



Technical Memorandum #3

DATE: January 17, 2017

TO: Philomath TSP Project Management Team and Stakeholders

FROM: Darci Rudzinski & CJ Doxsee - Angelo Planning Group

SUBJECT: Philomath Transportation System Plan Update
Task 3.2 Regulatory Framework Review

Transportation system planning in Oregon is required by state law as one of the 19 statewide planning goals (Goal 12 – Transportation). The Transportation Planning Rule (TPR), Oregon Administrative Rule Division 12 (Chapter 660), defines the necessary elements of a local Transportation System Plan (TSP) and how to implement Goal 12. The TPR requires counties and cities to prepare local TSPs that are consistent with the Oregon Transportation Plan (OTP) and, for jurisdictions within a metropolitan planning organization, with the regional transportation plan. 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 TSPs 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. The City of Philomath’s TSP must be consistent with the current TPR, which was amended most recently in December 2011.

Technical Memorandum #2 (Background Document Review) addresses the OTP and other background documents that will be referenced in updating the Philomath TSP. This memorandum focuses on the extent to which the City meets the requirements of TPR. Table 1 describes how the City’s Development Code, Title 18 of the Philomath Municipal Code, meets particular TPR sections and identifies recommended improvements where local requirements could be strengthened or modified to be more consistent with the TPR. To the extent necessary, suggested draft code language will be prepared at the implementation phase of the TSP update project that supports the policies and recommendations of the draft TSP and is consistent with the TPR.



Table 1 – TPR Review of the City of Philomath Municipal Code (Title 18)

TPR Requirement	Municipal Code References and Recommendations
<p>OAR 660-012-0045</p>	
<p>(1) Each local government shall amend its land use regulations to implement the TSP.</p>	
<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;¹ 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</p>	<p>PMC 18.110.020 (Applicability) exempts regular maintenance, repair and replacement of materials, parking resurfacing, and similar maintenance and repair from development review and site design review.</p> <p>Philomath Municipal Code (PMC) provides lists of allowed and conditional uses according to land use districts (i.e. Residential, Commercial, Industrial, Public, and Overlay). The operation, maintenance and repair of existing transportation facilities are not currently listed as allowed outright in PMC land use districts.</p> <p>PMC 18.80.020 (Transportation Improvements) provides public facility standards, however the code doesn't list operation, maintenance, and repair of existing transportation as not being subject to land use regulations.</p> <p>Recommendation: The operation, maintenance, and repair of existing transportation facilities as identified in the TSP are recommended to be included as allowed outright in individual land use districts or as a provision in 18.105.020 (Description of permit/decision-making procedures) and applicable to all land use districts.</p>

¹ Transportation uses in ORS 215 are included in list(s) of uses that may be established in exclusive farm use zones; OAR 660-112-0065 (Transportation Improvements on Rural Lands) identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.



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<p>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>(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>Referenced TPR Section -0050 addresses project development and implementation – how a transportation facility or improvement authorized in a TSP is designed and constructed. 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.</p> <p>PMC Chapter 18.105 includes review procedures dependent on the type of application. Notice for a Type II procedure (administrative) is required to be sent to any entitled governmental agency that has entered into an intergovernmental agreement with the City, or any affected agency as appropriate. Similarly, notice for a Type III procedure (quasi-judicial) is required to be sent to any governmental agency that has entered into an intergovernmental agreement with the city, or is otherwise entitled to receive the notice.</p> <p>PMC 18.105.040(B)(1)(d) requires land division applications (Type II) to include an impact study on public facilities and services and propose improvements to meet city standards.</p> <p>PMC 18.105.050(B)(2)(d) requires all Type III applications to include an impact study on public facilities and services and propose improvements to meet city standards.</p> <p>PMC 18.45.070(A)(2) (Special standards for certain</p>



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	<p>uses) allows the city to require uses in Industrial Districts that are likely to generate high levels of vehicle traffic due to shipping and receiving to conduct a traffic impact analysis.</p> <p>PMC 18.105.070(C)(2) (Consolidated Proceedings) allows applicants with Type II and Type III reviews to consolidate permits for the same one or more parcels of land.</p> <p>PMC 18.120.040(A)(3) includes use criteria for approving conditional uses (which is processed as a Type III Review). The criteria require that public facilities have adequate capacity to serve the proposal.</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	
<p>(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;</p>	<p>PMC Chapter 18.65 (Access and Circulation) provides standards for vehicles (18.65.020) and pedestrians (18.65.020). Vehicular access and circulation standards are intended to manage and maintain adequate level of service and to maintain the functional classification of roadways. Driveway spacing standards are determined on the functional classification of the roadway they abut. Driveway access standards for arterial and collector streets are determined based on the city’s TSP, Manual on Uniform Traffic Control Devices (MUTCD), or ODOT’s Highway Corridor Plan. Access on to US 20/OR 34 is subject to the applicable standards and policies contained in the ODOT Highway Corridor Plan.</p> <p>Public road spacing, applicable to large site developments, is a function of block length and</p>



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	<p>perimeter based on the land use district.</p> <p>Traffic signals, to be provided in locations noted on approved street plans when warrants are met, are required to be in conformance with the Highway Capacity Manual and MUTCD.</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>
<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors</p>	<p>PMC 18.80.020(E) (Street Location, Width and Grade) requires the location, width and grade of all streets to conform to the TSP and design specifications.</p> <p>Design specifications are also found in Public Works Design Standards (PWDS) 2.11. More information on PWDS is provided below.</p> <p>PMC 18.105.040(B)(1)(d) (Type II Review) and PMC 18.105.050(B)(2)(d) (Type III Review) require impact studies to assess and address impacts to the transportation system.</p> <p>Mobility standards will be reviewed and updated as part of the TSP process; level of service is defined in the PMC definitions section, however the PMC code does not include specific mobility standards</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>
<p>(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;</p>	<p>This requirement does not apply, as Philomath does not currently have a public use airport.</p>
<p>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</p>	<p>See response to -0045(1)(c).</p>



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<p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</p>	<p>PMC 18.105.040(B)(1)(d) (Type II Review) requires land division applications and PMC 18.105.050(B)(2)(d) (Type III Review) requires all Type III applications to include an impact study on public facilities and services and propose improvements to meet city standards. The study is required to address impacts to pedestrian ways and bikeways, among other related public facility systems. Permit applicants are required to dedicate real property to the city where required, unless the applicant can show evidence that the property dedication is not proportional to the impacts. Authority to approve, approve with conditions, or deny an application based on the relevant approval criteria and standards is provided to planning officials for Type II applications (PMC 18.105.040(D)) and the planning commission for Type III applications (PMC 18.105.060(E)).</p> <p>PMC 18.110.060 (Approval criteria) allows the review authority to approve development review and site design review with conditions when they are a part of land divisions, conditional use permit, master planned development, specific area plan, or other approval criteria.</p> <p>PMC 18.115 (Land division) provides procedures and regulations for subdivisions and partitions as part of a two-step process. Conditions of approval may be applied by the city as necessary, including the requirement of reserve strips for the purpose of controlling access to adjoining undeveloped properties and through the creation of access easements (18.80.020(D))</p> <p>PMC 18.120 (Conditional use permit) provides criteria, standards, and conditions of approval for conditional use applications. Conditions of approval are intended to minimize the impact on the surrounding public facilities and include, but are not</p>



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	<p>limited to right-of-way (PMC 18.120.040(C)(6)) and public land dedications and construction of pedestrian/bicycle pathways in accordance with adopted plans (PMC 18.120.040(C)(13)).</p> <p>PMC 18.125 (Master planned developments) is an overlay zone that allows the development of land through a master planned development process. The approval process is considered a Type III procedure, which requires applications to include an impact study on public facilities and services and proposed improvements to meet city standards (see PMC 18.105.050(B)(2)(d) above).</p> <p>PMC 18.45.070(A)(2) (Special standards for certain uses) allows the city to require uses in Industrial Districts that are likely to generate high levels of vehicle traffic due to shipping and receiving to conduct a traffic impact analysis.</p> <p>PMC 18.65.020(D) (Vehicular access and circulation) allows the city or other agency with access jurisdiction to require a traffic study for determining transportation requirements. In addition, PMC 18.65.020(E) allows the city or other agency with access jurisdiction to apply conditions of approval for protecting the operation of the transportation system, including closing/consolidation off curb cuts or access points, reciprocal access easements, traffic control devices, and/or other mitigation to ensure the transportation system safety and efficiency.</p> <p>Recommendations: The City has a process to apply conditions to development proposals; this TPR requirement is met. However, to strengthen the City's capacity to protect transportation facilities, the City should consider adding provisions to existing TIS requirements that specify requiring transportation improvements may be a condition of approval. Adding transportation improvements to mitigate</p>



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	<p>impacts as a potential condition of approval for Type II and III review procedures would also help protect the function and operation of the planned transportation system.</p>
<p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <p>(A) Land use applications that require public hearings;</p> <p>(B) Subdivision and partition applications;</p> <p>(C) Other applications which affect private access to roads; and</p> <p>(D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</p>	<p>Procedures for Type II and Type III reviews are found on PMC 18.105.040 and 18.105.050 respectively. Both review types have regulations to provide notice to public agencies. Official notice of Type II applications are required to be mailed to “any governmental agency that is entitled to notice under in intergovernmental agreement... The city may notify other affected agencies, as appropriate, for review of the application.”</p> <p>Official notice if a Type III hearing or Type II appeal is required to be mailed to “any governmental agency that has entered into an intergovernmental agreement with the city which includes provision for such notice, or who is otherwise entitled to such notice”.</p> <p>PMC Table 18.105.020 includes a summary of development decision/permit by type of decision-making procedures. Land use applications such as conditional use permit (Type III), master planned development (Type III), site design review (Type II or III), and subdivisions (Type II or III) are listed.</p> <p>Access permits are listed as a Type I review. The Type I review procedure does not include a requirement to provide notice to public agencies. However, access permits onto state highways or county roads are subject to review and approval by ODOT and Benton County respectively as regulated in PMC 18.65.020(C).</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>



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<p>(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.</p>	<p>Code amendments and land use district map changes are subject to a Type IV review and the regulations provided in PMC 18.135.</p> <p>PMC 18.105.060 (Type IV procedure (legislative)) is a review procedure for legislative matters and is reviewed by the planning commission, with final decisions made by the city council. Decision-making considerations through a Type IV procedure are required to be based on applicable Comprehensive Plan policies and provisions of Title 18 that implement the Comprehensive Plan, which include land use districts and design standards.</p> <p>Comprehensive Plan amendments are subject to a Type IV review procedure as well as regulations in the Comprehensive Plan.</p> <p>PMC 18.135 (Annexation) provides standards and procedures for legislative amendments to the code and land use district map. PMC 18.135.050 (Transportation planning rule compliance) requires comprehensive plan amendment proposals or proposals to change to the land use district to review and determine if a transportation facility is significantly affected. Amendments which significantly affect a transportation facility are required to be limited through allowed land uses, amending the TSP to support the increase land use, or altering the land use regulations</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and</p>	



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<p>bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</p>	
<p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.</p>	<p>PMC 18.75.040 (Bicycle parking requirements) requires bicycle parking for all uses subject to site design review. Standards for the design and minimum number of bicycle parking are applied to multifamily residences (of three or more dwelling units), parking lots, schools, colleges, commercial districts, and multiple use buildings.</p> <p>Site design review (PMC 18.110.020) applies to all developments in the city, except for those specifically listed as part of a development review or regular maintenance, repair and replacement of materials, parking, resurfacing, and similar maintenance and repair. Part of the site design review submission requirements includes a site plan showing the location and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the sight. In addition site plans are required to show pedestrian and bicycle circulation areas and the location and dimensions of pedestrian and bicycle access if applicable</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</p>
<p>(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</p>	<p>18.35.080 (Residential districts, building orientation) contains standards for the orientation of entrances for single-family townhomes that are subject to design review, multi-family housing, neighborhood commercial buildings, and public and institutional buildings. Standards require entrances to generally be oriented towards the street. Alternative standards ensure that entrances not facing the street will have pedestrian walkway connections to the street. In addition, all buildings in residential districts are</p>



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<p>and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p> <p>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(E) Streets and accessways need not be required where one or more of the following conditions exist:</p> <p>(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;</p> <p>(ii) Buildings or other existing development on</p>	<p>required to conform to PMC 18.65 (Access and Circulation).</p> <p>PMC 18.40 (Commercial districts) includes standards for block layout and building orientation (PMC 18.40.050), large scale buildings and developments (PMC 18.40.070), pedestrian and transit amenities (PMC 18.40.080), and special standards for certain uses (PMC 18.40.090).</p> <p>Block layout and building orientation requirements apply to new land divisions and development subject to design review. Standards require pedestrian pathway connections between the street and to building entrances and off-street parking.</p> <p>Large scale buildings and development are required to meet Access and Circulation standards in PMC 18.65.</p> <p>Pedestrian and transit amenities standards, applicable to most uses, are required to provide one or more of the listed pedestrian amenities, which include transit improvements such as shelters or pullouts, in accordance with the TSP.</p> <p>Special standards for subdivisions require the creation of alleys with pedestrian connections unless existing development patterns or topography make it impracticable.</p> <p>PMC 18.45 (Industrial districts) contains standards for the orientation of building entrances for all buildings. The main entrance is required to connect with the street via a pathway. In addition, pathway connections are required in yard setbacks as necessary to provide pedestrian circulation between developments and neighborhoods.</p> <p>PMC 18.65 (Access and Circulation) provides standards for vehicles (PMC 18.65.020) and bicycles</p>



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<p>adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</p> <p>(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.</p>	<p>(PMC 18.65.030). Pedestrian access and circulation applies to all developments except single-family detached housing and are required to provide continuous pedestrian and/or multi-use pathway system in conformance with the standards of the section. Standards include extending pathways throughout the development site and connecting with all future phases, adjacent trails, parks, and open space area; provide safe, direct, and convenient pathways to all primary building entrances and all adjacent streets according to the provided definitions; and provide pathway connections to all parking areas, storage, areas, recreational facilities, and common areas for developments subject to design review. Pathways are also required at mid-block where the block length exceeds the required length and for cul-de-sacs or dead-end streets.</p> <p>PMC 18.110.050 (Site design review – application submission requirements) requires site plans to include a site plan showing the location and width of all public and private streets, drives, sidewalks, pathways, rights-of-ways, and easements on the site and adjoining site. In addition site plans are required to show pedestrian and bicycle circulation areas and the location and dimensions of pedestrian and bicycle access if applicable. The approval criteria (PMC 18.110.060) require land use applications to conform to the Access and Circulation standards (PMC 18.65).</p> <p>PMC 18.115.050 (Approval criteria – preliminary plat) includes approval criteria for land divisions, which must comply with all applicable development code sections, including design standards.</p> <p>PMC 18.125 (Master Planned Developments) are subject to Type III review procedures and are required to conform to the applicable land use district standards and design standards except as</p>



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	<p>modified by this section; none of the modifications to standards affect on-site facility standards.</p> <p>PMC 18.65.020(G) and (H) provides access spacing standards, according to street classification.</p> <p>PMC 18.65.020(F) (Access Options) provides vehicle access options between the development that prioritize access to alleys, mid-block lanes, shared driveways, etc. before providing access directly to the street.</p> <p>PMC 18.80.020(B) allows for variances to design standards through a Class B variance. Class B variances are conducted as a Type II review and subject to PMC 18.155. Variances to vehicular access and circulation standards found in PMC 18.155.030(A)(2) encourage shared access before granting the variance if standards can't be met. Variances to transportation improvement requirements found in PMC 18.155.030(A)(6) can be granted if the criteria of PMC 18.80.020(B) are met, otherwise variances are granted through a Class C variance. PMC 18.80.020(B), however, does not provide criteria.</p> <p>PMC 18.80.020(G) (Minimum Rights-of-way) provides decisions-making criteria/authority for street improvements with variable widths.</p> <p>PMC 18.65.020(J) provides standards for street connectivity and block formation, applicable to land divisions and large site developments. Block length and perimeter are defined as a function of the perimeter, with "not to exceed" limitations. The "not to exceed" limitation effectively provide street spacing standards, 600 feet in residential districts, 400 feet in commercial districts, no limit in industrial districts.</p> <p>PMC 18.80.020(E) requires the street location, width,</p>



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	<p>and grade to conform to the TSP and design specifications, as applicable, and an approved street plan or subdivision plat. In addition, PMC 18.80.020(G) requires rights-of-way and street sections to conform to applicable design specification, however the design specifications are not provided in the code.</p> <p>Recommendations: It is recommended that language be added to building orientation sections in individual zoning districts (PMC 18.35-45) or to Access and Circulation (PMC 18.65) that require pedestrian and bicycle connectivity to those types of uses included under “neighborhood activity centers” in the TPR.</p> <p>See response to -0045(7) for recommendations regarding exceptions to street or accessway connectivity.</p>
<p>(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</p>	<p>See response related to conditions of approval, Section -0045(2)(e).</p>
<p>(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.</p>	<p>PMC 18.40 (Commercial districts) includes standards for block layout and building orientation (PMC 18.40.050), large scale buildings and developments (PMC 18.40.070), pedestrian and transit amenities (PMC 18.40.080), and special standards for certain uses (PMC 18.40.090).</p> <p>Block layout and building orientation requirements apply to new land divisions and development subject to design review. Standards require pedestrian pathway connections between the street and to building entrances and off-street parking.</p> <p>Large scale buildings and development are required to meet Access and Circulation standards in PMC</p>



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	<p>18.65.</p> <p>Pedestrian and transit amenities standards, applicable to certain single-family dwellings, multifamily dwellings, public/institutional buildings, and commercial and mixed-use buildings subject to design review, are required to provide one or more of the listed pedestrian amenities, one of which include transit improvements such as shelters or pullouts, in accordance with the TSP.</p> <p>Special standards for subdivisions require the creation of alleys with pedestrian connections unless existing development patterns or topography make it impracticable.</p> <p>PMC 18.45.050(E) requires commercial buildings in industrial districts that comprise of more than 40,000 square feet of ground-flood building space to conform to the block layout and building orientation standards for commercial zones in PMC 18.40.050</p> <p>Recommendation: It is recommended that PMC 18.40.080 be modified to require the provision of transit amenities when standards are met (i.e. within a specified distance of a major transit stop).</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where 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.</p>	
<p>(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</p>	<p>The updated TSP will identify transit routes and recommend transit-supportive design treatments for these transportation facilities, consistent with this section of the TPR.</p> <p>Recommendation: Identify design treatments for</p>



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	<p>transit routes and transit facilities through the TSP update process; update development code requirements as necessary.</p>
<p>(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.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(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 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</p>	<p>18.35.080 (Residential districts, building orientation) contains standards for the orientation of entrances for single-family townhomes that are subject to design review, multi-family housing, neighborhood commercial buildings, and public and institutional buildings. Standards require entrances to generally be oriented towards the street. Alternative standards ensure that entrances not facing the street will have pedestrian walkway connections to the street. In addition, all buildings in residential districts are required to conform to PMC 18.65 (Access and Circulation).</p> <p>PMC 18.40 (Commercial districts) includes standards for block layout and building orientation (PMC 18.40.050), large scale buildings and developments (PMC 18.40.070), pedestrian and transit amenities (PMC 18.40.080), and special standards for certain uses (PMC 18.40.090).</p> <p>Block layout and building orientation requirements apply to new land divisions and development subject to design review. Standards require pedestrian pathway connections between the street and to building entrances and off-street parking.</p> <p>Large scale buildings and development are required to meet Access and Circulation standards in PMC 18.65.</p> <p>Pedestrian and transit amenities standards, applicable to most uses, are required to provide one or more of the listed pedestrian amenities, which include transit improvements such as shelters or pullouts, in accordance with the TSP.</p> <p>Special standards for subdivisions require the</p>



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<p>shelter if requested by the transit provide; and</p> <p>(v) Lighting at the transit stop.</p>	<p>creation of alleys with pedestrian connections unless existing development patterns or topography make it impracticable.</p> <p>PMC 18.45 (Industrial districts) contains standards for the orientation of building entrances for all buildings. The main entrance is required to connect with the street via a pathway. In addition, pathway connections are required in yard setbacks as necessary to provide pedestrian circulation between developments and neighborhoods.</p> <p>PMC 18.65 (Access and Circulation) provides standards for vehicles (PMC 18.65.020) and bicycles (PMC 18.65.030). As discussed earlier in TPR Section - 0045(3)(b), City development standards include extending and connecting pedestrian pathways, but requirements do not explicitly address providing access to transit.</p> <p>Recommendation: It is recommended that PMC 18.65 (Access and Circulation) and building orientation standards for applicable land use districts be modified to include standards for locating or orienting building entrances and accessways to transit stops. Requirements related to transit-related improvements at major transit stops should also be explored, consistent with TPR (4)(b)(C).</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 Philomath does not have pedestrian district designations.</p> <p>Recommendation: Consider adopting a pedestrian district along streets with fixed-route transit service that complies with 4(a)(C) as a means to implement 4(b)(A) –(B).</p>



TPR Requirement	Municipal Code References and Recommendations
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools</p>	<p>PMC 18.75.030(B) (Credit for On-Street Parking) allows the minimum parking requirement to be reduced by one-to-one for available on-street parking adjacent to the development. However, the PMC does not currently include provisions allowing for a reduction in parking minimum requirements for carpools or vanpools</p> <p>Recommendation: The City may wish to consider requiring new developments with more than a specified number of employees to dedicate preferential parking space(s) for employee carpools and vanpools, separate from the current parking reduction allowance in PMC 18.75.030(B).</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate</p>	<p>The PMC does not currently include provisions allowing portions of parking areas to be developed for transit-oriented uses.</p> <p>Recommendation: It is recommended that provisions be added to PMC 18.75.030 to allow redevelopment of parking areas as described in -0045(4)(e)</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances.</p>	<p>The TSP update will review existing and planned transit routes; the location and design of any planned new roadways will consider existing and planned transit service.</p> <p>Recommendation: The Access and Circulation section of the code should be amended to require that new development provide pedestrian access to existing and planned future transit routes</p>
<p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p>	<p>Transit routes are currently identified in the existing TSP.</p> <p>Recommendation: When updating the transit element of the TSP, review existing land uses and consider future land use changes that would support the viability of transit on existing or planned routes.</p>



TPR Requirement	Municipal Code References and Recommendations
<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 neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>The TSP update will identify improvements to facilitate bicycle and pedestrian trips. This code audit summarizes bicycle and pedestrian improvements that are required through development review and approval, including the following:</p> <p>Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b).</p> <p>Walkways between buildings – See response and recommendations related to accessways, Section - 0045(3)(e).</p> <p>Access between adjacent uses – See response and recommendations related to accessways, Section - 0045(3)(e).</p>
<p>(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.</p>	<p>Local street standards for width and ROW are found the Public Works Design Standards (PWDS) document. PWDS 2.11 provides improvement standards by street classification for arterials, minor and major collectors, commercial/industrial, and various residential streets including cul-de-sacs. Minimum ROW ranges between 50’ to 60’ for most streets, except for arterials (70-80’), cul-de-sac bulbs, and alleys. Generally the pavement width is 36’ for most street classification, except for arterials (42’), cul-de-sacs (28’, 34’, or 37’) and alleys (20’).</p> <p>The number of travel lanes is not defined for arterials and major collector roads, rather, they are dependent on the volume of traffic. The number of travel lanes for all other street types is not defined.</p> <p>Bicycle facilities are not required for any street classification, however PWDS 2.11(c) allows additional pavement and ROW to be required to accommodate turning lanes, parking, and bike lanes.</p> <p>PWDS 2.21(a) required sidewalks on both sides of</p>



TPR Requirement	Municipal Code References and Recommendations
	<p>curbed streets for all road classifications. Standards for minimum sidewalk widths are generally 5', except for US 20/OR 34 (6' of current ODOT standard).</p> <p>PWDS 1.1(e) allows variances to standards based on topography, right-of-way, geography, or existing physical conditions which impose an economic hardship. PWDS 1.11 provides a variance procedure and criteria for granting variances. Variances are reviewed by the Public Works Director, with an appeal to City Council. All criteria are required to be met and include an equivalent alternative with the least variance to standards, the change is required to address a specific design or construction problem causing undue hardship, and the alternative design is equal to or superior to the standards.</p> <p>PMC 18.80.020(B) allows for variances to design standards through a Class B variance. Class B variances are conducted as a Type II review and subject to PMC 18.155. Variances to transportation improvement requirements found in PMC 18.155.030(A)(6) can be granted if the criteria of PMC 18.80.020(B) are met, otherwise variances are granted through a Class C variance. PMC 18.80.020(B), however, does not provide criteria. PMC 18.80.020(G) (Minimum Rights-of-way) provides decisions-making criteria for street improvements with variable widths.</p> <p>Recommendation: Public Works Design Standards should be updated to be consistent with the updated draft TSP. References to updated TSP street classification standards should be included in the PMC and requirements for consistency with these standards legislatively adopted. The city should consider reducing the standards in PWDS to be consistent with a narrower local street standard as is currently shown in Figure 7-2 of the TSP. The city should review conditions under which a variance may</p>



TPR Requirement	Municipal Code References and Recommendations
	<p>be granted (PWDS 1.1(e)) and explore codifying criteria for approving variances to roadway width in the PMC.</p>
<p>OAR 660-12-0060</p>	
<p>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.</p>	<p>PMC 18.105 provides procedures for amendments to the Code, Land Use District Map, and Comprehensive Plan. These types of amendments are subject to a Type IV Procedure (Legislative), which entails review by the planning commission with final decisions made by the city council. Both Code and Land Use District Map amendments are subject to the standards of PMC 18.135; amendments to the Comprehensive Plan are subject to the standards of the Comprehensive Plan.</p> <p>Type IV Procedures include notice requirements for affected governmental agencies. Decision-making considerations for Type IV Procedures include Statewide Planning Goals and ORS 197 (for Comprehensive Plans only) and any applicable Comprehensive Plan polices and provisions that are implemented in the code.</p> <p>PMC 18.135 (Annexation) provides standards and procedures for legislative amendments to the code and land use district map. PMC 18.135.050 (Transportation planning rule compliance) requires comprehensive plan amendment proposals or proposals to change to the land use district to review and determine if a transportation facility is significantly affected. Amendments which significantly affect a transportation facility are required to be limited through allowed land uses, amending the TSP to support the increase land use, or altering the land use regulations</p> <p>Recommendation: Update code language to clarify that consistency with Statewide Planning Goals and</p>



TPR Requirement	Municipal Code References and Recommendations
	Transportation Planning Rule (-0060) are required for legislative approval.