

TECHNICAL MEMORANDUM #4

DATE: July 11, 2014

TO: Columbia County TSP Project Management Team

FROM: Darci Rudzinski, Angelo Planning Group
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SUBJECT: Columbia County Transportation System Plan Update
Technical Memorandum #4: Regulatory Review

P11086-022

The purpose of this memorandum is to discuss and identify Columbia County Comprehensive Plan and Zoning Ordinance (CCZO) and Subdivision and Partitioning Ordinance (CCSPO) provisions that may need to be updated in order to: (1) to be consistent with and implement the updated Transportation System Plan (TSP); and (2) to comply with the Oregon Transportation Plan (OTP) and the Transportation Planning Rule (TPR).

Draft Transportation System Plan (TSP)

The objectives, outcomes, and recommendations of the TSP update process are expected to result in needed policy and regulatory amendments to ensure consistency between adopted County documents. These amendments are likely to be related to issues that have received state and local attention since the TSP was adopted in 1998, such as the emphasis on multimodal transportation, planning and implementation coordination, and finding ways to better manage and maximize the existing transportation system.

Policy amendments will reflect issues identified through the TSP update. Current transportation policies for the County are identical between the Comprehensive Plan and the TSP; the policies were updated as part of the 1998 TSP development and adoption process. These current policies address multi-modal transportation, transit for the transportation disadvantaged, right-of-way dedication, off-site improvements, access management, port development, and airport protection. Transportation goals and policies will be reviewed in detail in Technical Memorandum #5.

Transportation-related policy language may need to be modified to reflect recommendations from locally adopted City TSPs, as they pertain to County facilities, as well as recent state policy changes, such as those focused on greenhouse gas reduction, mobility, and access management.

Code amendments may also be necessary to implement the recommendations of the updated TSP. Examples include modifying street standards and other multi-modal, system and transportation facility

design standards.¹ Some preliminary recommended changes are identified in Table 1, based on State requirements related to implementing local TSPs (see Transportation Planning Rule section in this memorandum). These and potentially other code changes, as well as recommended policy amendments, will be identified and developed as part of the TSP update.

Oregon Transportation Plan (OTP)

The OTP, updated in 2006, is the State’s comprehensive transportation plan. The planning horizon of the current plan extends through 2030. Its purpose is to establish goals, policies, strategies, and initiatives for long-range transportation planning in the state. A summary of the OTP is provided in Technical Memorandum #3 (Plan Review Summary).

The OTP emphasizes maximizing the investment in the existing transportation system, integrating transportation and land use regulations, and integrating the transportation system across jurisdictions and modes. The following are key initiatives in the OTP:

- Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.
- Optimize system capacity and safety through information technology and other methods.
- Integrate transportation, land use, economic development and the environment.
- Integrate the transportation system across jurisdictions, ownerships and modes.
- Create a sustainable funding plan for Oregon transportation.
- Invest strategically in capacity enhancements.

OTP policy and investment strategies are translated into plans for specific transportation modes in order to implement statewide multimodal priorities. The Oregon Highway Plan, the Oregon Bicycle and Pedestrian Plan, the Oregon Public Transportation Plan, Oregon Aviation Plan, and the Oregon Rail Plan are modal plans that have been reviewed for this project to ensure that the updated TSP will be consistent with policies, strategies, and design guidelines in these modal plans (see Technical Memorandum #3).

Transportation Planning Rule (TPR)

The Transportation Planning Rule (TPR) (OAR 660-012) implements Statewide Planning Goal 12 (Transportation), which is intended to promote the development of safe, convenient, and economic transportation systems that are designed to maximize the benefit of investment and reduce reliance on the automobile. The TPR includes direction for preparing, coordinating, and implementing TSPs. In particular, TPR Section -0045 (Implementation of the Transportation System Plan) requires local governments to amend their land use regulations to implement the TSP. It also requires local

¹ At the time that TSP-related amendments to the Development Code are considered for adoption, the County may wish to take the opportunity to make other procedural amendments to the Development Code.

governments to adopt land use and subdivision regulations to protect transportation facilities for their identified functions.

TPR Section -0060 (Plan and Land Use Regulation Amendments) addresses amendments to plans and land use regulations. It specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. These include access control measures, standards to protect future operations of roads, expanded notice requirements and coordinated review procedures for land use applications, a process to apply conditions of approval to development proposals, and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP. Section -0060 also establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

Table 1 provides an evaluation of the CCZO and CCSPO based on Sections -0045 and -0060 of the TPR.² The evaluation includes findings confirming whether existing code language complies with the TPR and, where necessary, recommendations for amending the code to better address TPR requirements. Notes regarding potential provisions to incorporate or update in the County Road Standards document and TSP, which are related to potential code amendments, are also included in the table.

² Note that the focus of the TPR evaluation is on how the County implements the local transportation plan through land use and development requirements. As such, Table 1 does not include an evaluation of existing policy language. However, as stated earlier in this memorandum, a review and update of policy language will be part of and outcome of the TSP update process.

Table I: TPR Review of Columbia Co. Zoning Ordinance (CCZO) and Subdivision and Partitioning Ordinance (CCSPO)

TPR Requirement	Local Development Code References and Recommendations
OAR 660-012-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<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)³ and 215.283(1)(k) through (n)⁴, consistent with the provisions of 660-012-0065⁵; and</p>	<p>CCZO Section 303 and 503 permit transportation uses specified in ORS 215.213 and ORS 215.283 in the Primary Agriculture (PA) and Primary Forest (PF) zones respectively. Transportation uses identified in TPR Section -0045(1)(a) are not addressed in other zones in the CCZO.</p> <p><u>Recommendation:</u> Amend the CCZO to permit transportation uses that do not have a significant impact on land use either by including as permitted uses under individual County zones or as a global provision, preceding the sections on County zones.</p>

³ Transportation uses in ORS 215.213 and .283 include:

- Climbing and passing lanes within the right of way existing as of July 1, 1987.
- Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
- Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.
- Minor betterment of existing public road and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

⁵ OAR 660-012-0065 (Transportation Improvements on Rural Lands); (1) This rule 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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TPR Requirement	Local Development Code References and Recommendations
<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>(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>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>Site Design Review and Conditional Use Review may be conducted concurrently in Community Service-Recreation and Surface Mining zones pursuant to CCZO Section 1024 and Section 1045, respectively. Otherwise, there are no other provisions for concurrent, coordinated, or consolidated review in the code.</p> <p><u>Recommendation:</u> Add a provision to Article VIII (Administration) to allow for consolidated review of land use decisions in cases when project development requires land use decision-making.</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>The CCZO addresses access control generally in the following sections.</p> <ul style="list-style-type: none"> ■ Section 806 of the Highway Commercial zone prohibits access along a designated arterial or “thoroughfare” within 60 feet from the right-of-way of an intersecting street. ■ Sections 1003, 1014, and 1024 of Community Service Institutional, Utility, and Recreation zones allows the Planning Commission to limit the number of access points onto County roads and “public ways” as conditions to mitigate potential adverse impacts of these community service uses on adjacent land uses. <p>The CCSPO addresses access control in sections on blocks on streets.</p> <ul style="list-style-type: none"> ■ Section 1004 (Blocks) limits block length in subdivisions where average lot size is less than one

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	<p>acre to 1,000 feet, and requires blocks along arterials or collector streets to be at least 1,000 feet long.</p> <ul style="list-style-type: none"> ■ Section 1005 (Streets) allows the Planning Commission to limit access to an existing or proposed arterial when a major partition or subdivision is proposed to abut the arterial. The section allows the Planning Commission to limit access through means including access onto a parallel local street. <p>Access spacing standards are established in the Columbia County Approach Road Ordinance.</p> <p><u>Recommendations:</u> Existing County code mostly addresses this TPR requirement. However the following is recommended to ensure that the code better addresses this TPR requirement.</p> <ul style="list-style-type: none"> ■ Consider whether a shorter maximum block size in subdivisions is desired to increase roadway connectivity and create a more walkable environment. ■ Make standards in CCZO Section 806 and CCSPO Section 1004 consistent with updated spacing standards in the TSP, as needed. <p><u>Note for the County Road Standards:</u> Update the access spacing standards in the County Road Standards as needed through the TSP update process.</p> <p><u>Notes for the TSP:</u></p> <ul style="list-style-type: none"> ■ Refer to the County Road Standards document in the updated TSP; and ■ Consider adding references to local/city and state spacing standards in the updated TSP.
<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors</p>	<p>Mobility standards for County roads are not clearly established in the 1998 TSP.</p> <p>Existing site design review submittal requirements (Section 1555) include an “impact assessment;” which could potentially include a traffic impact analysis (TIA).</p> <p>Information required for the preliminary plat of a subdivision (Section 403) does not specify a traffic impact analysis; however, the provisions allow the Planning Commission to require additional information from an applicant, which could potentially include a TIA.</p> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> ■ Establish TIA requirements in the code that apply to subdivision proposals, development proposals that are expected to generate a threshold number of trips, zone changes, plan amendments, and any other threshold criteria that the County and ODOT find appropriate.

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	<p>■ Refer to the performance standards established in the TSP in the TIA requirements.</p> <p>Note for the TSP: Establish mobility and/or other performance standards in the updated TSP.</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>CCZO Section 3.920 (Aircraft Land Field Overlay) allows for “the establishment and expansion of airport facilities, while preventing air space conflicts in approach and departure zones. This zone includes all areas lying within the approach, departure, horizontal and conical zones of the airport facility as shown on the zoning maps.”</p> <p>Recommendation: Existing code provisions address this TPR requirement. No changes to the code are recommended.</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>
<p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</p>	<p>CCZO Sections 1003, 1014, 1024, and 1503 authorize the Planning Commission to attach conditions of approval to proposed uses in Community Service zones and proposed conditional uses to mitigate potential impacts on adjacent land uses.</p> <p>CCZO Sections 1557 and 1558 allow the Planning Director and Planning Commission to attach conditions of approval to Type 1 and Type 2 design reviews, respectively.</p> <p>CCZO Sections 1601 and 1619 further allow the Planning Director to approve administrative and discretionary permits with conditions.</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</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>CCZO Section 1609 and CCSPO Section 213 require notice to be sent to property owners within 100 to 500 feet of the subject property. Notice requirements do not explicitly include agencies that manage or own facilities that may be affected by the proposal.</p> <p>The Columbia County Community-wide Transit Plan/US 30 Transit Access Plan includes draft language to add to Sections 1550, 1603, and 1606 about including agencies such as the County Transit Agency (Columbia County Rider) in pre-application conferences for site design review as well as notices for public hearings for quasi-judicial and legislative hearings.</p> <p>Recommendations:</p> <p>■ Include provisions for inviting transportation facility and service providers to site design review pre-applications conferences (CCZO Section 1553).</p>

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	<ul style="list-style-type: none"> ■ Add provisions to CCZO Sections 1603, 1606, and 1609 and to CCSPO Section 213 that include transportation facility and service providers and other agencies in notice requirements for applications that may affect a transportation facility or service.
(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.	See response related to traffic impact study requirements, Section -0045(2)(b), and to plan and land use regulation amendments, Section -0060.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.	
(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>The CCZO does not include provisions for bicycle parking.</p> <p>Recommendation: Add requirements addressing the number of bicycle parking spaces and general design for new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit centers (if applicable) to CCZO Section 1400 (Off-Street Parking and Loading).</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 and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers; (B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials,	<p>Provisions of this TPR requirement are addressed in the following ways:</p> <ul style="list-style-type: none"> ■ CCZO Section 1561 requires that site plans show the location and dimension of pedestrian and bicycle circulation, and related access ways. The Columbia County Community-wide Transit Plan/US 30 Transit Access Plan provides draft code language (new Section 1561.E, Pedestrian Access and Circulation) to strengthen requirements for safe, direct, and convenient pedestrian and bicycle access and circulation. The plan also provides draft language about expanded requirements for walkways (new Section 1563.F, Walkway Design and Construction). ■ CCSPO Section 1004 limits block length on local streets to 1,000 feet in length and requires a "cross walkway" of not less than 10 feet in width "near the middle" of the block. Blocks along arterials or collector streets must be at least 1,000 feet long. The Planning Commission may require the reservation of an easement for "pedestrianways" at least 12 feet wide through the center of blocks that more than 800 feet long "where deemed essential to provide circulation or access to schools, parks, shopping centers, public transportation, or other community facilities." ■ CCSPO Section 1005 requires additional right-of-way to be dedicated in conformance with County Road Standards at the time of subdivision or partition when the following conditions the

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<p>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 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>subject property is located within a UGB and fronts on a County road, or the subject property is subdivided or partitioned into lots or parcels of two acres or less.</p> <ul style="list-style-type: none"> ■ Bikeways and sidewalks – The County Road Standards include bikeways (lane or shoulder) on arterials and collectors, and sidewalks along arterials, collectors, and most local urban streets. ■ Parking lots – Existing off-street parking provisions require a parking and loading plan (CCZO Section 1405). The plan must show proposed vehicle circulation and landscaping, but pedestrian access and circulation are not specified. ■ Cul-de-sacs – CCSP0 Section 1005 (Streets) limits cul-de-sac to six times the minimum lot width, serving no more than 18 dwelling units, and not exceeding 400 feet in length in urban areas and 800 feet in rural areas. Dead-end streets are permitted at the boundary of subdivisions with the provision that reserve strips and street plans are required to allow for extension of these streets in the future (CCSP0 Section 1007). ■ Street spacing standards – See findings and recommendations related to access standards, Section -0045(2)(a). Also, CCSP0 Section 1005 (Streets) requires local streets to be laid out so as to discourage through traffic and limit the number of streets to only those necessary to provide convenient and safe access to properties. ■ Exceptions for streets and accessways – CCSP0 Section 1005 (Streets) requires local streets to be laid out to conform to topography and permit efficient drainage and utility systems. Other conditions for exempting streets and accessways identified in this TPR requirement are not specified in the code. Note that Section 1005 also requires that local streets be laid out so that through traffic is discouraged and that the number of streets be limited to only those necessary to provide convenient and safe access to properties <p>Recommendations:</p> <ul style="list-style-type: none"> ■ Add definitions for access ways, bikeways, paths, and walkways to the CCZO (Section 100) and for access ways, “pedestrianways,” and walkways to the CCSPO (Section 103). ■ Add draft code language from the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan regarding pedestrian access and circulation as a new Section 1561.E (Pedestrian Access and Circulation) and a new Section 1563.F (Walkway Design and Construction). ■ Parking lots – Add provisions for pedestrian access and circulation in parking lots in parking plan requirements in CCZO Section 1405.

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TPR Requirement	Local Development Code References and Recommendations
	<ul style="list-style-type: none"> ■ Add provisions to CCSPO Sections 1004 and 1005 to exempt streets and access ways in cases of physical, topographic, development, and legal constraints identified in TPR Section -0045(3)(b). ■ Review the local streets provisions in CCSPO Section 1005 and discuss if the limitations therein are at odds with connectivity objectives in this TPR requirement. <p>Note for the County Road Standards: Ensure that the County Road Standards are consistent with recommendations in the updated TSP related to bikeways and sidewalks. In particular, review and modify if necessary bikeway standards for arterial- and collector-level facilities and sidewalk standards for arterials, collectors, and local streets serving suburban zone districts.</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>See findings and recommendations related to conditions of approval, Section -0045(2)(e). Also, CCZO Section 1563 allows the Planning Commission, Planning, Director, or Public Works Director to require off-site transportation facilities consistent with the County Road Standards and Columbia County TSP as conditions of approval in site design review.</p> <p>Recommendation: Existing code provisions address this requirement. No changes to the code are recommended.</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>See findings and recommendations related to accessways, Section -0045(3)(b).</p>
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(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>Existing code does not address this TPR requirement. However, code language addressing this requirement (new CCZO Section 1500, Transit Improvements) was drafted as part of the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan (2009). The new code section allows the County to require pedestrian connections between transit facilities and building entrances, transit passenger landing pads, easements or dedications for shelters or benches, and lighting for sites adjacent to existing or planned transit facilities.</p> <p>In addition, draft language in the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan addresses permitting transit facilities and related signs in CCZO Articles IV, V, and VI and Section 1311.</p>

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	<p>Recommendations:</p> <ul style="list-style-type: none"> ■ Update the code to include new Section 1500 (Transit Improvements), as presented in the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan. ■ Add draft language from in the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan that permits transit facilities and related signs in CCZO Articles IV, V, and VI and Section 1311. <p>Notes for the TSP: Include existing and planned transit route maps in the TSP transit plan, with designations that are consistent with the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan. Include transit features in figures and/or discussion of roadway design in the TSP roadway plan.</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 as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p>	<p><i>See the findings and recommendations for TPR Sections -0045(3)(b).</i></p>
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p>	<p><i>See the findings and recommendations for TPR Sections -0045(3)(b) and -0045(4)(a).</i></p>

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<ul style="list-style-type: none"> (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 a street intersection; (ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to disabled persons; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop. 	
<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 is not proposing to designate a pedestrian district at this time. <u>Recommendation:</u> No code changes are recommended.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>Existing code does not address this TPR requirement. <u>Recommendation:</u> Add requirements in Section 1415 (Parking Areas) for preferential parking for carpools and vanpools in designated employee parking areas in new developments.</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>Existing code does not address this TPR requirement. <u>Recommendation:</u> Add provisions in Section 1415 (Parking Areas) and in proposed new Section 1500 (Transit Improvements) that allow existing development to redevelop a portion of existing parking areas for transit-oriented improvements identified in the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan.</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</p>	<p><i>See the findings and recommendations related to transit access in TPR Sections -0045(3)(b) and -0045(4)(a).</i></p>

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accessways to minimize travel distances;	
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	<p>Existing code and zoning is generally consistent with this TPR requirement to the extent that transit facility improvements recommended in the Columbia County Community-wide Transit Plan/US 30 Transit Access Plan are primarily sited in cities within the county designated with urban zoning.</p> <p><u>Recommendation:</u> No code changes are recommended.</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 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>This requirement will be addressed by the TSP update planning process. The requirement can be met by adopting improvements in developed areas that meet the needs identified in the TSP’s pedestrian and bicycle circulation elements.</p> <p>Specific measures identified in this TPR requirement are addressed by the code in the following ways.</p> <ul style="list-style-type: none"> ■ Walkways between cul-de-sacs and adjacent roads – Existing code requires access ways through long blocks and limits the length of cul-de-sacs, and allows for but does not require access ways between cul-de-sacs and adjacent roads. ■ Walkways between buildings – See findings and recommendations related to pedestrian circulation on-site, Section -0045(3)(b). ■ Access between adjacent uses – See findings and recommendations related to connections to community destinations, Section -0045(3)(b). <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> ■ Strengthen the provisions in CCSPO Section 1011 (Pedestrianways) to require pedestrian access ways between cul-de-sacs and adjacent roads, except in cases of constraints such as slope, environmentally sensitive lands, and existing development (i.e., conditions identified in TPR Section -0045(3)(b)). ■ Revise provisions for cul-de-sacs in CCSPO Section 1005 (Streets) to require access ways –walkways or multi-use paths - where roadways cannot be extended.

Table I: TPR Review of Columbia Co. Zoning Ordinance (CCZO) and Subdivision and Partitioning Ordinance (CCSPO)

TPR Requirement	Local Development Code References and Recommendations
<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>County roadway right-of-way and improvement standards are provided in the County Road Standards document. Rural road standards consist of pavement widths of approximately 32 feet (12-foot travel lanes and four-foot bike lanes) for collector roads and approximately 26 feet (10-foot travel lanes and three-foot aggregate shoulders) for local roads. These are not excessive pavement widths.</p> <p>Right-of-way widths for arterials, collectors, and local roads are also established in CCSPO Section 1005 (Streets).</p> <p>Recommendation: Ensure that the road standards in the CCSPO are consistent with the County Road Standards document, particularly if road standards are modified as part of the TSP update process.</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>CCZO Section 1502 (Zone Changes) requires proposed zone changes and map amendments to demonstrate consistency with the Comprehensive Plan and Statewide Planning Goals and demonstrate that “the property and affected area are presently provided with adequate facilities, services, and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.”</p> <p>CCZO Section 1607 requires all amendments to the CCZO text and maps to be consistent with the Comprehensive Plan text and maps.</p> <p>Recommendations: Existing code provisions generally address this TPR requirement. However, the following amendments are recommended to more clearly and thoroughly address this TPR requirement.</p> <ul style="list-style-type: none"> ■ Add provisions to CCZO Section 1502 and Section 1607 that clarify that consistency with the Comprehensive Plan includes ensuring that changes to CCZO text and maps, which significantly affect an existing or planned transportation facility, are consistent with the identified function, capacity, and performance standards of the facility. ■ Add similar provisions related to proposed amendments to Comprehensive Plan text.