

## DRAFT MEMORANDUM #7

**Date:** October 3, 2019

Project #: 22477

**To:** Rick Zylstra (City of Oakridge)  
David Helton (Oregon Department of Transportation)

**From:** Kyra Haggart and Darci Rudzinski, Angelo Planning Group

**Project:** City of Oakridge Transportation System Plan Update

**Subject:** REVISED Memorandum #7: Code Audit and Proposed Amendments

## INTRODUCTION

The City of Oakridge is considering updating transportation-related development requirements as part of the Transportation System Plan Update (TSP) project. The consultant team has undertaken a "code audit" to identify where the City's adopted ordinances need to be updated in order to be consistent with the Draft TSP recommendations and to better meet State transportation requirements. The basis of the audit and resulting findings are detailed in Part 1 of this memorandum. Part 2 summarizes the recommended changes to City ordinances and provides text that reflect proposed amendments. Proposed ordinance amendments update transportation facility standards, enhance multi-modal connectivity requirements, add notification requirements, and require transportation analysis in certain situations to help inform City decisions.

## PART 1: CODE AUDIT

The City of Oakridge is undertaking an update of the 2001 Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local Transportation System Plan (TSP) and how to implement Goal 12. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs local jurisdictions to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit, and drive less. Oakridge's TSP must be consistent with the current TPR, which was amended most recently in December 2011.

The City's land use and development requirements are found in the Land Division Ordinance (Ordinance 805) and Zoning Ordinance (Ordinance 874). Table 1 describes how the City's land use regulations meet the requirements of specific TPR sections. The table also identifies recommended modifications to local ordinances that may be necessary to implement the updated TSP and recommends where local requirements could be strengthened to be more consistent with the TPR. Suggested draft code language has also been prepared consistent with the policies and recommendations of the draft TSP.

Table 1. TPR Review

Requirement	Ordinance References and Recommendations
<b>OAR 660-012-0045 – Implementation of the Transportation System Plan</b>	
<b>(1) Each local government shall amend its land use regulations to implement the TSP.</b>	
<p>(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:</p> <p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p> <p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p> <p>(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> <p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p>	<p>The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>Transportation facilities, services, and improvements described in OAR - 0045(1)(a) are not included as uses permitted outright in any of the zones in the City's Zoning Ordinance (Ordinance 874), with the exception of the Airport Safety Subdistrict, which permits roadways outright so long as they do not impair visibility in the vicinity of the airport land approach.</p> <p><b>Recommendation:</b> Revise the Zoning Ordinance to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.</p>
<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p>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>Section 2.05(2) of the Oakridge Zoning Ordinance states that "...all permits or zone changes necessary for a development project may be merged into a consolidated review process...a consolidated permit process shall mean that the hearing body shall, to the</p>

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	<p>greatest extent possible, apply concurrent notice, public hearing and decision making procedures to the permits and zone changes which have been consolidated for review.”</p> <p><b>This TPR provision is met.</b></p>
<p><b>(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:</b></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>Article 21 of the Oakridge Zoning Ordinance regulates access management and vision clearance. Section 21.02 of the Oakridge Zoning Ordinance regulates access control measures, and includes Table 2, which lists access spacing standards consistent with the functional classification of roads. Regarding access to state and local facilities located inside City Limits, Section 21.02(5) states that “access to the state highway (Highway 58) is regulated by the Oregon Department of Transportation (ODOT) as described in the Oregon Highway Plan. Access to county roads is regulated by Lane County Public Works.”</p> <p>Article 6 of the Land Division Ordinance (Ordinance 805) regulates design standards for streets, blocks, and building sites. Section 6.02 Streets includes minimum right-of-way and pavement widths for street classifications and cul-de-sacs in Subsection 6.02(2).</p> <p>Section 6.03 of the Land Division Ordinance regulates block standards and states that blocks shall not exceed 1,200 feet in length.</p> <p>Section 6.04 of the Land Division Ordinance regulates building sites. Section 6.04(1)(d) requires frontage of 50 feet (35 for cul-de-sacs) for lots, except flag lots. Section 6.04(4)(b)(iii) includes a table with access width standards for flag lots based on the number of lots.</p> <p>Design standards for streets, blocks, and building sites are also found in Chapter 151 (the “Land Subdivision Chapter of the City”) of Title XV in the City’s Charter; however, Chapter 151 does not include specific standards for right-of-way and pavement widths based on street classifications as are found in Article 6 of the Land Division Ordinance.</p> <p><b>Recommendation:</b> The TSP update process has proposed revised minimum right-of-way and pavement widths for functional classifications. The standards currently found in Section 6.02 of the Land Division Ordinance should be removed and a reference to the updated TSP should be added.</p>
<p><i>(b) Standards to protect the future operations of roads, transitways and major transit corridors;</i></p>	<p>Article 24 of the Oakridge Zoning Ordinance regulates procedures for conditional use permits. Section 24.06, which includes general criteria for approval, states that a conditional use permit may be granted only if the</p>

Requirement	Ordinance References and Recommendations
	<p>Planning Commission finds that "the location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and surrounding neighborhood, with consideration to be given... to the generation of traffic and the capacity of surrounding streets."</p> <p>Article 25 of the Oakridge Zoning Ordinance regulates site plan review permits. Section 25.06 lists the evaluation criteria, including traffic circulation and parking. Subsection 25.06(4)(a) states that, based on anticipated traffic generation, "adequate additional right-of-way and road improvements must be provided by the development to promote traffic safety and reduce traffic congestion. Consideration shall be given to the need and feasibility of widening and improving abutting streets and to the necessity for such additional requirements as lighting, sidewalks, and turn and deceleration/acceleration lanes." Subsection 25.06(4) also references access management standards found in Section 21.02 of the Oakridge Zoning Ordinance.</p> <p><b>Recommendation:</b> Add language to the Oakridge Zoning Ordinance that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.</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>The City of Oakridge is the regulating jurisdiction for Oakridge State Airport, a small public use airport located in the northwestern corner of the city, within city limits. Section 15.05 of the Oakridge Zoning Ordinance regulates the Airport Safety Subdistrict, which is intended to "prevent air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls."</p> <p><b>This TPR provision is met.</b></p>
<p><i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</i></p>	<p>See response to -0045(1)(c).</p> <p><b>This TPR provision is met.</b></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>Section 15.04 of the Oakridge Zoning Ordinance, which regulates Planned Unit Developments (PUD), lists "controlling the location and number of vehicular access points" and "establishing new streets, increasing the right-of-way or roadway width of existing streets, requiring curbs and sidewalks and, in general, improving the traffic circulation system" as conditions for approval that may be required.</p>

Requirement	Ordinance References and Recommendations
	<p>Article 24 of the Oakridge Zoning Ordinance provides regulations regarding conditional use permits. Section 24.06 considers not adversely affecting "the generation of traffic and the capacity of surrounding streets" as part of the general criteria for granting a conditional use permit. Additionally, "regulation and control of points of vehicular ingress and egress" is listed as a condition of approval that may be required.</p> <p>Article 25 of the Oakridge Zoning Ordinance provides regulations regarding site plan review permits. Section 25.06(4)(a) states that, based on anticipated traffic generation, "adequate additional right-of-way and road improvements must be provided by the development to promote traffic safety and reduce traffic congestion. Consideration shall be given to the need and feasibility of widening and improving abutting streets and to the necessity for such additional requirements as lighting, sidewalks, and turn and deceleration/acceleration lanes."</p> <p><b>Recommendation:</b> Consider adding language to the Oakridge Zoning Ordinance that specifies that expected impacts to the transportation system, as documented in the results of a TIA, may be the basis for imposing conditions of approval.</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 corridor and imaginary surfaces which affect airport operations.</i></p>	<p>Article 25 of the Oakridge Zoning Ordinance regulates site plan review permits. Subsection 25.06(4)(f) of the Oakridge Development Code states that any development application that involves access to the State Highway System "shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. Access to county roads shall be reviewed by Lane County Public Works."</p> <p>Section 3.08 of the Oakridge Land Division Ordinance regulates review and action procedures for tentative subdivision plans, and states that "other agencies believed to have an interest, such as the County Health Department, shall be provided notice of the proposal." Section 5.06 regulates review and action procedures for land partitions, and states that applications shall be reviewed with "all affected public and private agencies."</p> <p>Section 15.05 of the Oakridge Zoning Ordinance regulates development within the Airport Safety Subdistrict but does not include requirements to provide notice to the Federal Aviation Administration (FAA) or the Oregon Department of Aviation (ODA) consistent with the Airport Planning Rule (APR).</p> <p><b>Recommendations:</b></p> <p>Consider adding language to the procedures sections of the Oakridge Land Division Ordinance specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are</p>

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	<p>adjacent to, or will have an impact on, transportation facilities or services.</p> <p>Add language to Subsection 15.05 of the Oakridge Zoning Ordinance requiring notice to ODA of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.</p>
<p><i>(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</i></p>	<p>Subsection 1.04(3) of the Oakridge Land Division Ordinance specifies that "all land divisions within the City shall comply with...the Transportation Plan (adopted 10/5/89)."</p> <p>Section 25.06 of the Oakridge Zoning Ordinance regulates criteria for site plan review evaluation. Subsection 25.06(4)(e) states that "proposed roads shall conform to the City's Street Standards, as adopted in the Transportation System Plan."</p> <p>Article 29 of the Oakridge Zoning Ordinance addresses district changes. This article does not contain a provision that approval criteria for proposed zone changes include consistency with the functions, capacities, and performance standards of transportation facilities, as planned in the adopted TSP.</p> <p><b>Recommendation:</b> Add language to Section 29.03 of the Oakridge Zoning Ordinance that ensures amendments are consistent with the adopted TSP.</p>
<p><b>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.</b></p>	
<p><i>(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.</i></p>	<p>Article 20 of the Oakridge Zoning Ordinance regulates off-street parking for all zoning districts. Section 20.11 specifically addresses bicycle parking, and includes language requiring bicycle parking for multi-family residences (one space for each unit for units of four or more) and for non-residential developments (minimum of one space for every seven motor vehicle parking spaces).</p> <p><b>Recommendation:</b> Consider adding language to Subsection 20.11(1) requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.</p>
<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</i></p>	<p><b>On-site circulation and connections:</b> Section 6.03 of the Oakridge Land Division Ordinance addresses block standards for new developments. Subsection 6.03(3)(c) states that "when desirable for public convenience a pedestrian or bicycle way may be required to connect to a cul-de-sac or to pass through an unusually long or oddly-shaped block or otherwise provide appropriate circulation."</p> <p>Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required</p>

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<p><i>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 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>for subdivisions, states in Subsection 7.03(7) that "if appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths."</p> <p>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "Internal pedestrian and bicycle circulation shall be provided with a system of sidewalks or paths, and shall provide connections to parking areas, entrances to the development, and recreational or other community facilities associated with the development. Pedestrian and bicycle linkages shall connect with the peripheral street system and external existing or planner pedestrian and bicycle facilities wherever possible."</p> <p><b>Parking lots:</b> Section 20.03 of the Oakridge Zoning Ordinance addresses off-street parking area design but does not include any regulations regarding pedestrian circulation through parking lots.</p> <p><b>Bikeways and sidewalks:</b> Street standards are addressed in the Oakridge Land Division Ordinance in Article 6 - Design Standards but the article does not include provisions for sidewalks or bike lanes. Standards for bikeways and sidewalks are currently found in the City's adopted TSP but are not referenced in Article 6.</p> <p><b>Cul-de-sacs:</b> Subsection 6.02(8) of the Oakridge Land Division Ordinance limits cul-de-sacs to a length of 400 feet and requires that they end with a circular turn-around area. Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required for subdivisions, states in Subsection 7.03(6) that the City "may require the installation of special pedestrian ways (such as at the bulb end of a cul-de-sac)."</p> <p><b>Street and accessway layout:</b> Section 6.03 of the Oakridge Land Division Ordinance, which addresses block standards for new developments, limits block lengths to 1,200 feet and states that "the length, width and shape of blocks shall consider the need for adequate building site size and street width and shall recognize the limitations of the topography."</p> <p>Access spacing is addressed in Section 21.02 of the Oakridge Zoning Ordinance.</p> <p><b>Recommendations:</b></p> <p>Consider including requirements to plan for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.</p>

Requirement	Ordinance References and Recommendations
	<p>Add requirements to Section 20.03 of the Oakridge Zoning Ordinance requiring pedestrian circulation through off-street parking lots in the form of accessways.</p>
<p><i>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors.</i></p>	<p>Section 6.03 of the Oakridge Land Division Ordinance addresses block standards for new developments. Subsection 6.03(3)(c) states that "when desirable for public convenience a pedestrian or bicycle way may be required to connect to a cul-de-sac or to pass through an unusually long or oddly-shaped block or otherwise provide appropriate circulation."</p> <p>Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required for subdivisions, states in Subsection 7.03(6) that the City "may require the installation of special pedestrian ways (such as at the bulb end of a cul-de-sac)." Subsection 7.03(7) states that "if appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths." Per Section 7.04, these same provisions apply to partitions.</p> <p>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "Internal pedestrian and bicycle circulation shall be provided with a system of sidewalks or paths, and shall provide connections to parking areas, entrances to the development, and recreational or other community facilities associated with the development. Pedestrian and bicycle linkages shall connect with the peripheral street system and external existing or planner pedestrian and bicycle facilities wherever possible."</p> <p><b>This TPR provision is met.</b></p>
<p><i>(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:</i></p> <p><i>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</i></p> <p><i>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</i></p> <p><i>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</i></p>	<p>Bicycle and pedestrian connectivity are addressed in Articles 6 and 7 of the Oakridge Land Division Ordinance and in Article 25 of the Oakridge Zoning Ordinance. They do not specifically mention "safe and convenient" bicycle and pedestrian routes that refer to the conditions listed in this part of the TPR.</p> <p><b>Recommendation:</b> Consider including additional language in these sections that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes, consistent with this TPR provision.</p>



Requirement	Ordinance References and Recommendations
<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>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "Internal pedestrian and bicycle circulation shall be provided with a system of sidewalks or paths, and shall provide connections to parking areas, entrances to the development, and recreational or other community facilities associated with the development. Pedestrian and bicycle linkages shall connect with the peripheral street system and external existing or planned pedestrian and bicycle facilities wherever possible."</p> <p><b>This TPR provision is met.</b></p>
<p><b>(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 determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivisions as provided in (a)-(g) below.</b></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 geometrics, on-road parking restrictions and similar facilities, as appropriate.</i></p>	<p>At the time of the most recent TSP adoption in 2001 there was no transit service within Oakridge. In 2003 Lane Transit District (LTD) created the Diamond Express service, which provides public transportation from Eugene to the cities of Oakridge and Westfir via a fixed route call the "Diamond Express." This service includes three round trips per weekday, with no service available on the weekends.</p> <p><b>Recommendation:</b> At which time the City of Oakridge becomes part of the LTD service district, the City should revisit design requirements on transit routes and for transit facilities and update requirements in the Oakridge Land Division Ordinance and Oakridge Zoning Ordinance to reflect those requirements.</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 (A) and (B) below.</i></p> <p><i>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</i></p> <p><i>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways about the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed</i></p>	<p>There are no specific requirements for development near major transit stops within the code today.</p> <p><b>Recommendation:</b> The City should consider amending existing design standards to include requirements consistent with this TPR provision for development proposals that are within a certain distance from an existing or planned transit stop.</p>

Requirement	Ordinance References and Recommendations
<p>to allow for extension to the adjoining property;</p> <p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site</p> <p>(iii) A transit passenger landing pad accessible to disabled persons</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provide; and</p> <p>(v) Lighting at the transit stop.</p>	
<p>(c) Local governments may implement 4(b)A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above.</p>	<p>The City of Oakridge does not currently have a designated pedestrian district. Identifying and determining the requirements related to a specific pedestrian district or districts that include existing or planned major transit routes is not an anticipated outcome of this TSP update process.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools</p>	<p>Article 20 of the Oakridge Zoning Ordinance addresses off-street parking requirements but does not include provisions for carpool and/or vanpool parking.</p> <p><b>Recommendation:</b> The City should consider requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools. A typical local code requirement requires employers with more than a specific number of employees to dedicate a percentage of the required parking spaces for carpools and/or vanpools.</p> <p>Alternatively, code provisions could provide optional incentives for reductions in the overall number of required parking spaces for a development where carpool and/or vanpool parking is accommodated.</p>
<p>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and</p>	<p>The TSP update process has made recommendations with the pedestrian and bicycle systems that are consistent with TPR -0020. This TPR requirement is addressed as follows:</p> <p><b>Walkways between cul-de-sacs and adjacent roads –</b>                  See response and recommendations related to cul-de-sacs, Section -0045(3)(b).</p>

Requirement	Ordinance References and Recommendations
<p><i>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.</i></p>	<p><b>Walkways between buildings</b> – See response and recommendations related to accessways, Section - 0045(3)(b).</p> <p><b>Access between adjacent uses</b> – See response and recommendations related to accessways, Section - 0045(3)(b).</p>
<p><i>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</i></p>	<p>Article 6 of the Land Division Ordinance (Ordinance 805) regulates design standards for streets, blocks, and building sites. Section 6.02 Streets includes minimum right-of-way and pavement widths for street classifications and cul-de-sacs in Subsection 6.02(2).</p> <p><b>Recommendation:</b> See recommendations in Section - 0045(2)(a).</p>
<p><b>OAR 660-12-0060</b></p>	
<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>Article 29 of the Oakridge Zoning Ordinance addresses district changes. This article does not contain a provision that approval criteria for proposed zone changes include consistency with the functions, capacities, and performance standards of transportation facilities.</p> <p><b>Recommendation:</b> See recommendations in Section - 0045(2)(g).</p>

## PART 2: IMPLEMENTING CODE AMENDMENTS

This section provides proposed regulatory amendments that are intended to be consistent with the goals and objectives of the draft updated TSP, implement the proposed new Comprehensive Plan transportation policies, and ensure compliance with the state Transportation Planning Rule (the "TPR," OAR 660, Division 12). More broadly, the intent of the proposed amendments is to ensure that the City's development regulations provide sufficient guidance to ensure that future land use decisions and actions are consistent with the planned transportation system by protecting the function of existing roadways and promoting a multi-modal system.

The proposed language implements the recommendations from the code audit in Part 1 of this memorandum and is intended to be consistent with the standards in the Draft TSP. The recommended changes are summarized in Table 2, which includes comments regarding the basis for the changes. Following Table 2 the proposed amendment language is presented in the order shown in the summary table. Recommended changes are in an adoption-ready format; text that is proposed to be added is shown as underlined, and text proposed to be removed is shown in ~~strikeout~~.

Table 2. Summary of Recommended Amendments to City of Oakridge Land Use and Development Code

Reference Number	Proposed Amendment	TPR Reference
<b>Land Division Ordinance</b>		
1.	Remove the right-of-way and roadway widths standards currently found in Section 6.02 of the Land Division Ordinance and add a reference to the updated TSP.	Implements OAR 660-012-0045(2)(a)
2.	Add requirements to Article 6 for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.	Implements OAR 660-012-0045(3)(b)
3.	Add language to Article 6 that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes.	Implements OAR 660-012-0045(3)(d)
4.	Amend existing design standards to include requirements for development proposals that are within a certain distance from an existing or planned transit stop.	Implements OAR 660-012-0045(4)(b)
5.	Add language to the procedures sections specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are adjacent to, or will have an impact on, transportation facilities or services.	Implements OAR 660-012-0045(2)(f)
<b>Zoning Ordinance</b>		
6.	Revise zoning Articles to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.	Implements OAR 660-012-0045(1)(a)-(b)
7.	Add language to Subsection 15.05 requiring notice to ODA of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.	Implements OAR 660-012-0045(2)(f)

Reference Number	Proposed Amendment	TPR Reference
8.	Add requirements to Section 20.03 requiring pedestrian circulation through off-street parking lots in the form of accessways.	Implements OAR 660-012-0045(3)(b)
9.	Add language requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.	Implements OAR 660-012-0045(4)(d)
10.	Add language to Subsection 20.11(1) requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.	Implements OAR 660-012-0045(3)(a)
11.	Add language that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.	Implements OAR 660-012-0045(2)(b)
12.	Add language that specifies that expected impacts to the transportation system, as documented in the results of a TIA, may be the basis for imposing conditions of approval.	Implements OAR 660-012-0045(2)(e)
13.	Add language to Article 25 that references the language regarding acceptable ways to accommodate on-site pedestrian and bicycle routes that was added to Article 6 of the Land Division Ordinance.	Implements OAR 660-012-0045(3)(d)
14.	Add language to Section 29.03 that ensures amendments are consistent with the adopted TSP.	Implements OAR 660-012-0045(2)(g)

## CODE AMENDMENT LANGUAGE

### RECOMMENDATION 1

Remove the right-of-way and roadway widths standards currently found in Section 6.02 of the Land Division Ordinance and add a reference to the updated TSP.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

ARTICLE 6 - DESIGN STANDARDS

[...]

SECTION 6.02 STREETS

[...]

(2) Minimum Right-of-Way and Roadway Widths and Street Cross Section Standards. The width of streets and roadways in feet shall be adequate to fulfill all City specifications, and shall not be less than the minimums found in Table 3-1 of the adopted TSP shown in the following table.

Type of Street	Right of Way Width	Paving Widths
----------------	--------------------	---------------

Arterials	60'	48'
Collectors	60'	36'
Local streets less than 1,200 feet	50'	28'
Local streets greater than 1,200 feet	60'	36'
Cul-de-sac bulbs	92'	70'

The actual width will be decided by the Planning Commission based upon nearby physical conditions, safety of the public, and the traffic needs of the community.

## RECOMMENDATION 2

Add requirements to plan for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(12) Bicycle and Pedestrian Connectivity.

(a) Connections Required. New development shall provide safe and convenient on-site pedestrian and bicycle circulation systems as follows:

(i) Connecting the new development and adjacent and nearby residential areas or activity centers;

(ii) Connecting to adjacent and nearby outdoor activity areas such as parking lots, transit stops, recreational or play areas and plazas;

(iii) Connecting main building entrances to the nearest public sidewalk or walkway leading to a public sidewalk;

(iv) Stubbing accessways to adjacent vacant land or to developed land without pedestrian/bicycle connections where practicable, based on site topography and future development or redevelopment potential of the adjacent land.

(b) Accessibility. On-site pedestrian circulation systems shall include accessways and facilities for handicapped persons, consistent with applicable federal and state requirements, and with emphasis wherever practicable on providing continuous, uninterrupted routes.

## RECOMMENDATION 3

Add language to Article 6 of the Oakridge Land Division Ordinance that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(12) Bicycle and Pedestrian Connectivity.

[...]

(c) For purposes of subsection (a) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(i) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(ii) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(iii) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

## RECOMMENDATION 4

Amend existing design standards to include requirements for development proposals that are within a certain distance from a major transit stop.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(13) Transit Requirements. Proposed retail, office, or institutional development that is adjacent to or includes an existing or planned transit stop will be required to plan for convenient pedestrian access to the transit stop consistent with the following provisions. These requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop.

(a) Walkways shall be provided connecting building entrances and streets adjoining the site;

(b) Intersection or mid-block traffic management improvements may be required, as needed and practicable, to allow for pedestrian crossings at transit stops.

(b) Building placement shall be within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.

(c) Transit passenger landing pads accessible to disabled persons shall be required to the standards of the transit provider.

(d) An easement or dedication for a passenger shelter may be required if requested by the transit provider.

(e) Lighting at the transit stop shall be provided.

## RECOMMENDATION 5

Add language to the procedures sections of the Oakridge Land Division Ordinance specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are adjacent to, or will have an impact on, transportation facilities or services.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

## ARTICLE 8 - GENERAL PROVISIONS

### SECTION 8.01 NOTICE

Notice of any public hearing mentioned in this ordinance shall be mailed to any affected party. For purposes of this section, "affected party" shall mean any resident or property owner within 150 feet, excluding street right-of-way, of the land for which the development is proposed. For all proposals that are adjacent to, or will have an impact on, transportation facilities or services, notice shall be provided to all public agencies providing transportation facilities and services, including ODOT and Lane Transit District.

## RECOMMENDATION 6

Revise the Zoning Ordinance to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.

### ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

#### ARTICLE 4 - LOW DENSITY RESIDENTIAL DISTRICT (R-1)

[...]

##### SECTION 4.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(k) Bed and breakfast establishments provided there are no more than two guest rooms;

(l) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 5 - MEDIUM DENSITY RESIDENTIAL DISTRICT (R-2)

[...]

##### SECTION 5.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(o) Single-dwelling, attached (townhouse) developments subject to the procedures and criteria Article 25 - Site Plan Review of this ordinance;

(p) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 6 - NEIGHBORHOOD COMMERCIAL DISTRICT (C-1)

[...]

##### SECTION 6.02 USES AND STRUCTURES

(1) Permitted uses and structures:



[...]

(m) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 7 - CENTRAL COMMERCIAL DISTRICT (C-2)

[...]

##### SECTION 7.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(t) Accessory buildings and uses normal and incidental to the uses permitted conditionally by this section; other than drive-through facilities;:

(u) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan;

(~~u~~) Uses determined by the Planning Director to be similar to the uses listed above and also consistent with the purpose of this district stated in section 7.01.

[...]

#### ARTICLE 8 - HIGHWAY COMMERCIAL DISTRICT (C-3)

[...]

##### SECTION 8.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(v) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan;

(~~v~~) Uses determined by the Planning Director to be similar to the uses listed above and also consistent with the purpose of this district stated in section 8.01.

[...]

#### ARTICLE 10 - LIGHT INDUSTRIAL DISTRICT (I-1)

[...]

##### SECTION 10.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(h) Retail sale of wood for fuel or the sale of other wood products;:

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 11 - HEAVY INDUSTRIAL DISTRICT (I-2)

[...]

#### SECTION 11.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(o) Retail sale of wood for fuel or the sale of other wood products;

(p) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 12 - OPEN SPACE/AGGREGATE EXTRACTION DISTRICT (OS/AE)

[...]

#### SECTION 12.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(h) River channel maintenance;

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 13 - PUBLIC FACILITIES DISTRICT (PF)

[...]

#### SECTION 13.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(e) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

#### ARTICLE 14 - PARK, RECREATION AND OPEN SPACE DISTRICT (PRO)

[...]

#### SECTION 14.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

## RECOMMENDATION 7

Add language to Subsection 15.05 of the Oakridge Zoning Ordinance requiring notice to the Oregon Department of Aviation of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

SECTION 15.05 AIRPORT SAFETY SUBDISTRICT (/AS)

[...]

### (9) NOTICE OF LAND USE AND PERMIT APPLICATIONS WITHIN OVERLAY ZONE AREA

Except as otherwise provided herein, written notice of applications for land use of limited land use decisions, including comprehensive plan or zoning amendments, in an area within this overlay zone, shall be provided to the airport sponsor and the Oregon Department of Aviation (ODA) in the same manner as notice is provided to property owners entitled by law to written notice of land use or limited land use applications.

(a) Notice shall be provided to the airport sponsor and ODA when the property, or a portion thereof, that is subject to the land use or limited land use application is located within 5,000 feet of the sides or ends of a runway.

(b) Notice of land use and limited land use applications shall be provided within the following timelines.

(i) Notice of land use or limited land use applications involving public hearings shall be provided prior to the public hearing at the same time that written notice of such applications is provided to property owners entitled to such notice.

(ii) Notice of land use or limited land use applications not involving public hearings shall be provided at least 20 days prior to entry of the initial decision on the land use or limited land use application.

(iii) Notice of the decision on the land use or limited land use application shall also be provided to the airport sponsor within the same timelines that notice is provided to parties to the proceeding.

(c) Notices required in this section need not be provided to the airport sponsor or the Department of Aviation where the land use or limited land use application meets all of the following criteria:

(i) Would only allow structures of less than 35 feet in height above ground level.

(ii) Involves property located entirely outside the approach surface;

(iii) Does not involve industrial uses, mining or similar uses that emit smoke dust or steam; sanitary landfills or water impoundments; or radio, radiotelephone, television or similar transmission facilities or electrical transmission lines; and

(iv) Does not involve wetland mitigation, creation, enhancement or restoration.

(d) Applicant must file FAA form 7460-1 to the FAA and the Oregon Department of Aviation.

## RECOMMENDATION 8

Add requirements to Section 20.03 of the Oakridge Zoning Ordinance requiring pedestrian circulation through off-street parking lots in the form of accessways.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.03 VEHICLE PARKING AREA DESIGN

[...]

(5) Pedestrian circulation shall be provided in the form of accessways and walkways in all new off-street parking lots. Accessways shall connect sidewalks adjacent to parking lots to the entrances of new buildings where feasible.

## RECOMMENDATION 9

Add language requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.04 VEHICLE PARKING SPACES REQUIRED

(5) Carpool and Vanpool Parking. Carpool and vanpool parking shall be provided within new commercial, industrial, and institutional developments with 30 or more required parking spaces. Where provided, carpool and vanpool parking spaces shall be located closer to the main employee, student, or commuter entrance than all other employee parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

## RECOMMENDATION 10

Add language to Subsection 20.11(1) of the Oakridge Zoning Ordinance requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.11 BICYCLE PARKING REQUIREMENTS

(c) Transit Transfer Stations and Park-and-Ride Lots. Minimum bicycle parking facilities for transit transfer stations and park-and-ride lots shall conform to the requirements of Section 20.11(1)(b).

## RECOMMENDATION 11

Add language to the Oakridge Zoning Ordinance that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 21 – ACCESS MANAGEMENT, AND VISION CLEARANCE, AND TRAFFIC IMPACT ANALYSIS REQUIREMENTS

SECTION 21.03 TRAFFIC IMPACT ANALYSIS REQUIREMENTS

(1) Purpose. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.

(2) When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

(a) A change in zoning or a plan amendment designation;

(b) Operational or safety concerns documented in writing by a road authority;

(c) An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;

(d) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

(e) An increase in the use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;

(f) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

(g) A change in internal traffic patterns that may cause safety concerns; or

(h) A TIA required by ODOT pursuant to OAR 734-051.

(3) Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.

(4) Approval Criteria. The traffic impact study report shall be reviewed according to the following criteria:

(a) The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;

(b) The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;

(c) For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and

(d) Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.

## RECOMMENDATION 12

Add language to the Oakridge Zoning Ordinance that specifies that expected impacts to the transportation system, as documented in the results of a Traffic Impact Analysis, may be the basis for imposing conditions of approval.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 21 – ACCESS MANAGEMENT, ~~AND~~ VISION CLEARANCE, AND TRAFFIC IMPACT ANALYSIS REQUIREMENTS

SECTION 21.03 TRAFFIC IMPACT ANALYSIS REQUIREMENTS

[...]

(5) Conditions of Approval

(a) The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

(b) Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.

(c) Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.

(d) Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

## RECOMMENDATION 13

Add language to Article 25 of the Oakridge Zoning Ordinance that references the language regarding acceptable ways to accommodate on-site pedestrian and bicycle routes that was added to Article 6 of the Land Division Ordinance.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 25 - SITE PLAN REVIEW PERMITS

[...]

SECTION 25.06 CRITERIA FOR SITE PLAN REVIEW EVALUATION

[...]

(4) Traffic, Circulation and Parking.

[...]

(g) The proposed development provides adequate pedestrian and bicycle connectivity consistent with the requirements in Section 6.02(12) of the Oakridge Land Division Ordinance.

## RECOMMENDATION 14

Add language to Section 29.03 of the Oakridge Zoning Ordinance that ensures amendments are consistent with the adopted TSP.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 29 - DISTRICT CHANGES

[...]

SECTION 29.03 CRITERIA

[...]

(4) Changes to land use designations, densities, and design standards resulting from the proposed amendment are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.