



Technical Memorandum: Implementing Ordinances

Date: July 10, 2025

Kittelson Project No: 30287

To: Project Management Team (PMT)

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Subject: Draft Implementing Ordinances

Introduction

This memorandum presents recommended actions and proposed code language to help implement the Updated City of Boardman Transportation System Plan (TSP). Implementing ordinances and measures in this memorandum also enact relevant provisions in the Oregon Transportation Planning Rule (TPR) (OAR 600, Division 12). The TPR guides connections between transportation planning and land use regulations. It supports the development of safe, convenient, and economic transportation systems designed to maximize investments and reduce reliance on single-occupant driving.

As part of the TSP update process, MIG initially conducted a regulatory review to determine consistency of the Boardman Development Code (BDC or “code”) with the TPR (Task 3.4). That review serves as the basis for the Implementing Ordinances and proposed code amendments summarized in **Table 1** and provided in **Attachment A** in this memorandum. For more information on the regulatory review and code assessment, see **Attachment B**.

Policy Recommendations

Comprehensive Plan Updates

Chapter 12 (Transportation) of the Boardman Comprehensive Plan formally includes five policies under Goal XII: Transportation Policies. The Background section of the chapter also includes statements on protection of transportation facilities and nominally policies regarding coordinated review as well as pedestrian and bicycle facilities. To ensure that the City has an up-to-date transportation policy framework, we recommend some version of adopting the updated TSP goals and objectives as part of the Comprehensive Plan. Replacing and updating

the existing transportation policies could be accomplished through the 2025 TSP adoption ordinance, adopting the updated transportation goals and objectives as City Comprehensive Plan policy by reference.

This recommended approach is common in Oregon, where cities use their TSP as an analog to their comprehensive plan transportation chapter, policies, and goals. As stated currently in Chapter 12 of Boardman's Comprehensive Plan, the TSP has previously been incorporated by reference and has been included in the Comprehensive Plan as a technical appendix. This approach of adopting the TSP by reference helps ensure consistency between the TSP and Comprehensive Plan and it simplifies coordination between the goals and policies therein. It also reduces the need to amend both documents when the TSP is amended in the future. In this way, Boardman's TSP Goals and Objectives, addressed next in this memorandum, can be included in the City's Comprehensive Plan Transportation Element.

TSP Goals and Objectives

The TSP goals and objectives presented below were developed for this project as part of Technical Memorandum #3 and will be included in the Updated TSP. As noted in Technical Memorandum #3, these goals and objectives are rooted in, and build upon, the various goals and objectives developed in the current TSP and other transportation-related planning documents reviewed as part of this planning process. Additional goals and objectives have been proposed to ensure that the Updated TSP is forward-focused, reflects the needs of the community, and supports the development of a safe, efficient, and reliable transportation system for all users.

As they read below, some of the objectives may apply more directly to the development of the TSP and the TSP update process, and less so to review of land use actions. In that regard, City of Boardman Planning staff may identify select objectives below as those to be criteria in evaluating quasi-judicial and legislative land use actions.

Goal #1: Safety: Improve the safety and comfort of the multimodal transportation network.

- Objective #1a: Address known safety issues at locations with a history of fatal and/or severe injury crashes.
- Objective #1b: Identify and prioritize transportation improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.
- Objective #1c: Manage vehicular access to key transportation corridors consistent with engineering standards and access management principles, while maintaining reasonable access to adjacent land uses.

Goal #2: Mobility: Provide an efficient multimodal transportation system.

- Objective #2a: Identify capacity constraints and develop projects and strategies to address those constraints, including intersection improvements, new crossings of I-84, and alternative multimodal connections.
- Objective #2b: Preserve and maintain the existing transportation system.

- Objective #2c: Support local and regional transit services through the advancement of stop amenities, service hubs, etc.

Goal #3: Accessibility & Connectivity: Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.

- Objective #3a: Provide new connections to/from Boardman's neighborhoods, schools, parks, transit stops, employment centers, and other key destinations.
- Objective #3b: Address existing walking, biking, and rolling gaps in Boardman's multimodal network.
- Objective #3c: Increase multimodal connectivity across I-84.

Goal #4: Community & Equity: Provide an equitable multimodal transportation system for all users to promote a livable and fully connected community.

- Objective #4a: Ensure that the transportation system provides equitable multimodal access for underserved and vulnerable populations to schools, parks, employment centers, commercial centers, health and social services, and other essential destinations.
- Objective #4b: Strengthen economic opportunities through the development of new transportation infrastructure.

Goal #5: Sustainability: Provide a sustainable transportation system by promoting transportation choices and preserving environmental resources.

- Objective #5a: Consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural resources.
- Objective #5b: Avoid or minimize transportation impacts to natural and cultural resources in the city.

Goal #6: Strategic Investment: Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.

- Objective #6a: Preserve and maintain the existing transportation system assets to extend their useful life.
- Objective #6b: Pursue grants and collaborate with partnering agencies to creatively fund transportation improvements and supporting programs.
- Objective #6c: Identify and maintain stable and diverse revenue sources to address transportation needs.

Public Works Standards

The Public Works Standards (PWS) are a set of guidelines, design standards, technical specifications, and drawings that are intended to be “general in nature and set minimum guidance for projects within the City” (*Responsibility Statement for Use of Standards*). Roadway design standards are being updated as part of the TSP update and will need to be reflected in corresponding dimensional requirements in the PWS.

The cross-sectional drawings in the PWS, provide sketches of curbs, sidewalks, and roadways of various functional classifications. These PWS figures containing roadway features and associated dimensions will need to be modified for consistency with the Updated TSP.

Development Code Requirements

The BDC contains land use, permitting, variance and exceptions, and design standards and regulations that govern development in Boardman. The following chapters are the most applicable to the TSP update, as they contain transportation-related development requirements:

- Chapter 2: Land Use Districts (Zoning Code)
- Chapter 3: Design Standards (including Access and Circulation)
- Chapter 4: Applications and Review Procedures

As previously identified in Technical Memorandum #2, the TPR is responsible for implementing Statewide Planning Goal 12 (Transportation). The goal of the TPR is to provide and advance safe, accessible, affordable, and convenient transportation opportunities in an economic way for the residents of Oregon. The TPR includes extensive guidance for implementation of Goal 12.

Boardman’s TSP is being updated consistently with TPR requirements; updated BDC requirements will ensure that future development implements this long-range plan. Table 1 provides a summary of proposed code amendments in order to provide consistency with the Updated TSP and the following TPR sections:

- TPR Section -0045 details land use regulation requirements that implement and support the TSP.
- TPR Section -0060 ensures that land uses are consistent across Development Code.

Summary of Proposed Code Amendments

The Development Code for the City guides land use and transportation improvements required for development within city limits. Based on an audit of local development requirements, the code will need to be updated to align with the updated TSP goals and objectives, implement updated standards, and reflect best practices consistent with Transportation Growth Management (TGM) Mission, Goals, and Objectives and the State of Oregon’s Smart Development Codes. In addition, MIG evaluated the code to identify local development requirements that may need to be updated to be consistent with the TPR (see **Attachment A**).

Table 1 summarizes code recommendations based on this evaluation. The table is organized by code chapter, listing the sections recommended for modification sequentially. The table also generally describes the potential code text change. The final column includes the relevant compliance citation, including TPR section or TSP consistency citations. **Attachment A** provides detailed descriptions of local compliance with TPR requirements.

Table 1. Summary of Recommended Boardman Development Code Updates

#	BDC Chapter or Section	Recommendations	Compliance Citation
Chapter 3.1 – Access and Circulation			
1	3.1.200	Block Standards – Update block standards code to include a reference to the Local Street Connectivity Plan in the TSP.	TSP consistency
2	3.1.300	Pedestrian Access and Circulation (Transit and Objective Standards) – Expand on existing pedestrian access and circulation standards to more robustly address transit access and provide clear and objective pedestrian circulation standards for specified residential development.	-0045(3)(b) and (4)(b)(A) TSP consistency
3	3.1.300	Pedestrian Access and Circulation (Safety and Amenities) – Enhance existing standards to more specifically address separation for pedestrian safety, as well as amenities for pedestrian comfort and convenience.	-0045(3)(b)
Chapter 3.3 – Vehicle and Bicycle Parking			
4	3.3.300 (E) [NEW]	Automobile Parking Standards (Transit Uses) – Create new subsection to allow for transit facilities or transit-oriented uses in parking areas.	-0045(4)(e)
5	3.3.300 (B)	Automobile Parking Standards (Rideshare Parking) – Modify Vehicle Parking Standards Code to designate a portion of off-street employee parking spaces for rideshare parking.	-0045(4)(d)
6	3.3.400 (A)	Bicycle Parking Standards (Transit) – Add bike parking requirements for transit transfer stations, transit stops with frequent service, and park-and-ride lots.	-0045(3)(a)
Chapter 3.4 Public Facilities Standards			
7	3.4.100 (Z) [NEW]	Transportation Improvements (Transit) – Add a new section to address transit stop improvements, with references to adopted City and County plans.	-0045(4)(a)
8	3.4.100	Roadway Standards – Incorporate updated road design standards consistent with TSP recommendations and PWS updates, including designs that can accommodate transit vehicles and facilities.	-0045(4)(f) TSP consistency
Chapter 4.1 – Types of Applications and Review Procedures			

#	BDC Chapter or Section	Recommendations	Compliance Citation
9	4.1.700 (D)(2)	General Provisions – Amend subsection to include transportation projects that require permitting in the provisions for consolidated application review.	-0045(1)(c)
Chapter 4.4 – Conditional Use Permits			
10	Table 4.1.200 4.4.400 (D)	Criteria, Standards, and Conditions of Approval – Exemptions – Amend Table 4.1.200 and Conditional Use Permit provisions to specify when transportation facilities and activities are not subject to land use review or approval procedures.	-0045(1)(a)
Chapter 4.7 – Land Use District Map and Text Amendments			
11	4.7.600 (A)	TPR Compliance – Simplify references to TPR Section -0060 for plan amendments and other legislative changes in order to stay synchronized with updates to the TPR.	-0060
Chapter 4.10 – Traffic Impact Study			
12	4.10.200	Traffic Impact Study – Update study triggers to be clear and objective for Traffic Impact Studies required related to City facilities, as well as to be consistent with TSP updates.	-0045(3)(b)
Chapter 1.2 – Definitions			
13	1.2	(To be completed after PMT review of draft memo and any subsequent updates to code amendment language. Check for transportation terms used in Memo 6/Draft TSP and in our proposed code amendments that are not yet defined in the BDC.)	TSP Consistency

Next Steps

Following review by the Project Management Team (PMT), updates will be made to the draft Implementing Ordinances (policy and development code amendments) before being shared at the Joint City of Boardman and Morrow County joint work session (Task 7.1). Then the Implementing Ordinances will be updated based on that work session to produce an adoption draft (Task 7.2). Following adoption proceedings, a final version of the Implementing Ordinances will be provided (Task 8.1).

The final column includes the relevant compliance citation, including TPR section or TSP consistency citations. **Attachment A. Proposed Code Amendments**

The following BDC text amendments are presented in “adoption-ready” format of underline or ~~strikethrough~~, where additions (underline) or retractions (strikethrough) are recommended. Relevant BDC sections and provisions may also be abbreviated to focus on the recommended changes, and an ellipses [...] indicate the omission of non-relevant BDC text.

The amendments are numbered below according to the reference numbers in Table 1. They are intended to be adopted in conjunction with the Updated TSP, as part of and/or directly following that process.

1. Access and Circulation - Block Standards

Recommendation

For consistency with and connection to the Updated TSP, it is recommended to update block standards code to include a reference to the Local Street Connectivity Plan (Figure 5-2) in the TSP.

Proposed Amendment

3.1.200 Vehicular Access and Circulation

[...]

J. Street Connectivity. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. Block Length and Perimeter. The maximum block length and perimeter shall not exceed:
 - a. 600 feet length and 1,600 feet perimeter in the Residential District and Sub Districts;
 - b. 600 feet length and 1,600 feet perimeter in the Commercial District;
 - c. Not applicable to the General Industrial District; and
 - d. 800 feet length and 2,000 feet perimeter in the Tourist Commercial Sub District, Service Center Sub District and Light Industrial District, except as required for commercial developments subject to Chapter 2.2, Section 140.

The conceptual layout in the Local Street Connectivity Plan in the City's Transportation System Plan shall guide the creation of new local street connections in the city and its UGB.

2. **Street Standards.** Public and private streets shall also conform to Chapter 3.4.100 - Transportation Standards, Section 3.1.300 - Pedestrian Circulation, and applicable Americans With Disabilities Act (ADA) design standards.

2. Access and Circulation - Pedestrian (Transit and Objective Standards)

Recommendation

TPR Subsection -0045(3)(b) focuses on provisions and design standards for safe and convenient pedestrian and bicycle access to new developments and transit stops, neighborhood activity centers, cul-de-sacs, and accessways. Regarding transit, Morrow County Public Transit's The LOOP provides service to 28 stops in Boardman. The LOOP has similar frequency compared to regional services, but stops are within ¼ mile of a planned or zoned area with higher density development.

The BDC includes specifications for pedestrian access that addresses safe, convenient, and direct access, but pedestrian access measures should be expanded to more robustly address transit access and provide clear and objective pedestrian circulation standards for specified residential development.

Proposed Amendment

3.1.300 Pedestrian Access and Circulation

A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections 1-63, below:

1. **Continuous Pathways.** The pathway system shall extend throughout the development site, and connect to all future phases of development, including new non-residential development, between commercial districts and adjacent residential areas, public transit stops, adjacent trails, public parks, and open space areas, whenever possible. 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 3.1.200 - Vehicular Access and Circulation, and Chapter 3.4. 100 - Transportation Standards.
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:
 - 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.
 - b. **Safe and convenient.** Bicycle and pedestrian routes that are reasonably free from hazards that would interfere with or discourage travel for short trips and provide a reasonably direct route of travel between destinations.
 - c. **~~Non-Residential Commercial and Industrial Primary Entrance.~~** For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In a case where no public entrance exists, street connections shall be provided to

the main employee entrance. In such a case, an uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility.

- i. The primary entrance shall be accessible to people with mobility disabilities and must be designed to be barrier-free.

d. **Residential Entrance.** For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway that ~~which~~ serves as a common entrance for more than one dwelling.

3. **Connections Within Development.** For all developments subject to Site Design 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, as applicable.

4. **For Multifamily Residential and Residential Subdivision Development.** The following clear and objective standards are the minimum pedestrian circulation standards that new multifamily developments and residential subdivisions must meet:

a. Internal connections. On sites larger than 10,000 square feet, an internal pedestrian connection system shall be provided. The system shall connect all primary entrances (in the case of multi-family development) or lots (in the case of a subdivision) to the following:

- i. On-site shared facilities (if proposed) including parking areas, bicycle parking, recreational areas, and outdoor areas; and
- ii. Adjacent off-site improvements including public transit stops, schools, and parks.

b. On-site circulation systems required by the standards of this section shall be hard-surfaced and shall meet the following minimum width requirements:

- i. The pedestrian circulation system on sites with up to 20 residential units shall be at least 4 feet wide.
- ii. The pedestrian circulation system on sites with more than 20 residential units shall be at least 5 feet wide.

5. **Multimodal System-Street Connectivity.** Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 3.1.200 J. 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...

6. **Transit Stop Connections.** Continuous pedestrian walkways shall be provided to any existing or planned public transit stop that is within 300 feet of the primary entrance of the primary structure(s).

3. Access and Circulation - Pedestrian (Safety and Amenities)

Recommendation

TPR Subsection -0045(3)(b) emphasizes safe and convenient pedestrian access. BDC Section 3.1.300 includes some specifications for pedestrian access related to safe, convenient, and direct access. These measures should be enhanced to more specifically address separation for pedestrian safety, as well as amenities for pedestrian comfort and convenience.

Proposed Amendment

B. Design and Construction. Pathways shall conform to all of the standards in 1-5 and should consider the guidelines in 6.

1. **Vehicle/Pathway Separation.** Where pathways are parallel and adjacent to a driveway, parking areas, or loading areas 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. Striping does not meet this requirement. Elevation changes and speed bumps shall be at least four inches high.
- a. Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping, or other physical barrier approved as part of a discretionary review. If a raised path is used it shall be at least four inches high and the ends of the raised portions shall be equipped with curb ramps. Bollard spacing shall be no farther apart than five feet on center.

[...]

6. **Pedestrian amenities.** Amenities such as covered pathways, awnings, visual corridors, and benches are encouraged. Benches shall have direct access to the pedestrian circulation system.

4. Automobile Parking Standards – Transit Uses

Recommendation

TPR Subsection -0045(4)(e) allows existing development to modify and redevelop existing parking spaces for transit-oriented uses, where appropriate. BDC Section 3.3.300, pertaining to automobile parking standards, should include new language to address these TPR provisions.

Proposed Amendment

- E. Parking Redevelopment.** Existing developments may redevelop a portion of an existing off-street parking area for transit-oriented uses, including bus stops and

pullouts, bus shelters, and park-and-ride stations, provided the minimum off-street parking requirements in Section 3.3.300 can still be met.

5. Automobile Parking Standards – Rideshare Parking

Recommendation

TPR regulations require that employee parking in new development have preferential parking established for carpools and vanpools. BDC Section 3.3.300, pertaining to automobile parking standards, should include new language regarding parking location for ridesharing.

Proposed Amendment

B. Parking Location and Shared Parking

1. Location...
2. Off-site parking...
3. Mixed uses...
4. Shared parking...
5. Carpool and vanpool parking. Uses with at least 25 or more required parking spaces shall include designated carpool or vanpool parking.
 - a. At least 10% of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
 - b. Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the primary employee, student, or commuter entrance.
 - c. Carpool and vanpool parking may count toward the minimum parking requirements by use in Section 3.3.300(A).
 - d. Carpool and vanpool parking shall be marked “Reserved – Carpool/Vanpool Only.”
65. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 3.6.

6. Bicycle Parking Standards - Transit

Recommendation

TPR Subsection -0045(3)(a) focuses on bicycle parking facilities as a part of multi-family residential, commercial, institutional, and transit station development. While the existing BDC includes bicycle parking standards for multi-family development, retail, office, and institutional developments, it does not include requirements for transit transfer stations, transit stops with frequent service, and park-and-ride lots. Recommendations include adding language to include bicycle parking requirements for these locations.

Proposed Amendment

3.3.400 – Bicycle Parking Requirements

A. Number of Bicycle Parking Spaces

[...]

6. Transit Stops. For development or redevelopment of transit transfer stations, transit stops with frequent service (as defined by the transit service provider), and park-and-ride lots, a minimum of two short-term bicycle parking spaces shall be provided.

7. Transportation Improvements - Transit

Recommendation

For compliance with TPR regulations, BDC Section 3.4.100 should include code that speaks to development requirements that will accommodate planned transit services and infrastructure. The proposed code language is drawn from the Morrow County Coordinated Transportation Plan and other models.

Proposed Amendment

- Z. Transit Stop Improvements.** Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide easements and/or transit stop improvements (e.g., seating, shelters, signage, trash receptacles, bicycle parking, and/or lighting) in coordination with the transit service provider and consistent with the Morrow County Transit Master Plan (TMP) and the City's Transportation System Plan (TSP) transit plan element.

8. Roadway Standards

Recommendation

The TPR requires jurisdictions to establish street design standards that are capable of accommodating transit vehicles and facilities, while also providing opportunities for pedestrian connectivity and access to transit services and facilities.

BDC Section 3.4.100 (Transportation Standards) should be amended to incorporate road design standards developed through the TSP update process.

Placeholder and note for reviewers: We're expecting a draft of updated cross sections and road design standards from Public Works sometime early July, and will incorporate those into this code section and Table 3.4.100(F) accordingly.

Proposed Amendment

- E. Street Location, Width and Grade.** Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and its functional classification cross-section standards, and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, in response to existing and planned transit development, and in appropriate relation to the proposed use of the land to be served by such streets:
 1. Street grades shall be approved by the City Manager or his/her designee in accordance with the design standards in Section 'N', below; and

2. Where the location of a street is not shown in an existing street plan (See Section 'H'), the location of streets in a development shall either:
 - a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Chapter, or
 - b. Conform to a street plan adopted by the City Council, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform with the widths in Table 3.4.100. A Class B variance shall be required in conformance with Section 3.4.1.B to vary the standards in Table 3.4.100. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Transit services and facilities;
6. Requirements for placement of utilities;
7. Street lighting;
8. Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 3.7;
9. Street tree location, as provided for in Chapter 3.2;
10. Protection of significant vegetation, as provided for in Chapter 3.2;
11. Safety and comfort for motorists, bicyclists, and pedestrians;
12. Street furnishings and transit amenities or structures (e.g., benches, lighting, bus shelters, etc.), when provided;
13. Access needs for emergency vehicles; and
14. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Table 3.4.100 F. Street Widths

Type of Street	Minimum Right of Way	Minimum Roadway
Local Street (Optional/Conditional)	56 feet	23 feet
Local Street	60 feet	34 feet
Neighborhood Collector	60 feet	38 feet
Minor Collector	68 feet	47 feet

New Arterial	80 feet	49 feet
East Columbia, Wilson Road and South Main Street Arterial	80 feet	49 feet
North Main Street Arterial	60 feet	48 feet

9. Applications and Review Procedures – Consolidated Review

Recommendation

Modify BDC Section 4.1.700(D) (Applications) to include transportation projects in the consolidated application review process of land use applications, pursuant to TPR requirements.

Proposed Amendment

- 2. Consolidation of proceedings.** When an applicant applies for more than one type of land use or development permit (e.g., Type II and III) for the same one or more parcels of land, the proceedings shall be consolidated for review and decision.
- a. If more than one approval authority would be required to decide on the applications if submitted separately, then the decision shall be made by the approval authority having original jurisdiction over one of the applications in the following order of preference: the Council, the Commission, or the City Manager.
 - b. When proceedings are consolidated:
 - (1) Required notices may be consolidated. The notice shall identify each application to be decided;
 - (2) The decision on a plan map amendment shall precede the decision on a proposed land use district change and other decisions on a proposed development.
Similarly, the decision on a zone map amendment shall precede the decision on a proposed development and other actions; and
 - (3) Separate findings and decisions shall be made on each application.
 - c. Consolidated review shall also be allowed for land use decisions that involve permitting transportation projects, when permitting is required.

10. Conditions of Approval – Transportation Exemptions

Recommendation

Certain transportation uses, including operations, maintenance, repair, construction of improvements (to standards), and changes in frequency of transit, are not subject to land use regulations pursuant to TPR requirements. While this may be generally implicit in code in Chapter 4.4 (Conditional Use Permits), it is recommended that this be made more explicit in the BDC.

Proposed Amendment

4.1.200 Description of Permit/Decision-Making Procedures

[...]

Table 4.1.200		
Summary of Development Decisions/Permit by Type of Decision-making Procedure		
Action	Decision Type	Applicable Regulations
Transportation Facilities and Improvements (not in TSP or not part of land division)	Type II/III	Chapter 4.4

4.4.400 Criteria, Standards and Conditions of Approval

[...]

D. Transportation System Facilities and Improvements

- 1. City or County facilities and improvements.** Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in the City's adopted Transportation System Plan ("TSP"), or (2) not designed and constructed as part of an approved subdivision or partition, are allowed in all Districts subject to a Conditional Use Permit and satisfaction of all of the following criteria:
 - a. The project and its design are consistent with the City's adopted TSP, or, if the city has not adopted a TSP, consistent with the State Transportation Planning Rule, OAR 660-012 ("the TPR").
 - b. The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.
 - c. The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities; and a site with fewer environmental impacts is not reasonably available. The applicant shall document all efforts to obtain a site with fewer environmental impacts, and the reasons alternative sites were not chosen.
 - d. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
 - e. The project includes provisions for bicycle and pedestrian access and circulation consistent with the comprehensive plan, the requirements of this ordinance, and the TSP or TPR.

Transportation facilities, services, and improvements that are consistent with the adopted Transportation System Plan are not subject to land use review.

11. Transportation Planning Rule Compliance*Recommendation*

The TPR – including Section -0060 – has been updated multiple times over recent years. It is recommended that text in BDC Chapter 4.7 (Land Use District Map and Text

Amendments) that duplicates past language from TPR Section -0060 be replaced with a more general reference to the TPR in order to stay synchronized with current and changing TPR language.

Proposed Amendment

4.7.600 Transportation Planning Rule Compliance

A. TPR Compliance Comprehensive Plan Amendments and Changes to Land Use Districts or Land Use Regulations.

1. When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule. “Significant” means the proposal would:
 1. ~~Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by the Transportation System Plan; or~~
 2. ~~Change the standards for implementing a functional classification system; or~~
 3. ~~Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or~~
 4. ~~Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

B. ~~Amendments to the Comprehensive Plan.~~

2. Amendments to the comprehensive plan and to City land use standards that which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and performance standards or targets level of service of the facility identified in the Transportation System Plan. This shall be accomplished by measures identified in OAR 660-012-0060. ~~one of the following:~~
 1. ~~Limiting allowed land uses to be consistent with the planned function of the transportation facility; or~~
 2. ~~Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,~~
 3. ~~Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.~~

12. Traffic Impact Study

Recommendation

Triggers for Traffic Impact Studies are sometimes vague in the current BDC and more specific requirements should be codified. Update Chapter 4.10 (Traffic Impact Study) to establish clear and objective triggers for a study that are consistent with reasonable traffic thresholds, remove ambiguity, and are consistent with the Updated TSP.

Proposed Amendment

4.10.200 When Required

- A. When a Traffic Impact Study is Required. A Traffic Impact Study shall be prepared and submitted to the City with the application, for review by the City and the Oregon Department of Transportation, when the following apply:
 1. The development application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment designation; or
 - b. Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway; and
 2. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and/or information and studies provided by the local reviewing jurisdiction and/or ODOT:
 - a. An increase in site traffic volume generation by 500 Average Daily Trips (ADT) or more; or
 - b. An increase in ADT volume of a particular movement to and from the State highway by 20% or more; or
 - c. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 20 vehicles or more per day; or
 - d. The location of the access driveway does not meet minimum sight site 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
 - e. A change in internal traffic patterns that may cause safety problems, such as traffic to back up onto the adjacent streets-highway or traffic crashes in the approach area.

13. Definitions

- To be completed after PMT review of draft memo -

Attachment B. Development Code Evaluation

TPR Section -0045 Implementation

TPR Requirement	Evaluation and Recommendation
<p>(1) Each local government shall amend its land use regulations to implement the TSP.</p> <p><i>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</i></p> <p><i>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</i></p> <p><i>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</i></p> <p><i>(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and</i></p> <p><i>(D) Changes in the frequency of transit, rail, and airport services.</i></p>	<p>Summary: The outlined transportation services need not be subject to land use application or review procedures, such as, operation/maintenance/repair of existing facilities and clear and objective construction in the right-of-way.</p> <p>Existing Code and Conditions: Table 4.1.200 includes the Summary of Development Decisions, including Transportation Facilities and Services. Chapter 4.4 (D)(Criteria, Standards, and Conditions of Approval) includes reference to transportation system facilities and improvements, stating that City and County facilities that are not included as part of the TSP or are not included in the construction of a subdivision development, are allowed in all districts, pending a Conditional Review and satisfaction of five (5) criteria.</p> <p>Recommendation: Add explicit provisions to Chapter 4.4 (D) that specifically state transportation facilities and activities that <i>are</i> included in the TSP are not subject to land use review or approval procedures.</p> <p>Land Use and Building Types Permitted Tables (2.2.110.A or 2.3.110.A) in Chapter 2 (Land Use Districts) include transportation facilities and improvements, consistent with the TPR. However, changes to the frequency of transit is not mentioned, and should be permitted outright in all zones (though passenger rail or airport services need not be included).</p>

TPR Requirement	Evaluation and Recommendation
<p><i>(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;</i></p>	<p>See responses to 660-012-0045 (1)(a).</p>
<p><i>(c) 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 OAR 660-012-0050. 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.</i></p>	<p>Summary: This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>Existing Code and Conditions: BDC 4.1.700 (D)(2) (General Provisions; Applications) allows for applicants applying for more than one type of land use or development permit to consolidate proceedings. Although it may apply to and include transportation projects and facilities, it is not explicitly stated in the regulation.</p> <p>Recommendation: The City should amend BDC 4.1.700 (General Provisions) to include transportation projects in the consolidated application review.</p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:</p> <p><i>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</i></p>	<p>Summary: This section requires jurisdictions to implement access management consistent with the planned function of roadways.</p>

TPR Requirement	Evaluation and Recommendation
	<p>Existing Code and Conditions: BDC 3.1.200, Vehicular Access and Circulation, contains the City's access control measures.</p> <p>Section 3.1.200 (F) includes options for access, depending on street classification.</p> <p>Section 3.1.200 (G) addresses access spacing measures for transportation-specific facilities, including local streets, arterials and collectors, state highways, all streets, corners, and variances.</p> <p>Section 3.1.200 (H) includes permitted number of access points for residential, commercial, industrial, and institutional developments.</p> <p>Section 3.1.200 (I) regulates shared driveways and includes standards for access easements, frontage streets, cross access, and exceptions.</p> <p>Section 3.1.200 (J) addresses street connectivity as it pertains to block length and ADA accessible street standards.</p> <p>Section 3.1.200 (K) provides clear and objectives standards for driveways, surface water runoff regulation, and pedestrian safety.</p> <p>Section 3.1.200 (L) includes parking lot fire access requirements, as well as references to 3.4.100.M, cul-de-sacs and dead-end streets standards.</p> <p>Section 3.1.200 (M) sets a minimum vertical clearance of 13'6" for the entire length and width of driveways, private streets, aisles, and turn arounds/ramps.</p> <p>Section 3.1.200 (N) limits vision obstructions and requires a maximum height of three (3) feet for vision clearance; Subsection (O) expands upon required vision clearance for driveways.</p>

TPR Requirement	Evaluation and Recommendation
	<p>Recommendation: The Updated TSP will include access and spacing standards; existing provisions will need to be reviewed and potentially updated for consistency. Note that there specific access restrictions in the vicinity of Boardman's two interchanges, as governed by the Port of Morrow Interchange Area Plan and the Boardman Mainstreet Area Management Plan. Access management at the interchanges will be reflected in the Updated TSP and potentially referenced in the Code.</p>
<p><i>(b) Standards to protect future operation of roads, transitways and major transit corridors;</i></p>	<p>Summary: This provision requires that jurisdictions have adopted development requirements and standards to protect the future functionality, capacity, service, and operations of roadways.</p> <p>Existing Code and Conditions: Section 3.4.100 (E) (Transportation Standards) requires that the location, width, and grade of local streets conform with the TSP standards and approved street plan or subdivision plat.</p> <p>Section 3.4.100 (H and I) has provisions for future street plans, extension of current streets, and street alignment or connections.</p> <p>Section 4.10.200 includes Traffic Impact Study requirements when there are zoning changes or proposed developments.</p> <p>Recommendation: The “triggers” for when a Traffic Impact Study is required should be updated to be consistent with reasonable traffic thresholds (as determined through the TSP update) and refined to remove ambiguity (e.g., “may cause safety problems”).</p>
<p><i>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</i></p>	<p>Summary: This provision protects airport uses from potential hazards posed by surrounding land uses.</p> <p>Existing Code and Conditions: There are no public use airports in the City of Boardman.</p>

TPR Requirement	Evaluation and Recommendation
	<p>Recommendation: No updates are recommended at this time.</p>
<p><i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;</i></p>	<p>Summary: This provision requires that jurisdictions coordinate land use decisions with planned transportation services and facilities.</p> <p>Existing Code and Conditions: Section 4.3.4 (B) requires future plat submissions to consider proposed improvements to streets, driveways, easements, railroad crossings.</p> <p>Section 4.7.600 (A) states that any proposed land use change or Comprehensive Plan amendment requires a review to determine if there are significant impacts to a transportation facility.</p> <p>Recommendation: Local regulations allow coordinated land use and transportation review; no updates are suggested at this time.</p>
<p><i>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;</i></p>	<p>See response to 660-0045 (1)(d).</p>
<p><i>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</i></p> <p><i>(A) Land use applications that require public hearings;</i></p> <p><i>(B) Subdivision and partition applications;</i></p> <p><i>(C) Other applications which affect private access to roads; and</i></p> <p><i>(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and</i></p>	<p>Summary: This requirement helps give transportation providers an opportunity to review land use actions that may have an impact on transportation facilities.</p> <p>Existing Code and Conditions: Section 4.1.700 (D)(3)(b) (General Provisions; Applications) insists on a coordinated review by the City Engineer, ODOT, and other applicable agencies to determine application completeness.</p> <p>Table 4.1.200 (Summary of Development Decisions/Permit by Type of Decision-Making Procedure) states that the City shall send ODOT notice of any Type II, III, and IV land use applications and any required traffic impact studies or applications.</p>

TPR Requirement	Evaluation and Recommendation
<p>(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p>	<p>Recommendation: The regulation is in alignment with the TPR. No updates are suggested at this time.</p> <p>Summary: Local regulations must be in place to ensure that land use changes do not have an adverse impact on transportation facility functions or performance standards, as documented in the adopted TSP.</p> <p>Existing Code and Conditions: Section 4.7.600 TPR Compliance, requires a review to take place in “significant” land use district changes or comprehensive plan amendments, which implies TSP alignment, as the TSP must be consistent with the TPR.</p> <p>Recommendation: Consider including a general requirement in Chapter 3.0, 3.1 or 4.0 that speaks to TSP compliance to help ensure consistency across documents and regulations.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</p> <p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;</p>	<p>Summary: Bicycle parking must be provided in proposed developments belonging to the use categories listed.</p> <p>Existing Code and Conditions: Section 3.3.400 (A) outlines the required bicycle parking standards for different use categories. Multi-family residences are required to provide at least one (1) sheltered bicycle parking space per dwelling unit in residential buildings with four (4) or more dwelling units. It also requires new retail, office, and institutional developments to include bicycle parking.</p> <p>Recommendation: Add transit transfer stations and park-and-ride lots to the list of uses and the associated required bicycle</p>

TPR Requirement	Evaluation and Recommendation
<p><i>(b) 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.</i></p> <p><i>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</i></p> <p><i>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;</i></p> <p><i>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</i></p> <p><i>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</i></p> <p><i>(E) Streets and accessways need not be required where one or more of the following conditions exist:</i></p> <p><i>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands, or other bodies of water</i></p>	<p>parking spaces. Ensure consistency with the recommendations in the Updated TSP.</p> <p>Summary: This subsection pertains to safe, non-motorized access from development sites to adjacent uses and nearby activity centers.</p> <p>Existing Code and Conditions: Section 3.1.300 (A) (Pedestrian Access and Circulation) requires that pathways be convenient, reasonably direct, and safe, as defined in Section 3.1.300 (A)(2)(b) (Safe, Direct, and Convenient Pathways).</p> <p>For street connectivity, pedestrian crossings are required if block length exceeds that identified in Section 3.1.200 (J) (Street Connectivity) (length varies depending on the district). Pathways are also required as part of planning cul-de-sacs and dead-end streets to offer connections between streets (Section 3.1.300 (A)(4)).</p> <p>BDC 3.4.100 (Transportation Standards) requires that streets within or adjacent to development be in compliance with the TSP and the provisions of Chapter 3.4. Section 3.4.100 (J) (Sidewalks, Planter Strips, and Bicycle Lanes) reference Table 3.4.100, which is not included in the Development Code Section.</p> <p>PWS includes figures and technical drawings for sidewalks and roadways.</p> <p>Recommendation: Update pedestrian pathway requirements for residential uses to be clear and objective.</p> <p>Specifications for improvements based on street type and functional class, consistent with recommendations from the TSP update, should be codified.</p> <p>Compare PWS drawings and technical standards to TSP for roadway width and dimensional standards for consistency.</p>

TPR Requirement	Evaluation and Recommendation
<p><i>where a connection could not reasonably be provided;</i></p> <p><i>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</i></p> <p><i>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</i></p>	
<p><i>(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;</i></p>	<p>See response to Section 660-0045 (3)(d).</p>
<p><i>[Note: Subsection (d) defines safe and convenient]</i></p>	
<p><i>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</i></p>	<p>Summary: Provisions for pedestrian access and walkways internal to a proposed development should be a requirement for office and commercial uses.</p> <p>Existing Code and Conditions: Section 3.1.300 (A) ensures safe and convenient pedestrian circulation through continuous paths throughout a development site and connections within the development and between entrances. Section 3.1.300 (A)(3) references connections within a development.</p> <p>Recommendation: The local regulations are in compliance with the TPR. No updates are suggested at this time.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:</p>	
<p><i>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road</i></p>	<p>Summary: This provision ensures that a local jurisdiction can require development to provide transit improvements that will support and encourage transit ridership.</p>

TPR Requirement	Evaluation and Recommendation
<p><i>geometrics, on-road parking restrictions and similar facilities, as appropriate;</i></p>	<p>Existing Code and Conditions: Boardman has a population of fewer than 25,000 people, but it is served by a public transit system (The Loop, with 28 stops in Boardman). However, there are no references to transit routes or facilities in the Code. The current Code is silent on required improvements related to transit facilities, referring only to vehicle, pedestrian, and bicycle facilities.</p> <p>Recommendation: Consider including transit-specific requirements in Section 3.4.100 (Transportation Standards) to ensure that future land use decisions are supportive of planned transit service.</p>
<p><i>(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.</i></p> <p><i>(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;</i></p> <p><i>(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</i></p> <p><i>(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:</i></p> <p><i>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting</i></p>	<p>Summary: This section requires that commercial buildings near major transit stops provide reasonable pedestrian access to them. The subsections outline the measures taken to ensure accessibility.</p> <p>Existing Code and Conditions: The Loop is a county-run, fixed route bus system that currently has 28 stops in Boardman. The City does not currently have requirements for proposed development in the vicinity of existing or planned transit stops.</p> <p>Walkway and pedestrian facility requirements are addressed in the City's Design Standards, Section 3.1.300 (2) and (3) (Pedestrian Access and Circulation), including the provision that adjoining buildings, entrances, and streets are connected through pathways. ADA accessible routes are included in Section 3.1.300 (B)(5).</p> <p>Recommendation: Ensure future accessibility to planned transit routes and stops by including additional requirements for proposed development with retail, office, or public buildings. This may be accomplished through adding clear and objective criteria related to existing and</p>

TPR Requirement	Evaluation and Recommendation
<p><i>street or provide a pedestrian plaza at the transit stop or a street intersection;</i></p> <p><i>(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;</i></p> <p><i>(iii) A transit passenger landing pad accessible to people with disabilities;</i></p> <p><i>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</i></p> <p><i>(v) Lighting at the transit stop.</i></p>	<p>planned stops in either existing Commercial District pedestrian requirements (2.2.160) or in existing or new sections(s) in Chapter 3.6 – Other Standards.</p>
<p><i>(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);</i></p>	<p>Summary: This section allows jurisdictions to implement pedestrian connectivity and safety requirements to transit stops by establishing pedestrian districts.</p> <p>Existing Code and Conditions: The City Center Sub District identified in Section 2.2.190, promotes “human-scaled design” and includes building orientation and design standards that arguably support transit.</p> <p>Recommendation: If the City elects to satisfy the TPR transit requirements through City Center Sub District criteria, “major” transit stops will need to be identified in the Updated TSP, and corresponding Code amendments should address TPR Section (4)(b)(C), including required proximity of building entrances to the stop, easement dedications, and lighting.</p>
<p><i>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</i></p>	<p>Summary: This subsection requires jurisdictions to include provisions for designated vanpool or carpool parking for employee parking areas. This requirement is intended to discourage single-occupancy vehicle trips by reserving designated vanpool and carpool spaces over standard parking spaces.</p> <p>Existing Code and Conditions: Chapter 3.3, Vehicle and Bicycle Parking, has a purpose statement explaining how provisions for parking require extensive</p>

TPR Requirement	Evaluation and Recommendation
	<p>paving and can lead to the inefficiency and underutilization of parking lots. Section 3.3.300 (Automobile Parking Standards) contains minimum off-street vehicle parking space requirements by land use (i.e., retail is 1 space per 350 sq. ft., offices are 1 space per 450 sq. ft., restaurants are 1 space per 4 seats or 100 sq. ft., etc.). Subsection (B) includes provisions for shared parking, allowed where two (or more) structures or uses will not have overlapping needs.</p> <p>Recommendation: There is no language around the vanpool, carpool, or ride share parking for employees. Language should be included in Section 3.3.300 (A) or Section 3.3.300 (B) that designates a certain portion or share of off-street parking spaces for rideshare parking in commercial, industrial, or light industrial land use districts.</p>
<p><i>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</i></p>	<p>Summary: This section requires jurisdictions to allow provisions for the redevelopment of parking facilities and areas into transit facilities and structures; encouraging the development of transit infrastructure.</p> <p>Existing Code and Conditions: Chapter 3.3, Vehicle and Bicycle Parking, has a purpose statement explaining how provisions for parking requires extensive paving and can lead to the inefficiency and underutilization of parking lots. However, there is no mention of transit-oriented uses or the redevelopment of existing parking areas for transit infrastructure.</p> <p>Recommendation: Language should be included in Chapter 3.3 that allows exceptions to minimum parking requirements in exchange for development of transit facilities listed in -0045 (4)(e) or for the redevelopment of existing parking areas into transit facilities.</p>
<p><i>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes.</i></p>	<p>Summary: This section requires street standards and access standards that can</p>

TPR Requirement	Evaluation and Recommendation
<p><i>This shall include, where appropriate, separate accessways to minimize travel distances;</i></p>	<p>accommodate transit services and vehicles to reduce travel times.</p> <p>Existing Code and Conditions: Section 5.1.300 (A) includes variances to vehicular access and circulation standards but does not include mention of transit routes or street-design/cross-section standards for transit routes or vehicles.</p> <p>Recommendation: Language should be included in the Class B Variance section (Section 5.1.300 (A)) to account for road systems and adjustments required for transit services. Roadway right-of-way requirements should be included in code standards and any references to the TSP cross-sections must be specific (e.g., figure number). The TSP's updated cross-section standards will need to include adequate space for pedestrian facilities and should consider space for transit vehicle pullouts in the future.</p>
<p><i>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</i></p>	<p>See response to Section 660-0045 (4)(b).</p>
<p>(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>Summary: This requirement looks to ensure safe facilities and facility improvements for bicycle and pedestrian networks.</p> <p>Existing Code and Conditions: See response to Section 660-0045 (3)(b) for current BMC references to pedestrian and bicycle networks. Additional improvements for pedestrian and bicycle circulation are included in 3.1.300 (Pedestrian Access and Circulation).</p> <p>Recommendation: The regulation is in compliance with the TPR. No updates are suggested at this time.</p>
<p>(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets</p>	<p>Summary: This requirement looks to reduce width of local streets to optimize use of urban space and accommodate safe and convenient pedestrian and bicycle systems. The TSP update will make recommendations</p>

TPR Requirement	Evaluation and Recommendation
<p><i>and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</i></p>	<p>to the bicycle and pedestrian plan that are consistent with TPR -0020.</p> <p>Existing Code and Conditions: Section 3.4.100 (C), Transportation Standards, includes language that states the City may approve a street as long as it is in accordance with the TSP.</p> <p>Section 3.4.100 (E), (F) and Table 3.4.100 F include street widths based on City street functional classification, as well as language that the street width is dependent on the TSP.</p> <p>Recommendation: This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and will require improvements in developing areas consistent with adopted code provisions and design requirements. Street standards in the Code will be updated to be consistent with the recommendation of the Updated TSP and with the PWS.</p>

TPR Section -0060 Plan and Land Use Regulation Amendments

TPR Requirement	Evaluation and Recommendation
<p><i>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</i></p>	<p>Summary: This TPR requirement ensures that amendments to land use policies and regulations consider impacts to existing and planned transportation facilities.</p> <p>Existing Code and Conditions: Section 4.7.600 (A) (TPR Compliance) requires that any proposed Comprehensive Plan or land use district change be reviewed to determine any significant impacts to transportation facilities and their function, capacity, and performance standards or targets.</p> <p>Section 4.7.600 (B) (Amendments to the Comprehensive Plan) states that any proposed land use change or</p>

TPR Requirement	Evaluation and Recommendation
	<p>Comprehensive Plan amendment requires a review to determine if there are significant impacts to a transportation facility.</p> <p>Recommendation: Section 4.7.600 should be amended to simplify references to TPR Section -0060 in order to stay synchronized with updates to the TPR.</p>