045(1)(c)**

*Each local government shall amend its land use regulations to implement the TSP.*

*In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0500. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.*

Section 9-01.11-20 [Public Notice and Coordinated Review] satisfies this TPR requirement. Changes to the section suggested below include consideration of transit as recommended in the Columbia County Community-Wide Transit and U.S. Highway 30 Transit Access Plan.

- B. The City shall provide written notice to the providers of transportation facilities and services, such as ODOT or Columbia County, in an application for a land division, design review, conditional use or building permit is located on or adjacent to an ODOT transportation facility or service. Columbia County Rider shall receive notice of proposals that potentially impact transit ridership or facilities. Notice shall be provided at least 20 days prior to the public hearing or decision on the application.

- C. Land use review associated with proposed transportation facilities, services, and improvements shall be coordinated with other jurisdictions and agencies that provide those facilities or services, such as Columbia County and ODOT when the proposed development has an impact on the transportation facility or service, as determined by the provider.

**III. OAR 660-12-0045(2)(a)**

*Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:*

*Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities.*

Section 9-01.11-30 [Access Management Standards] satisfies this TPR requirement.

Table 11-30-1 Access Spacing Standards

Functional Classification	Minimum Access Spacing	Signal Spacing
Arterial (OR 47)	Five hundred (500) feet from arterial or collector – speeds over 35 mph	½ Mile
	<u>Three hundred fifty (350) feet from any other intersection (including private access) for areas where speeds are 35 mph and below. Private driveways are discouraged within a Special Transportation Area (STA), but where allowed, the minimum access spacing standard is 175 feet or mid-block, if the current city block is less than 350 feet in length. The Public Works Director may permit a minimum spacing of not less than 300 feet except as otherwise approved by the City and as permitted by the ODOT-designated STA</u>	
Collector	Three hundred (300) feet from arterial	None
	One hundred and fifty (150) feet from any other intersection (including private access)	
Local Street	Two hundred (200) feet from arterial	None
	One Hundred (100) feet from any intersection with a collector, or local street	
	No spacing requirements from intersections with a private access	

- D. Shared driveways along a common property line are strongly encouraged. Access permits may be denied if reasonable alternative access is available.
- E. The City 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.
- F. The City may reduce required separation distance of access points where they prove impractical due to lot dimensions, existing development, other physical features, or conflicting code requirements, provided all of the following requirements are met:
  - a. Joint-use driveways and cross-access easements are provided in accordance with Joint and Cross-Access Requirements, described below.

- b. The site plan incorporates a unified access and circulation system in accordance with this Section; and
  - c. The property owner(s) enter in a written agreement with the City, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint-use driveway.
- G. Joint and Cross-Access – Requirement. The number of driveway and private street intersections with public streets should be minimized by the use of shared driveways for adjoining lots where feasible. When necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations as follows:
- 1. For shared parking areas;
  - 2. For adjacent developments, where access onto an arterial is limited;
  - 3. For multi-tenant developments, and developments on multiple parcels. Such joint accesses and shared driveways shall incorporate all of the following:
    - a. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority’s access management classification system and standards;
    - b. A design speed of 10 miles per hour and a maximum width of 20 feet, in addition to any parking alongside the driveway; additional driveway width or fire lanes may be approved when necessary to accommodate specific types of service vehicles, loading vehicles, or emergency service vehicles;
    - c. Driveway stubs to property lines (or future extension) and other design features may be required so that abutting properties with future development potential can connect to the cross-access driveway.

**IV. OAR 660-12-0045(2)(b)**

*Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements to protect transportation facilities, corridors and sites for their identified functions. Such regulations include: Standards to protect future operation of roads, transitways and major transit corridors.*

Section 9-01.11-40 [Protection of Transportation Facilities] satisfies this TPR requirement.

Additionally, Section 9-01.11-90 [Traffic Impact Studies] includes specific requirements for when a Traffic Impact Study, or traffic impact analysis is required. The revisions included below are suggested to ensure that the Public works standards and the Zoning Ordinance are consistent.

**9-01.11-90 [Traffic Impact Studies]**

The purpose of this section of the code is to assist in determining which road authorities participate in land use decision, and to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare a study.

- A. When a Traffic Study is Required. The City or other road authority with jurisdiction may require a Traffic Impact Study (TIS) as part of an application for development, a change in use, or a change in access. A TIS shall be required when a land use application involves one or more of the following actions:
1. A change in zoning or plan amendment designation;
  2. Any proposed development or land use action that a road authority states may have operational or safety concerns along its facility(ies); or
  3. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more; or
  4. An increase in peak hour volume of a particular movement to and from the State highway by twenty percent (20%); or
  5. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weight by 10 vehicles ~~of~~ or more per day; or
  6. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
  7. A change in internal traffic patterns that may cause safety problems, such as back up onto a street or greater potential for traffic accidents; or
  8. A development's location, proposed site plan, or traffic characteristics could affect access management, street capacity, or known traffic problems or deficiencies in a development's study area.

**V. OAR 660-12-0045(2)(f)**

*Local government shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations include:*

*Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:*

- (A) Land use applications that require public hearings;*
- (B) Subdivision and partition applications;*
- (C) Other applications which affect private access to roads; and*

*(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations.*

Section 9-01.11-20 [Public Notice and Coordinated Review] (C.) satisfies this TPR requirement.

**VI. OAR 660-12-0045(2)(g)**

*Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:*

*Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and levels of service of facilities identified in the TSP.*

Section 9-01.11-40 [Protection of Transportation Facilities] satisfies this TPR requirement.

**VII. OAR 660-12-0045(3)(a)**

*Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.*

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

Section 9-01.11-80 [Bicycle Parking Facilities] satisfies this TPR requirement.

**VII OAR 660-12-0045(3)(b)**

*Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.*

*On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.*

**Vernonia Zoning Ordinance Updates**

Street standards for bicycle and pedestrian facilities have been modified based on the revised street standards and cross sections found in the TSP update. Changes to the Zoning Ordinance are suggested below to ensure consistency between the TSP update and the City of Vernonia Zoning Ordinance. The TSP update simplifies the roadway standards, removing the urban/rural distinction, as it is assumed that any roadway within the City limits will be urban.

**9-01.11-60 [Street Standards]**

- A. New roads and roadway improvements shall be consistent with the general location, functional classification and street standards as set forth in the TSP. Where inconsistencies exist between the Vernonia TSP and the City Public Works Design Standards, the TSP should prevail unless otherwise

determined by the City Engineer, Public works Director, or Planning Director.

- B. New developments shall provide for street connectivity.
- C. Table 11-60-1 (~~Table 3.1 of the TSP~~) provides street standards for the various street functional classifications ~~and is incorporated by this reference~~. The cross sections emphasize the desire to develop multi-modal roadway facilities that incorporate shared-use paths, sidewalks, and bike lanes where possible.
- D. The City Engineer may adjust the street standards by up to ten percent (10%) when it is found that any of the following conditions apply:
  - 1. The existing right-of-way is substandard; or
  - 2. Exceptional topographic conditions exist; or
  - 3. Significant trees or vegetation would be removed.

**9-01.11-70 [Internal Connections]**

- C. Connections to the Right-of-Way.
  - 1. Every commercial, office, and institutional building shall include a pedestrian walkway connected to the public right-of-way. A walkway shall be provided for every three hundred (300) feet of street frontage.
  - 2. When the proposed commercial, office, institutional or multi-family uses are located on a site within ¼ mile of an existing or planned transit stop, the proposed pedestrian circulation system must demonstrate a safe and direct pedestrian route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.

In addition, the Land Division Code (Section 9-02) will be updated to reflect the new standards included in the Vernonia TSP update.

**9-02.08 [Street Design Standards]**

**9-02.08-20 [Streets]**

- B. Required Right-of-Way and Roadway Width. Unless otherwise indicated on the development plan, the street right-of-way and roadway widths shall not be less than the width in feet shown in the following table:

Type of Street	Minimum Right-of-Way Width (feet)	Required Roadway Width (feet)
<b>Urban</b>		
<del>Local – New Construction</del>	<del>40</del> <u>50</u>	<del>20</del> <u>28</u>
<del>Local – Preferred Retrofit</del>	<del>46</del>	<del>24</del>
<del>Local – Minimum Retrofit</del>	<del>25</del>	<del>18</del>
Collector	<u>55</u> <del>62</del>	<u>50</u> <del>38</del>
Arterial	<u>63</u> <del>72</del>	<u>60</u> <del>48</del>
<b>Rural</b>		
Local	30	18
Collector	62	36
Arterial	60	34
Radius for Turn Around at End of Cul-de-Sac	50	40
Alleys	20	20

H. Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition 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 divided. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be provided within such tract. Reserve strips and street plugs may be required to preserve the objectives of the half streets.

Applicants for land divisions who are approved for half street construction shall sign a written waiver of their right to remonstrate or otherwise legally oppose the installation of public streets, where such facilities are or may be proposed to serve the applicants property as part of any local improvement (assessment) district, developer installed improvement project or a local government improvement project of any type. This Section shall not, however, prohibit the applicant, developer, or owner from expressing his or her personal views for the record regarding the installation of a public facility.

N. Alleys. Alleys ~~shall~~ may be provided for additional access in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a radius of not less than twelve (12) feet.

**9-02.09-30 [Improvements in Subdivisions]**

E. Sidewalks – Sidewalks shall be installed on both sides of a public street or as a shared use path on one side of the street as described in the street standards in the TSP, and

in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available; and provided further, that in the case of streets serving residential areas having single-family dwellings located on lots equivalent to two and one half (2½) or less dwellings per gross acre, the requirements of sidewalks shall not apply, provided there is no evidence of special pedestrian activity along the streets involved.

**9-02.09-50 [Street Improvements in Existing Platted Areas]**

- A. Unless otherwise determined in subsection D of this section, no building permit shall be issued for the construction of any new building or structure, or for the remodeling of any existing building or structure which results in an increase in size or change of use, excepting remodel permits for single-family dwellings not resulting in a change of use, unless the applicant for said building permit agrees to construct street improvements which include curbs (Sidewalks and all other frontage improvements required in the design standards for the roadway functional classification), along all city streets that abut the property described in the building permit.
- B. The determination of whether the remodeling of an existing building or structure is sufficient to cause the property owner to construct street improvements shall be made by the City Administrator or his/her designee. The City Administrator or designee shall make this determination based upon findings that the increase in building size or change of use results in either:
  - 1. An increase in floor area which creates the need for additional on-site parking in accordance with the Zoning Code, or
  - 2. A change in use that results in a need for additional on-site parking, or
  - 3. An increase in the dwelling unit density on the site, or
  - 4. A change in the type, number, or location of access ways where off-site traffic will be affected.
- C. Notwithstanding any other provisions of this chapter, in cases where the issuance of the building permit pertains to the construction or reconstruction of a building or structure within a large development owned by the same owner or owners, the City Council may, in its sole discretion, authorize the installation of street improvements of equivalent cost on another portion of the total development area.
- D. Street improvements shall be installed according to City standards and shall be completed prior to the issuance of any occupancy permit for the new or remodeled structure or building. In unimproved areas of the city, the City Administrator or designee may determine that a gravel road to city standard is appropriate accompanied by a Waiver of Remonstrance Agreement by the property owner guaranteeing owner participation in future street improvements in the area. may grant a time extension of the provisions of this section, provided that the applicant provides sufficient security in amount and quantity satisfactory to the City Attorney to assure payment of such improvement costs.

Table 11-60-1: Required Roadway Design Standards

Street type	Travel lanes	Parking	Bikeways	Total Pavement	Unpaved Shoulders	Planting Strip	Sidewalks	Right-of-way <sup>1</sup>	Shared-use path <sup>6</sup>
Urban (Fig. 2-1 of the TSP)									
New Gravel Local <sup>1</sup>	2 – 8' 9'	5' Both Sides None	None	28'	2' 5' Both Sides	5' Both Sides None	None	20' 50'	None
Local <sup>1</sup> 40' right-of-way <sup>2</sup> Preferred Retrofit	2 – 10' 9'	6' 8' One Side	None (see shared-use path)	24'	None	5' Both Sides None	None (see shared-use path) 5' Both Sides	40' 46'	11' shared-use path <sup>3</sup>
Local <sup>1</sup> 47' right-of-way <sup>2</sup> Minimum Retrofit	2 – 10' 9'	8' Both Sides	None <sup>2</sup>	48'	None	None. Planting strip is optional with a shared use path on one side only.	5' Both Sides 5' One Side	47' 25'	None
Collector <sup>4</sup> 50' right-of-way	2 – 10'	8' Both One Sides	None (see shared-use path) 5' Both Sides	38'	None	6' One Side 5' Both Sides	None (see shared-use path) 6' Both Sides	50' 62'	8' one side
Collector <sup>4</sup> 55' right-of-way	2 – 10'	8' Both Sides	None (see shared-use path)		None	8' One Side	6' one side (opposite the side with the shared-use path)	55'	8' one side
Arterial <sup>5</sup> Downtown Cross-section	2 – 12' 44'	8' Both Sides <sup>2</sup>	None 5' Both Sides	48'	None	4' both sides Furniture zone that includes both vegetation and pedestrian amenities	6' Both Sides 40' Both Sides <sup>3</sup>	60' 70'	None
Arterial Non-Downtown Core – 63' right-of-way	2 – 12' with one 14' Median or center turn lane	None	6' Both Sides		None	None	6' both sides	63'	None
Arterial Non-Downtown Core – 75' right-of-way	2 – 12' with one 14' Median or center turn lane	None	6' Both Sides		None	None	12' both sides	75'	None
Rural (Fig. 2-1 of the TSP)									
Local	2 – 9'			48'	2' Both Sides			30'	
Collector	2 – 10'	6' One Side	5' Both Sides	36'	4' Both Sides		5' Both Sides	62'	
Arterial	2 – 12'		5' Both Sides	24'	4' Both Sides		5' Both Sides	60'	

<sup>1</sup> For Local Streets, no parking is allowed within 30' of the curb return  
 Required right of way is the total of pavement, shoulders, planting strip, and sidewalks, plus two (2) feet for urban roadways and eight (8) feet for rural roadways.  
<sup>2</sup> On local streets, bicycles are assumed to be able to share the travel lane or the shared-use path. Standards for Urban Arterials and collectors require eight (8) foot parking lanes in the downtown area, where storefront commercial land uses make on-street parking desirable. The urban and rural standards applications areas are defined by Figure 2-1 of the TSP. Outside of downtown, parking lanes may be excluded from the cross section if adjacent land uses do not support the need (for instance, if buildings are set back from the right-of-way and off-street parking). Where on-street parking is eliminated from the cross section, total pavement width shall be reduced by the same amount.  
<sup>3</sup> The Shared-use path assumes 1' for curb between the travel lane and the path. The ten (10) foot arterial sidewalk is stipulated for downtown area and may be reduced elsewhere to six (6) feet.  
<sup>4</sup> For Collector Streets, no parking is allowed within 45' of the curb return  
<sup>5</sup> For Arterial Streets, no parking is allowed within 30' of the curb return  
<sup>6</sup> Shared use paths should be constructed from asphalt

# Comprehensive Plan Amendments to Support the TSP

This section addresses the requirement that the City of Vernonia's TSP update is consistent with the Comprehensive Plan. Existing Vernonia comprehensive plan language appears in plain text. Recommended additions to the Plan are shown as underlined text while recommended deletions to the plan are shown in ~~strikethrough text~~.

## Transportation Systems

### Transportation System Goals

#### Operation and Safety

- Preserve and improve the function, capacity, and level of service and safety of the roadway system

#### Transportation Alternatives

- Support the use of other modes, especially bicycles and pedestrians, including transit
- Support Safe Routes to Schools programming and projects
- Receive input on airport operations and expansion

#### Finance

- Create a sound fiscal approach to financing transportation system improvements

Public transportation is provided in Vernonia by The Columbia County Rider, a service of the Columbia County Transit Division Transportation (COLCO), which operates Dial-A-Ride and flex route service throughout Columbia County. ~~In an average year COLCO will provide over 130,000 low cost rides to county residents.~~ More than 50% of the small buses, vans, and minivans used by the rural transit system are equipped with wheelchair lifts for the convenience of the county's disabled population. In 2009 the County released *The Columbia County Community-Wide Transit and U.S. Highway 30 Transit Access Plan (Columbia County, Oregon 2009)* that addresses current and future transit needs, and provides direction to the County for planning and implementing transit services, operations, facilities, and funding within a 10-year horizon. Transit goals and objectives should be coordinated with this planning document.

## Streets and Roads

The City of Vernonia's major arterial is Oregon State Highway 47 which follows a general south-north alignment routing from McMinnville through Forest Grove and Banks to Vernonia, then north through Mist to Clatskanie. In Vernonia, the highway conforms to the southern portion of Rose Avenue to Bridge Street, along Bridge Street over Rock Creek and the Nehalem River to Mist Drive, then north to the City limits along Mist Drive. Improvement of this highway and its maintenance shall remain the responsibility of the State Department of Transportation subject to coordination with the City to help solve problems related to through traffic of long and other heavy trucks and downtown traffic congestion.

Mist Drive south of the intersection with Bridge Street and continuing along Pebble Creek Road is a State Street and Pebble Creek are county roads. Both of these roads act as collector streets. The maintenance of Mist Drive and Pebble Creek Road these roads will be the County's responsibility as they serve the county's network of road circulation.

City streets designated as collectors are Rose Avenue north of Bridge Street, Nehalem Street west of Rose Avenue, Bridge Street west of Rose Avenue, Adams Avenue from Bridge Street to Anderson Park State Street between Highway 47 and the northern City Limits, Louisiana Avenue between Missouri Avenue and the northern City Limits, Knott Street east of Mist Drive, and Cougar Avenue and 2<sup>nd</sup> Street Avenue connecting to Baker Noakes Road. Knott Street from Highway 47 east is designated as a special combined light industrial residential service street. Maple Avenue from Adams to Weed and Weed Avenue from Mable to Bridge are designated as special commercial service streets.

A complete inventory of City street conditions is contained in Exhibit B, Section G, Transportation. This information should be updated by the City as needed to maintain an up-to-date roadway inventory.

### Streets and Roads Policies

1. Continued maintenance of Oregon Highway 47 is the responsibility of by the State Department of Transportation ~~shall be required~~. The City will work with ODOT to ~~obtain improvements to~~ Highway 47 to more safely accommodate heavy truck traffic through the City and alleviate traffic congestion in the downtown area.
2. The City continues to support the Banks-Vernonia Linear State Park as a safe means of providing bicycle/pedestrian/horseback travel along Highway 47 from the south into the City.
3. The City continues to ~~adopt~~ coordinate with Columbia County regarding street and road improvement standards outside the City as a means of ~~insuring~~ ensuring that new and existing roads and streets meet transportation needs of the City of Vernonia.
4. New road and street proposals must be in accordance with requirements of the subdivision ordinance, approved by the city Public Works Director, and
  - a. Where the proposed street is in the steep slopes area identified in Exhibit B, Section B, Geologic Characteristics and Constraints, the street shall follow the natural topography to minimize grading, cutting and filling, or
  - b. Where the Public Works Director deems it necessary, expert opinion on the street alignment shall be obtained at the developer's expense from an engineer or other qualified professional
5. Requirements for off-street parking and loading and vehicular maneuvering space for all new uses shall be as provided in the City's zoning ordinance.
6. Alternative appropriate uses of unimproved public right-of-way may be recommended to the City Council by the Planning Commission as a part of the approval of any adjacent development.

7. The Planning Commission shall work with downtown business people to review and recommend changes in on- and off-street parking and loading space arrangements in order to better serve the needs of the downtown area.
8. The City shall continue to support Safe Routes to School policies and programs.

## Airport

### Airport Policies

1. The City will continue to plan for airport improvements designed to provide for increased usage and maintenance of safe operations. Details of projected improvement needs are contained in Exhibit B, Section G, Transportation.
2. Potential for light industrial development in the airport industrial zone established by Columbia County shall be encouraged by the City.
3. Potential for destination resort development in conjunction with the airport and the adjacent City ~~riverside~~ airport park property and the Vernonia Golf Course shall be encouraged by the City.

NOTICE:

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.