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to James Cleavenger and Rick Zylstra, City of Oakridge  
Laura Buhl, DLCD

from Darci Rudzinski, AICP and Emma-Quin Smith, MIG | APG

re Code Evaluation and Update Phase 1: Task 4.2 Final Action Plan

date April 26, 2023

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## Introduction

### A. PROJECT BACKGROUND

The goal of Oakridge’s Code Evaluation and Update project is to make recommendations related to urban design, housing, green infrastructure, and transportation policy and development requirements to help the City remove barriers to creating a vibrant, multimodal community. This project is partially funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The overarching project goal is consistent with the mission, goals, and objectives of the TGM program and "smart growth" (also known as “smart development”) principles.<sup>1</sup>

The Evaluation Memorandum completed in January 2023 identified policy language in the City’s adopted plans and development requirements that is creating barriers to smart development in the City. The focus of the Evaluation Memorandum was on how Oakridge could affect positive change in Uptown (referred to in the zoning code as the “Old Town Design Subdistrict”), and also explored potential changes that can improve future development-related outcomes elsewhere in the community. Ultimately, the project will provide recommend policies, requirements, standards, and tools to address the following:

- Housing availability and affordability
- Use and design standards in the Zoning Ordinance, including permitting “middle housing” types

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<sup>1</sup> This TGM project is financed, in part, by federal Fixing America’s Surface Transportation Act (FAST-Act), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon. To learn more about the program's mission, goals, and objectives, see <https://www.oregon.gov/lcd/TGM/Documents/mission-goals-objectives.pdf>. For an overview of smart growth principals, visit <https://smartgrowthamerica.org/our-vision/what-is-smart-growth/>

- Possible impacts of short-term rental housing/temporary lodging
- Barriers to redevelopment and new development in the community
- Development standards that may be impeding development, including design requirements
- Inefficient or unnecessarily complicated requirements in land use permitting processes
- Multimodal transportation opportunities
- Opportunities to incorporate green infrastructure elements, including street trees, to enhance pedestrian travel and livability
- Updated off-street parking requirements to ensure land use efficiency and maximize opportunities in Old Town and flexibility for developers to build affordable housing options
- Policy direction to support desired land uses, future development, and multimodal connectivity
- Code modifications from the recent Transportation System Plan planning project

To gauge the overall effectiveness and functionality of the land use regulations, Oakridge's land use ordinances were evaluated against smart development principles and "best practices" implemented in similarly sized jurisdictions in Oregon.<sup>2</sup> Transportation planning implementation requirements in the Transportation Planning Rule (OAR 660-012) were also referenced. The findings of the Code Evaluation and a code audit completed as part of the 2020 Oakridge Transportation System Plan update are attached to this memorandum.

## **B. OVERVIEW OF ACTION PLAN**

Phase 1 of the project includes developing an Action Plan that provides specific direction to the community and City leaders. This Action Plan outlines recommended policy and code amendments to the Oakridge Zoning Ordinance (Ord. 874) and the Land Division Ordinance (Ord. 805), including a description of where the amendments should occur and the rationale for the change. It does not provide adoption-ready code amendments; the development of adoptable code language could be a second phase of this TGM Code Assistance project.<sup>3</sup> The recommendations in this Action Plan are based on work done in previous project tasks conducted between August 2022 and February 2023, including the code evaluation, stakeholder interviews, discussions with City Staff, a public open house and online survey, and meetings with the Planning Commission. Supporting documents from this earlier work, meetings, and community engagement are included as attachments.

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<sup>2</sup> A principal document in this review is the TGM Model Development Code and User's Guide for Small Cities - 3rd Edition (Model Code). For more information, see: <https://www.oregon.gov/lcd/TGM/Pages/Model-Code.aspx>

<sup>3</sup> Note: The second phase of the project will occur only after endorsement by the City Council and authorization by the TGM Program.

## Action Plan

### A. POTENTIAL COMPREHENSIVE PLAN AMENDMENTS

Oakridge Comprehensive Plan policies generally support the objectives of this project; however, some minor modifications are recommended to strengthen the policy framework for proposed code amendments described in the following section. The suggested Comprehensive Plan amendments are characterized as follows:

- Modify Uptown (Old Town Design Subdistrict) provisions to be more open to various types of commercial uses and a broader range of housing types.
- Make the policy language related to residential densities consistent with proposed code amendments (where needed).
- Modify transportation policies to emphasize multimodal facilities (i.e., a transportation network, safety, and comfort for all types of transportation, including pedestrians and cyclists) and connectivity in Oakridge.

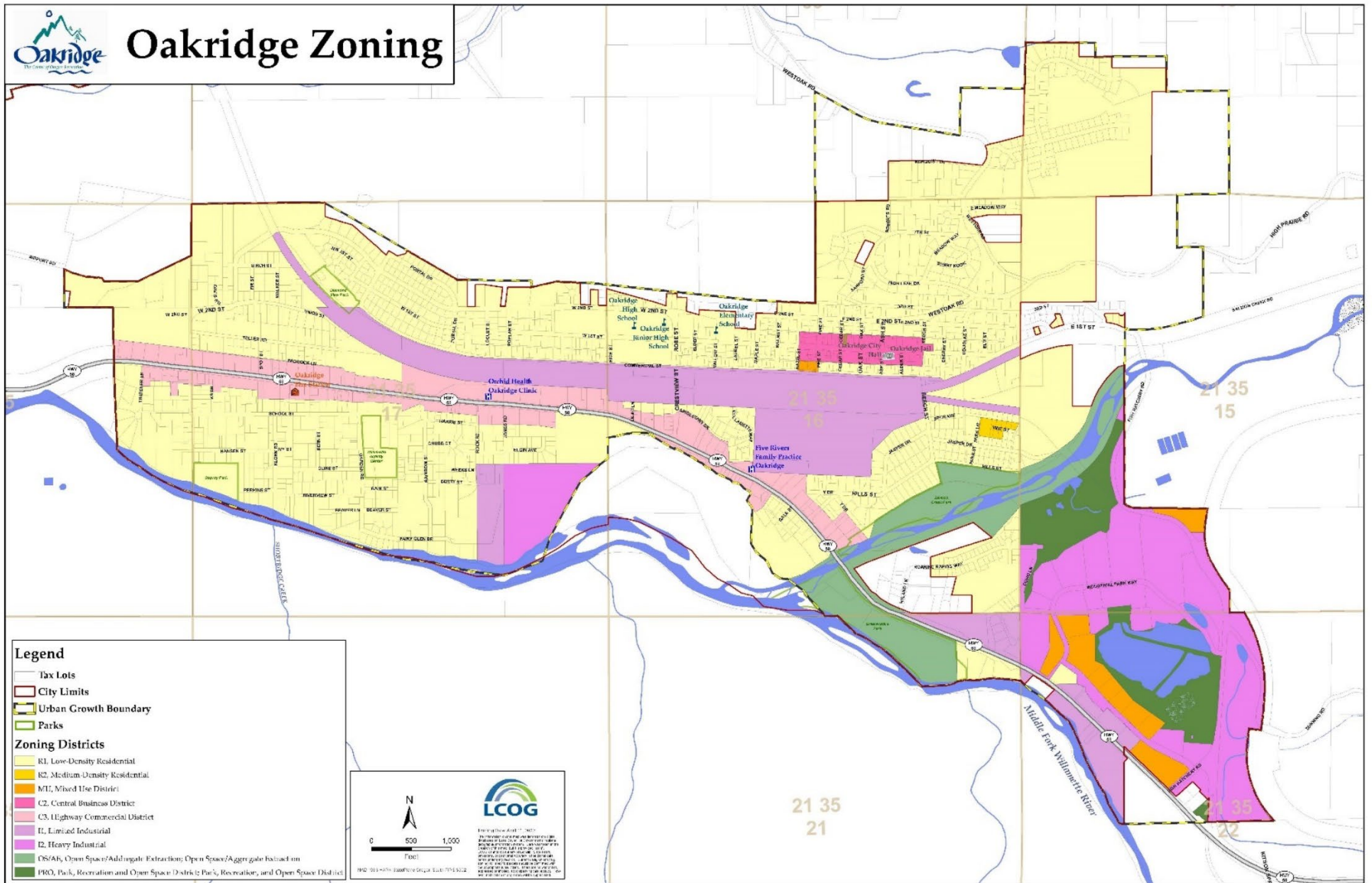
### B. CODE RECOMMENDATIONS

The recommended updates to the Zoning Ordinance and Land Division Ordinance are presented in Table 1-Table 6. Tables are titled and ordered consistent with the topic areas introduced in the Evaluation Memorandum:

- Uptown (Old Town Design Subdistrict)
- Uses and Standards
- Multimodal Transportation Facilities
- Green Infrastructure
- Temporary Lodging Standards
- Zoning Ordinance Structure

For each heading, there are several recommended code modifications, as proposed in the Evaluation Memorandum and informed by public input. For each recommendation, there are citations to the existing Land Division or Zoning Ordinance section, as applicable, and a discussion column to provide context for the recommendation. Depending on the recommended change, comments may include how the recommendations are consistent with TGM goals and objectives and how they reflect community feedback from stakeholder interviews, the community meeting and survey, and the Planning Commission and City Council work sessions. Proposed Zoning Ordinance or Land Division Ordinance amendments based on the updated Transportation System Plan and compliance with the Transportation Planning Rule are found in the Evaluation Memorandum's Attachment Table ("TPR Assessment")

Figure 1. Oakridge Zoning Map



**Uptown (Old Town Design Subdistrict)**

This section lists recommendations for updating standards in the Old Town Design Subdistrict section (Subsection 15.06) of the Oakridge Zoning Ordinance. The Old Town Design Subdistrict encompasses the area of Oakridge that is commonly referred to as “Uptown.” “Uptown” and “Old Town Design Subdistrict” are used interchangeably in this memo; however, it is recommended to rename the “Old Town Design Subdistrict” to “Uptown” in the Zoning Ordinance so that community members, developers, City staff, etc. are aware of the geography in question when review development applications and plans for the area.

Figure 2. Old Town Design Subdistrict Zoning

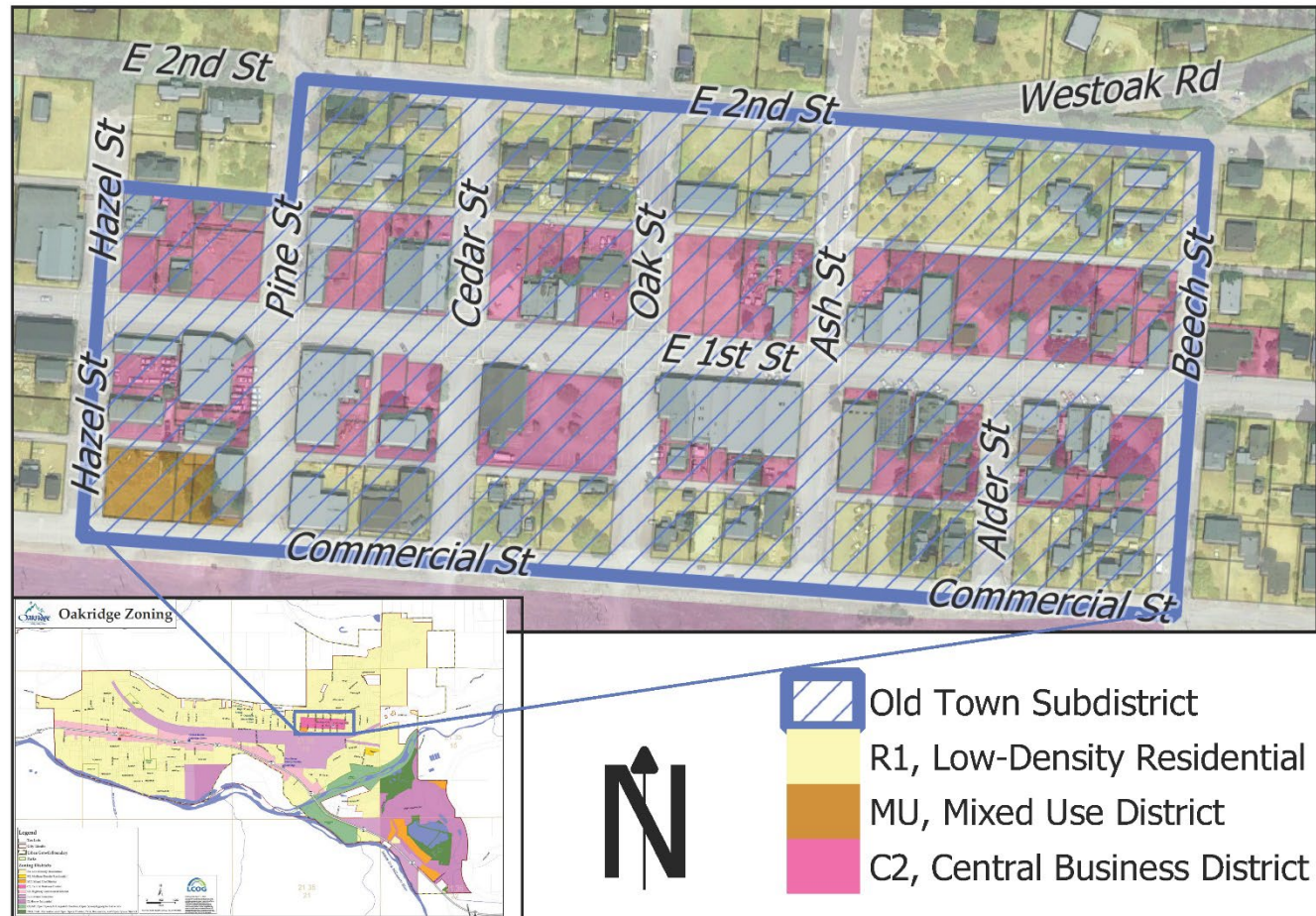


Table 1. Action Plan Recommendations - Uptown (Old Town Design Subdistrict)

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Remove minimum standards for off-street parking requirements in the Old Town Design Subdistrict.</b></p> <p>To maximize flexibility for property owners and developers, ensure the highest and best use of valuable land, and promote a more pedestrian friendly environment, there should be no minimum required parking in the Old Town Design Subdistrict.</p> <p>Add parking exception provision to Section 15.06 – Old Town Design Subdistrict</p>	<p>Section 15.06 – Old Town Design Subdistrict</p>	<p>In a downtown area, the amount of space dedicated to parking should be minimized to create more space for activities and business and to help foster a compact built environment. By removing off-street parking requirements, the City can give business owners and developers flexibility and freedom to determine the amount and type of parking that will meet the needs of their clients.</p> <p>Removing off-street parking requirements does not mean that off-street parking will go away, nor that more will not be built, it simply allows the City and business owners to meet the true parking needs of the Old Town district.</p>
<p><b>Require zero lot line development in the Central Commercial (C-2) zone in Uptown.</b></p> <p>Currently, there is a maximum allowed front setback of 10 ft in the Old Town Design Subdistrict. Remove provision that states “(n)o specific front and rear yard standards shall be provided. They shall be decided upon an individual basis and guided by the prevailing setbacks in the immediate vicinity.”</p> <p>Remove maximum allowed setbacks and add requirement for zero lot line</p>	<p>Section 15.06 (3) – Old Town Site Development Standards; Section 7.04 – Yards</p>	<p>The goal of removing setbacks and requiring zero lot line development is to maximize potential space for activity and development in Uptown. Structures built to the lot line, rather than to a setback line, will allow for a larger building envelop on commercial lots. Larger building envelopes mean more rentable or useable space for property owners. Older existing buildings in Uptown are built close to the sidewalk and new development should continue this pattern for visual consistency and to enhance walkability in Old Town.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p>development (0 ft. setbacks). Require 10 ft. setbacks except on lots adjacent to alleys. Maintain 10 ft. setback for lots adjacent to residential uses.</p>		
<p><b>Reduce commercial ground floor requirements for multi-unit residential uses in Uptown C-2 zones.</b></p> <p>Allow a greater percentage of residential use on the ground floor of mixed-use buildings. Currently, new residential uses are permitted only as part of mixed-use development (with the front 25 feet of a building footprint for commercial use).</p> <p>Given the proposed allowance for ground floor residential, the City could consider preserving available commercial space by designating specific blocks in the core of Uptown for commercial ground floor use. Designating blocks where only commercial uses are permitted on the ground floor would ensure that future commercial land needs are met, and that the Uptown core along 1<sup>st</sup> St. is enlivened by future shops.</p>	<p>Article 7 – Central Commercial District (C-2)</p>	<p>Reduce requirement for ground floor commercial with new residential development that states: “provided that dwelling units do not occupy the front 25 feet of the building’s ground floor facing the principal commercial street.”</p> <p>Residential development in Uptown can encourage support for businesses in the area creating a “built in” customer base.</p> <p>Stakeholders expressed concerns regarding potential loss of limited and valuable commercial space in Uptown. In response, the PMT recommends the City designate specific blocks where only commercial space on the ground floor is permitted in order to keep the core of Uptown commercial. The City could also implement storefront design standards on certain blocks but remain flexible about which use is built on the ground floor. This allows building use to adapt to the market while preserving the ground floor commercial frontage. Identifying the exact block faces on which ground floor commercial would be preserved would occur in Phase 2 of this project.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Permit outright standalone multi-unit residential uses in the R-1 and M-1 (Mixed Use) areas of the Old Town Subdistrict.</b></p> <p>Currently, multi-unit housing (small apartment buildings) is not allowed in the R-1 zone or the M-1 zone.</p> <p>Consider revising permitted uses in Old Town Design Subdistrict to include stand-alone multi-unit development, such as small apartment complexes, provided architectural standards can met.</p>	<p>Article 4 – Low Density Residential District (R-1), Article 9 – Mixed Use Districts (M-1)</p>	<p>The intended result of allowing standalone multi-unit residential uses in the R-1 and M-1 areas of the Old Town Design Subdistrict is higher density residential development in the future that could support commercial development in Uptown. One critical element of a thriving central business district like Uptown is having residents in proximity to places where they can dine, shop, or work.</p> <p>Allowing standalone multi-family housing in Uptown effectively intensifies development in the district while maintaining ground floor area for commercial development in the core of Uptown.</p>
<p><b>Simplify Oakridge Frontier Architectural Standards and/or revise architectural design standards for the Old Town Design Subdistrict.</b></p> <p>An attractive, unique, and aesthetic environment can be maintained in Old Town, even with simplified design standards. Allowing more design flexibility may encourage more development in the Old Town with fewer barriers and a faster approval process.</p>	<p>Section 15.06 (5) – Oakridge Frontier Style Architectural Standards</p>	<p>A review of the existing design standards required for new development in Old Town concluded that similar standards are implemented in many of Oregon’s small communities and are not overly restrictive. However, many community members, property owners, and developers have expressed concern over the complexity of the standards and point to them as inhibiting growth and redevelopment. While there has been limited new development in Old Town since the Oakridge Frontier Style was implemented, there is no empirical or conclusive evidence that City design requirements are to blame.</p> <p>During this planning process some community members have expressed distaste for the “frontier” style, pointing to an unnecessary adherence to Oakridge’s past as a timber town. Stakeholders also expressed concern over the lengthy review</p>



RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p>The following simplifications are for future discussion:</p> <ul style="list-style-type: none"> <li>Remove decorative roof requirements (15.06 (5)(d)(iii)(A-C))</li> <li>Remove decorative window requirements (15.06 (5)(e)(iii)(A-B))</li> </ul> <p>Review materials lists and update according to fire resiliency best practices.</p>		<p>process for implementing the design standards, the likelihood of having the City grant an exception, and the inclusion of wood as a permitted siding material given the history of forest fires in the area. Modifying the design standards while maintaining a reasonable list of requirements to ensure a safe and attractive Uptown may spur interest in development and redevelopment in the district.</p> <p>Some community members have also expressed interest in incorporating Firewise or other wildfire resiliency best practices into the architectural standards for Uptown.<sup>4</sup> The City is a signatory to the Lane County Firewise program, however other types of resiliency standards should be considered as well. Incorporating these types of design and development standards would promote the City’s goals for new development in Oakridge to be more resilient to wildfires.</p>

Uses and Standards

Table 2. Action Plan Recommendations - Uses and Standards

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Allow middle housing types by right, not conditionally, in the R-1 zone.</b></p> <p>Remove corner lot and double frontage requirements based on the</p>	<p>Section 4.02</p>	<p>Permitting all middle housing types by right in the R-1 zone may encourage the development of more affordable housing options in Oakridge. Duplexes and triplexes can be accommodated on lots with the same lot size dimensions as single-unit homes. Similarly,</p>

<sup>4</sup> More information on Firewise can be found here: <https://www.nfpa.org/-/media/Files/Training/certification/CWMS/SaferFromtheStart.ashx> Specific design guidance can be found here: <https://static.colostate.edu/client-files/csfs/pdfs/firewise-construction2012.pdf>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p>number of units in a development, for example duplexes and triplexes.</p> <p>Eliminate minimum lot size requirements for townhouses in R-1 zone.</p>		<p>the City may see more interest in townhouse development by eliminating minimum lot size requirements for this housing type.</p> <p>This recommendation supports the RLNA strategy “rezone an area of the R-1 zone to the R-2 zone in order to dedicate additional land for higher density townhouses/plexes and multi-family housing” without having to go through a rezoning process.</p>
<p><b>Decrease minimum lot sizes and increase lot coverage for middle housing in all residential zones.</b></p> <p>Current minimum lot sizes may create a significant barrier to developing housing, including middle housing, and increase the overall cost of homeownership on those lots.</p> <p>Lot coverage standards should in the R-1 zone for housing that contains more units to make slightly larger buildings feasible for developers.</p>	<p>Section 4.03 Section 5.03</p>	<p>The City’s recent Residential Land Needs Analysis (RLNA, August 18, 2022, Draft) identified the need for more affordable housing types, such as townhouses/plexes, multi-unit, and manufactured housing. Preliminary strategies resulting from the RLNA work include reducing minimum lot size standards and establishing minimum density standards.</p> <p>The City should discuss appropriate decreases to minimum lot size and increases to lot coverage standards in residential zones. In another approach to increasing future housing opportunities, the City should consider establishing minimum density standards. Alternatively, the City could consider the possibility of setting a maximum lot size to ensure that residential zones are not developed exclusively with large lots.</p>
<p><b>Increase residential height limit to 35 ft or 3 stories in R-1 zone.</b></p> <p>Currently residential structures are limited to the lesser of 2 ½ stories or 28 ft. The height requirements should</p>	<p>Article 4.05 (1)</p>	<p>Increasing maximum height limits will allow for a greater variety of housing types and may increase the viability of housing development that can be accommodated in the City’s residential areas.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p>be modified to allow more flexibility for developing middle housing.</p>		
<p><b>Increase ADU height limit to 2 stories or 24 feet.</b></p> <p>Currently accessory structures are limited to the lesser of one-story or 15 ft.</p>	<p>Article 4.05 (2)</p>	<p>Increasing the maximum ADU height provides more opportunity to develop livable ADUs on smaller lot sizes, thereby increasing the options for affordable housing.</p>
<p><b>Update housing type definitions.</b></p> <p>Standardize usage of term “dwelling unit, single” and remove references to “single family” dwellings for consistency and clarity.</p> <p>Add definition for “cottage cluster” housing type.</p> <p>Update “dwelling unit, multiple” to exclude fourplexes from essentially being apartments.</p> <p>Add definition for “dwelling unit, fourplex” to allow this type of middle housing to be built in the R-1 zone.</p>	<p>Article 33 – Definitions</p>	<p>Residential use definitions can be updated using the Middle Housing Model Code and current best practices.</p> <p>Cottage cluster housing is technically allowed under the current definition “dwelling unit, multiple.” To encourage further diversification of housing in Oakridge, the City should add a specific definition and standards for cottage cluster housing.</p> <p>Cottage cluster developments are often defined as multi-unit residential developments where grouping(s) of four to twelve (12) cottage dwellings are arranged around or adjacent to shared open space and located on a single lot. This form of development provides for small-scale detached dwellings that form a small community.</p> <p>All definitions to be updated are listed in Attachment C. Code Evaluation Memorandum.</p>
<p><b>Remove special architectural and design standards requirements for multiple-dwelling, middle housing types, and ADUs.</b></p>	<p>Sections 25.09 - 25.12</p>	<p>Current requirements make multiple dwelling structures and middle housing more difficult and costly to develop than single dwelling units and should be removed. Standards should be simplified so that the City is applying the same or less restrictive development standards to ADUs as those for other accessory</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p>Multiple-dwelling and middle housing types and ADUs are subject to special architectural and design standards such as building mass standards,</p>		<p>buildings. The City should allow ADUs on any legal lot as long as setback and lot coverage requirements are met.</p>
<p><b>Reduce minimum off-street parking requirements in all residential zones.</b></p> <p>Reduce single- unit, duplex, triplex, and multi-unit requirements to one space per dwelling.</p> <p>Remove all requirements for additional off-street parking on lots with ADUs; require no off-street stalls for ADUs.</p>	<p>Section 4.07 Section 5.07</p>	<p>The City should reduce all off-street parking requirements in residential zones to lower land and development costs and provide more flexibility for developers to build affordable housing options. Eliminating parking requirements for ADUs will increase the viability of this housing type on more lots and is also required by state law.</p>
<p><b>Revise site plan review criteria to make permitting process clear and objective.</b></p> <p>In order to make the residential development process clear and objective, Section 25.06 Criteria for Site Plan Review Evaluation should be amended to remove requirements that are subjective. Examples of language that rely on subjective judgement by reviewers include requiring that the “development is compatible with surrounding developments and does not detract from the character of the</p>	<p>Section 25.06 – Criteria for Site Plan Review Evaluation</p>	<p>Oregon Revised Statute (ORS) 197.307(4) requires that local governments adopt and apply clear and objective standards, conditions, and procedures regulating the development of all housing. This is to ensure that communities do not use discretionary or subjective criteria to deny housing projects. Local standards, conditions, and procedures can’t discourage housing through unreasonable cost or delay.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
neighborhood (25.06(1)(b))” and that the location, design, size, shape and arrangement of the uses and structures are “in scale and are compatible with the surroundings (25.06(2).”		

**Multimodal Transportation and Transportation Options**

The following recommendations are brought forward from the 2020 TSP Planning project. The recommendations are consistent with and would further project goals. The proposed recommendations support TGM principals, such as planning for appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.

*Table 3. Action Plan Recommendations - Multimodal Transportation*

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Revise minimum right-of-way and pavement widths consistent with street functional classifications in TSP.</b></p> <p>Street standards should be included in the City's land division provisions (Article 6) consistent with the standards in the Transportation System Plan. Consider modifying cross-section standards to provide more options to better accommodate design elements that serve all roadway users</p>	<p>Land Division Ordinance Section 6.02</p>	<p>Including street width standards in the LDO ensures that streets are “right sized” for their intended use and level of expected traffic. This project has continued the community conversation regarding the appropriate ways to repurpose existing right-of-way widths for bicycles and pedestrians in Uptown. While there has been community member support for improving the safety of walking and bicycling around Oakridge, there is mixed feedback about what specific changes to E 1<sup>st</sup> St. could look like. Street standards should include room for street trees.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
(e.g., cyclists, pedestrians, and motor vehicles).		
<b>Add language that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes.</b>	Zoning Ordinance Section 25.06 (4) - Traffic, Circulation and Parking.	This modification was suggested to ensure that non-motorized modes had safe access and passage through larger developments.
<b>Allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.</b>	Zoning Ordinance Articles 4-14 Section XX.02(1) - Permitted principle uses and structures	This addition will clarify that allowing transportation facilities that are consistent with the City’s long-range, adopted plan does not require a separate land use permitting process.
<b>Require a Traffic Impact Analysis (TIA) for development applications of a certain size</b> to ensure there will not be adverse impacts on the City’s transportation system. If adverse impacts are anticipated based on the analysis, the City should emphasize multimodal and transportation-demand-management-based mitigation measures to reduce the impacts.	No existing requirements in the Zoning Ordinance.	<p>TIAs ensure that the planned transportation system can support the proposed development, or that necessary improvements are constructed to support the expected impact of the proposed use/development.</p> <p>The proposed change supports TGM principals to plan land uses in coordination with appropriately sited, designed, and managed transportation facilities and services that support the movement of goods and provide for services.</p> <p>Non-automobile solutions to mitigate expected future traffic may be recommended as a result of TIA findings.</p>
<b>Add requirements for shade and pedestrian circulation in parking lots of a certain size.</b>	Zoning Ordinance Section 20.23	This modification was suggested to ensure that future development includes safe pedestrian access and passage through larger parking lots.

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Add language requiring bicycle parking for transit transfer stations and park-and-ride lots.</b></p>	<p>Zoning Ordinance Section 20.11 – Bicycle Parking Requirements</p>	<p>Increasing the availability of bicycle parking can make this mode choice more convenient and desirable.</p>
<p><b>Require proposed developments that are within a certain distance from an existing or planned transit stop to enhance access or accommodate this mode.</b></p>	<p>TBD</p>	<p>This suggestion involves requirements that ensure future development facilitates access to planned transit stops. This would include coordinating with the (future) transit provider and accommodating needed improvements (e.g., dedicating land for a transit shelter), consistent with an adopted long-range transit plan.</p>
<p><b>Require new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.</b></p>	<p>Zoning Ordinance Section 20.04 Vehicle Parking Spaces Required</p>	<p>Requiring commercial or employment uses to designate carpool or vanpool parking could make ridesharing a more viable option for commuting. Dedicated parking spaces for this use are most practical for larger employers.</p>
<p><b>Develop more robust standards for bike and pedestrian infrastructure and connectivity to develop a well-connected multimodal network.</b></p> <ul style="list-style-type: none"> <li>• Require sidewalks, planter strips, and street trees on both sides of local streets, with exceptions for extreme circumstances. Where topography or other natural hazards limit the opportunity for a full street section, or the full street design is cost prohibitive, the City could require sidewalks on one side of the street. The circumstances under which</li> </ul>	<p>No existing requirements in the Zoning Ordinance.</p> <p>Land Division Ordinance Section 7.03 (5-7)</p>	<p>The City should consider replacing Sidewalk Ordinance No. 697 with updated standards for bicycle and pedestrian connectivity.</p> <p>The recommendations support TGM goals and objectives, such as increasing:</p> <ul style="list-style-type: none"> <li>• Travel choices, especially for vulnerable citizens underserved communities and</li> <li>• Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.</li> </ul>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
sidewalks would not be required on both sides of the street should be quantifiable and codified (e.g., slopes over 15%, dead-end streets shorter than 500 feet).		

Green Infrastructure

Table 4. Action Plan Recommendations - Green Infrastructure

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<b>Update requirements to include green infrastructure elements, with a focus on those that most benefit pedestrian and bicycle travel.</b>	Land Division Ordinance Article 7 – Improvement Requirements  Zoning Ordinance Article 25 (and other applicable sections)	Through community discussions there is a general interest in incorporating green infrastructure elements within the right-of-way. Community members expressed general support for street trees and stormwater plantings but emphasized maintaining flexibility for developers. It is possible for these types of improvements to be required of private developers as part of subdivision approval. The City will need to determine what green infrastructure elements are permitted and/or required as part of development approval for proposals subject to Minor Site Plan Review. The City should also revisit public works standards and public right-of-way standards and consider updating the TSP to include green infrastructure elements.

Temporary Lodging Standards

Table 5. Action Plan Recommendations - Temporary Lodging Standards



RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Include a definition of “short term rental” to Article 33 and add to use list of each zone.</b> Consider whether more short-term rental (STR) development standards are needed as part of Phase 2.</p>	<p>Zoning Ordinance Article 33 – Definitions</p>	<p>As a currently allowed use, the recommendation is to define the term “short term rental” in the Zoning Ordinance. While there was indication through community feedback that the City is not currently in need of development requirements specific to short-term rentals, this topic should be revisited in Phase 2.</p> <p>As indicated during the Community Meeting (see summary in Attachment F.) and through City Council comments, there is interest in requiring registration for short term rentals. Formalizing this type of requirement is not expected to be part of Phase 2, which will focus on land use requirements and development code modifications. A registration requirement is not a land use decision and would not be found in the Zoning Ordinance or Subdivision Ordinance, but could be included elsewhere in City Code.</p>

Zoning Ordinance Structure

Table 6. Action Plan Recommendations - Zoning Ordinance Structure

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
<p><b>Reformat residential development standards to increase legibility.</b></p>	<p>Sections 4.03 - 4.05</p>	<p>This recommendation is intended to be content neutral. The suggested direction for a future code update is to move standards into a table format for easier reference and implementation.</p>
<p><b>Combine the Zoning Ordinance and Land Division Ordinance and integrate adopted land use ordinances that are not yet codified to create a unified development ordinance.</b></p>	<p>N/A</p>	<p>A unified development ordinance (UDO) will streamline the Zoning Ordinance and Land Division Ordinance into one combined document that would be more easily accessible to the public, designers, and City staff reviewers. A UDO will help ensure consistency across the documents and make it easier to update standards across the documents.</p>

RECOMMENDED AMENDMENTS	CODE SECTION	DISCUSSION
		<p>Note that creating a UDO can be approached as a “policy neutral” exercise where the focus is not on changing zoning or development standards. However, reconciling discrepancies may necessitate policy discussions regarding the intent of the existing ordinance language.</p>

## List of Attachments

- Attachment A. Public Involvement Plan
- Attachment B. Planning Commission Meeting # 1 Presentation
- Attachment C. Code Evaluation Memorandum
- Attachment D. Transportation Planning Rule Evaluation
- Attachment E. Stakeholder Interviews Summary
- Attachment F. Community Meeting Summary
- Attachment G. Planning Commission Work Session #1 Presentation
- Attachment H. Joint City Council/Planning Commission Work Session Presentation