ADDENDUM - Climate-Friendly and Equitable Communities (CFEC)

Walkable Design Standards (OAR 660-12-0330)

Introduction

The City of Coburg is updating the Coburg Zoning Code to comply with recent state rules related to walkable design. The division of Oregon Administrative Rules (OAR) 660-012 are the Transportation Planning Rules. OAR 660-12-0330 establishes land use requirements which are intended to improve walkability. The overall requirement of these rules is stated in section (1).

660-012-0330(1) *Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.*

These requirements apply to all areas of a jurisdiction within the urban growth boundary. This includes all commercial and residential zone districts. However, cities are not required to update site design regulations in zones with a predominantly industrial or rural character.

As an initial step in this update, the following Code Change Recommendation Memo identifies:

- The requirements of OAR 660-12-0330,
- Model Code and Other Approaches (concepts in **bold** are from DLCD's Climate-Friendly and Equitable Communities Walkable Design Standards Guidebook, Final Draft), and
- LCOG's initial assessment of the City's current regulations and potential Code Concepts to address any gaps in walkable design standards.

The Code Audit report includes the following sections: Addendum: Code Updates to Pursue

Acronyms and Zoning Districts

Acronym	Meaning
CZC	Coburg Zoning Code
OAR	Oregon Administrative Rule
TSP	Transportation System Plan

Zoning Districts Table

Residential Districts	Commercial Districts
○ TR - Traditional Residential ○ TMR – Traditional Medium Residential	○ CI – Central Business ○ C2 – Highway Commercial

Addendum: Code Updates to Pursue

Planning Commission Decision

Rule 0330 Section	Code Amendment	Mode Code Examples
Part 1 – (3) land use regulations for pedestrian-friendly and connected neighborhoods	Article VIII.E.3.c Blocks- reduce maximum block length standards to 500 feet and require the public access way for blocks that exceed 350 feet.	Walkable Design Standards Guidebook: "To increase the number of connections to and through neighborhoods and improve the directness of routes to and from key destinations. More connected block networks encourage people to walk, roll, or bike to access destinations and facilitates transit use, as users may take direct and convenient routes. Direct routes encourage movement between destinations and increase the convenience of traveling by foot, bicycle, or mobility device by providing safe and connected routes. Limited-access street designs with only one or two points of entry and exit that rely on arterial streets are discouraged. Smaller block sizes reduce walking distances and out-of-direction travel and promote route and mode choice. Alleys enhance the street network, providing mid-block connections, and provide an alternative for locating utilities outside of public easements in the front of lots." (page 56)

Model Code Language:
"**Maximum Block Length**. On development sites [2 acres or greater], street connections or pedestrian/bicycle accessways must be spaced no further than the maximum block length standards stated in Table 3-1. The maximum block length standard may be met with a full street connection or a pedestrian/bicycle accessway that meets pedestrian and bicycle accessway standards. In all cases,
where a block exceeds 350 feet in length, a mid-block pedestrian/bicycle accessway is required."

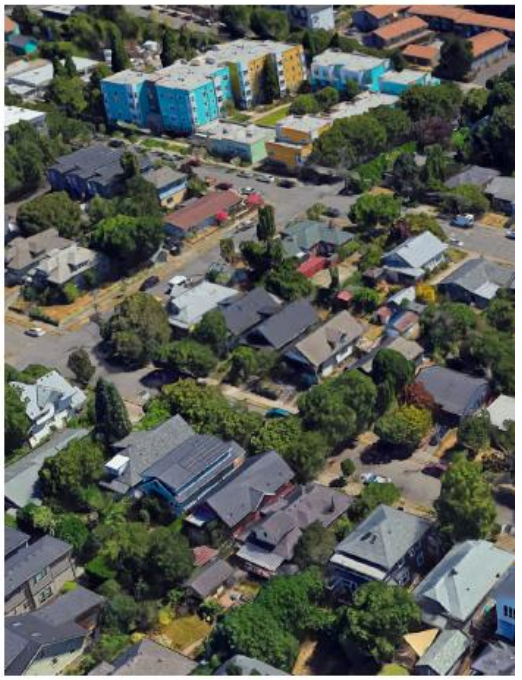
Table 3-1: Maximum Block Length Standards

Site Area	Within [CFA and Downtown/Main Street Areas]	All Other Sites
Less than 5.5 acres	500 feet[1]	500 feet[1]
More than 5.5 acres	350 feet	

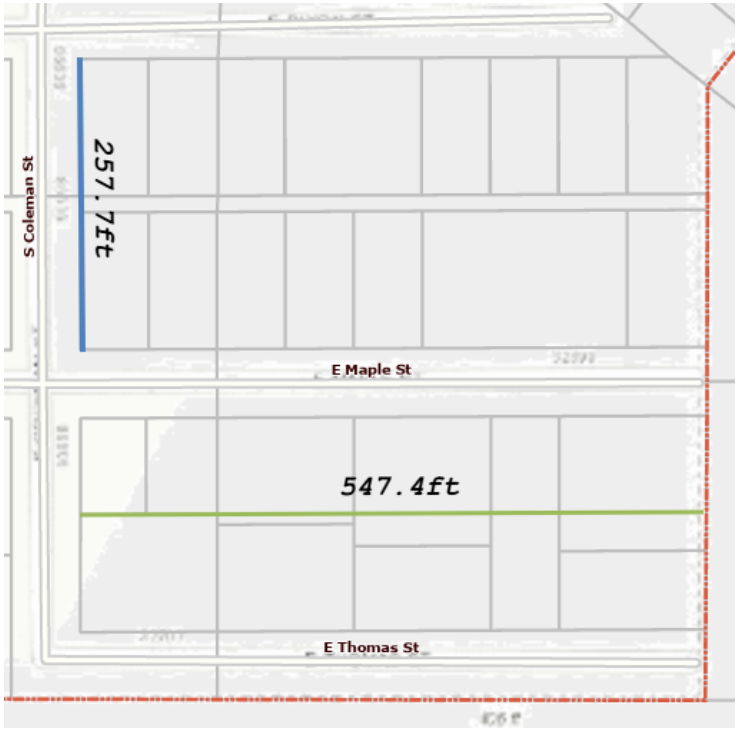
[1]If the block length exceeds 350 feet, a mid-block pedestrian/bicycle accessway is required

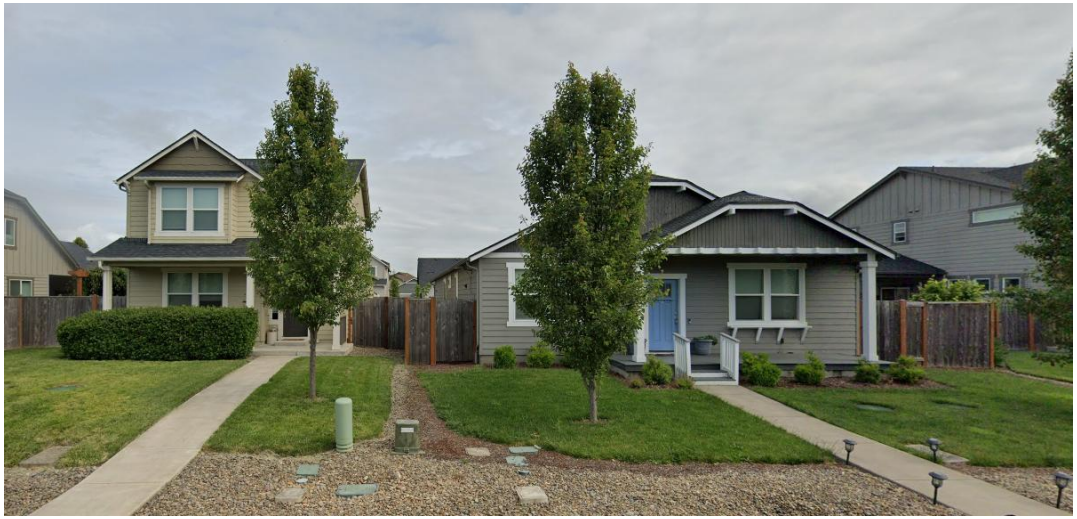
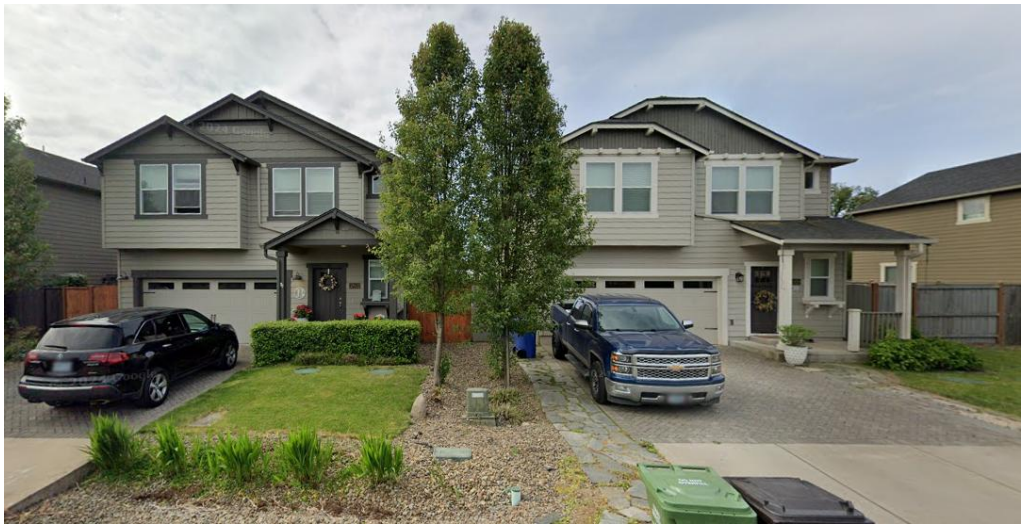
Neighborhood Residential

PRIMARILY RESIDENTIAL WITH A RANGE OF INTENSITIES AND SMALLER LOTS



- → Variety of block sizes (200 - 600 feet in length)
- → Range of lot sizes ranging from 25 to 75 feet in width
- → Combination of connected grid pattern of streets and cul-de-sacs
- → Primarily residential uses with a mix of housing types including middle housing

		Example block lengths in Coburg: S. Coleman St. & E. Maple St. 
Part 2 – (5) standards for slow, connected neighborhood streets	Article VIII.E.3.m - add the requirement for alleys for new residential development and land divisions.	Model Code: "In residential districts blocks must include alleys to allow use of rear-loaded garages and accessory dwelling units and to provide access for utility and garbage services."

		E. Lincoln Way- north side of the street with an alley behind (google maps May 2024)  South side of the street with no alley: 
	Articles VII.A.6 and Article VII.B.6- switch to a maximum	Walkable Design Standards Guidebook recommendation: "Do not allow a higher front setback (10 feet or greater) for residential uses that do not have vehicle areas in

	setback rather than a minimum setback in the residential zones.	the front façade Buildings with a setback greater than 10 feet tend to lose the relationship between the sidewalk and the building" (page 31). Model Code: "**Maximum Setback.** The maximum setback standard applies to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. Unless otherwise specified, the maximum a building can be set back from a street lot line is indicated in Table 2-1. At least [50-75%] of the length of the ground-level, street-facing façade of the building must meet the maximum setback standard of the zone district. 1. Applying the standard. a. Projections such as eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, and pergolas on the façade do not count toward meeting the maximum setback standard. b. Where there is more than one building on the site, the standards apply to the combined ground level, street-facing façades of the buildings along the site's frontage. Once the buildings provided within the maximum setback area cumulatively provide [50-75%] of the linear site's frontage dimension along the primary frontage street, other buildings on the site may be located outside the maximum setback area. See Figure 2.1 c. Where an existing building is being altered, the following standards apply to the ground level, street-facing façade of the entire building: expansions or additions to buildings in zones subject to the maximum setback standard must not increase the length of street-facing façade that does not conform to the standard and may not increase the area dedicated to parking and vehicular circulation between the building and the street."

<table>
<tr><td></td><td></td><td>
<table>
<tr><th colspan="3">Table 2-1: Maximum Setback Standards</th></tr>
<tr><th>Use Category</th><th>Neighborhood</th><th>Suburban Commercial</th></tr>
<tr><td>Residential Developments</td><td>[10-20]'</td><td>[10-15]'</td></tr>
<tr><td>Nonresidential and Mixed-Use Developments</td><td>[5-15]'</td><td>[5-15]'</td></tr>
</table>
</td></tr>
<tr><td>Part 4 – (6) auto-oriented land uses are walkable</td><td>Article VIII.Q Drive-through Facility Standards- strengthen walk-up service area requirements.</td><td>Model Code:
“D. Pedestrian Service Areas
1. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. [Vehicle-servicing uses] are exempt from this standard.

2. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:
a. The walk-up service area must not also be used by vehicles. Walk-up service may be provided by facility staff or by automatic teller-style machines.
b. The walk-up service area may abut or be connected to the street by a walkway or a pedestrian amenity space. This type of pedestrian amenity space may count toward the requirement to provide a pedestrian amenity space in 2.1.C(2)(b).

3. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient walkway that meets the standards of [pedestrian walkway standards 3.2].”

Coburg’s Current Drive-Through Standards:
2. Drive-through design. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:</td></tr>
</table>

		a. The drive-up or drive-through facility must be located at least 50 feet from any existing residential use. b. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated in Figure VIII.Q. c. The drive-up or drive-through facility shall not be oriented to a street corner. d. Customer entrances must face the street. e. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way. f. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk. g. If ATMs are provided, at least one ATM shall be located adjacent to a sidewalk for walk-up use. h. Bicycle and pedestrian access to the drive-up or drive-through facility shall be allowed and indicated with signage and pavement markings.

Staff Recommendations

Rule 0330 Section	Staff Recommended Code Amendment
Part 1 – (3) land use regulations for pedestrian-friendly and connected neighborhoods	Article VIII.E.3.f Streets, Alleys and Other Public Way Standards - Add standards for the public accessway (width, linearity, public access, horizontal obstructions, surface improvement, stormwater, etc.).
Part 2 – (5) standards for slow, connected neighborhood streets	Article VIII.L allowing shared driveways for duplexes with a greater width allowed as an exception like the ADUs. Also add driveway width limitations here in the design standards (currently in subdivision standards).
	Article VIII.L.4.h Design Standards and Guidelines – clarify current garage width standards.
Part 3 – (4) compact, walkable, connected commercial districts	Article VIII.L.5 Commercial Design Standards- Require pedestrian connections to adjacent properties where there is an existing or planned walkway.
	Article VIII.L.5 Commercial Design Standards- Require pedestrian entrances for uses open to the public to remain open during business hours.

	Article VIII.M. Mixed Use Design Standards- require pedestrian facilities to connect buildings to parking, bicycle parking, recreational and common outdoor areas.
	Article VIII.L.5. Commercial Design Standards- increase list of places internal pedestrian walkways should lead to.
	Articles VIII.M and VII.L Commercial/Mixed Use Design Standards- Incorporate specific standards for distinguishing pedestrian walkway through parking lots and add lighting standards if desired.
Part 4 – (6) auto-oriented land uses are walkable	Article VIII.Q Drive-through Facility Standards - Add parking stalls to list of uses the stacking areas shall not block.
Part 5 – (2) Exemptions	Article XV Modification of Approval Plans and Conditions of Approval- List (a-g) as possible modification considerations.
Part 6 – Definitions	(3) "Accessible" means complying with the applicable standards of ORS 447.210 through 447.280, and where applicable, with ORS 447.310. (4) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians. (34) "Pedestrian facility" means a continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hard surfaced. In parks and natural areas, pedestrian facilities may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian facilities may also include rights of way or easements for future pedestrian improvements. (65) "Walkway" means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.

	Alley. A right-of-way through or partially through a block, intended for secondary vehicular access and shared use by bicyclists and pedestrians, located to the rear or side of properties. However, where vehicle access from the street is not permitted or not possible, an alley may provide primary vehicle access. Block Length. The distance along a public or private street between intersecting public or private streets, as measured from nearest right of way edge to nearest right of way edge along the primary street's right of way edge, including "T" intersections but excluding cul-de-sacs. Drive-Through Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Main Entrance. A main entrance is the entrance to a building that is designed to facilitate ingress and egress for the highest volume of building users. Generally, each building has one main entrance, but if design features do not make it possible to determine which entrance is the main entrance, all entrances providing the same capacity of ingress and egress shall be treated as main entrances. Stacking Lane. The space occupied by vehicles queueing on the development site and behind any public sidewalk for a service to be provided at a drive-through facility.