



MEMORANDUM

Plan and Development Code Amendments
City of Jefferson TSP Update - Tech Memo #5 Revised

DATE February 24, 2022 (*Last revised May 4, 2022*)
TO Jefferson City Council and Planning Commission
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CC Scott Mansur, Lacy Brown, Jenna Bogert, DKS Associates
Jefferson Project Advisory Committee (PAC)

I. INTRODUCTION

The City of Jefferson is considering updating transportation-related development requirements as part of the Transportation System Plan Update (TSP) project. The consultant team identified where the City's adopted ordinances need to be updated in order to be consistent with the Draft TSP recommendations and to better meet State transportation requirements, specifically the Transportation Planning Rule (the "TPR," OAR 660, Division 12). An audit of the Jefferson Development Code, with TPR citations, is provided in the Attachment to this memorandum.

Earlier work provided an overview of the initial review of Jefferson Development Code consistency with the TPR and an initial list of recommended amendments based on the TPR audit (Technical Memorandum 5a).

After discussion with the PMT, the Consultant Team revised earlier recommendations and produced resulting adoption-ready, legislatively formatted text amendments to the Development Code.

Table 1 summarizes the recommended changes to the Development Code including, but not limited to, adding bicycle parking requirements, updating street right-of-way width standards, and permitting transportation facilities outright in all zones. Proposed Development Code amendments follow Table 1 and can be identified by reference number. Section III of this memorandum includes proposed amendments to the City's adopted transportation policies in the Comprehensive Plan found in the "Goals and Policies" section. Draft text changes are proposed to better align City policies with the goals and objectives of the updated TSP. The Transportation Element of the Comprehensive Plan will be replaced with the updated Jefferson TSP upon its adoption.

Table 1. Summary of Proposed Transportation-Related Code Amendments

Reference Number	Code Reference	Proposed Amendment	TPR Citation
Chapter 12.12 Establishment of Zoning Districts			
1.	Section 12.12.040	Revise Development Code Section 12.12.040 to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.	OAR 660-012-0045(1)(a)
Chapter 12.40 Design Standards Generally			
2.	Section 12.30.120 <i>Amend and move existing language to a new section in Chapter 12.40.</i>	Expand pedestrian circulation requirements for commercial development to apply to all zones where commercial development is permitted (move requirements from Mixed Use (MU) District to Chapter 12.40 Design Standards Generally). Also, strengthen existing internal pedestrian circulation standards for office park and commercial development.	OAR 660-012-0045 (3)(e)
Chapter 12.44 Parking and Loading Requirements			
3.	Section 12.44.040 – 060 & 12.44.140	<p>Add language to Section 12.44.060 that requires bicycle parking facilities for multifamily, retail, office, and institutional developments.</p> <p>Reduce required parking for certain uses to better reflect best practices and create maximum parking standards, to apply city-wide or exclusively in the densest area(s) of Jefferson (e.g., downtown). Eliminate exemption for new or modified uses land uses in existing buildings. Modify existing on-street parking credit to include new development.</p> <p><i>Note: At the March 10, 2022, Planning Commission and City Council Work Session, City decision-makers expressed concerns regarding parking reductions for single-family and commercial uses. Prior to public hearings, supplemental information regarding parking requirements in similarly sized jurisdictions will be provided to the Planning Commission and City Council to inform any proposed changes to the City’s minimum parking requirements.</i></p>	OAR 660-012-0045(3)(a)

Reference Number	Code Reference	Proposed Amendment	TPR Citation
Chapter 12.48 Streets and Sidewalk Requirements			
4.	Section 12.48.040	Incorporate access and road spacing standards from the updated TSP into the Development Code and apply to all zones. Access spacing standards are currently limited to the Mixed Use District.	OAR 660-012-0045(2)(a)
5.	Section 12.48.040	Ensure code standards are consistent with adopted/updated TSP street standards. Note: A narrow local street option is included in the adopted TSP (2001). The recommendation is to codify the standard and include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed.	OAR 660-012-0045(7)
6.	Chapter 12.48.250 (new section)	Incorporate thresholds for when a Transportation Impact Analysis (TIA) is required as part of a land use application, including language that confirms the City’s ability to condition approval based on the findings of the TIA report. Include language that clarifies required mitigation be proportionate to the impacts of the proposed development and that conditions of approval may include off-site improvements.	OAR 660-012-0045 (2)(b), (2)(e), and (3)(c)
7.	Section 12.48.200	Update and enhance pedestrian connectivity standards. Add requirements for bikeways to the Development Code. See proposed bike lane requirements in Section 12.48.040.F under Recommendations 4 and 5.	OAR 660-012-0045(3)(b)
Chapter 12.72 Hearing and Appeal Procedures			
8.	Section 12.72.010	Add a provision that allows consolidated review of land use applications.	OAR 660-012-0045(1)(c)
9.	Chapter 12.72	Add language to the Development Code procedures sections specifying the need to provide ODOT notice when proposals are adjacent to, or that will have an impact on, transportation facilities.	OAR 660-012-0045(2)(f)
Chapter 12.104 Legislative Comprehensive Plan and Development Code Application			
10.	Section 12.104.050	Add criteria to Comprehensive Plan Amendments, Section 12.104.050, that specifically address TPR compliance. The criteria should require a “significant effect” determination for proposed amendments to the Comprehensive Plan or land use regulations and, consistent with TPR -0060, that	OAR 660-012-0060

Reference Number	Code Reference	Proposed Amendment	TPR Citation
		the proposed changes are consistent with the “identified function, capacity, and performance standards” of the impacted facility.	

II. CODE AMENDMENTS

The proposed code amendment language is presented in the order shown in the Table 1. Recommended changes are in an adoption-ready format; text that is proposed to be added is shown as underlined, and text proposed to be removed is shown in ~~strikeout~~.

Recommendation 1

Recommendation: Revise Development Code Section 12.12.040 to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.

12.12.040 Permitted uses.

Use	Zone					
	R-1	R-2	R-3	C	I	F
Toy stores	*	*	*	P	*	*
<u>Transportation Facilities; includes construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the Jefferson Transportation System Plan.</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Travel and employment agencies	*	*	*	P	*	*

Recommendation 2

Recommendation: Expand pedestrian circulation requirements for commercial development to apply to all zones where commercial development is permitted. Also, strengthen existing internal pedestrian circulation standards for office park and commercial development.

12.30.100 Building orientation.

[...]

B. Off-street parking, driveways, or other vehicular circulation shall not be located between a building and the street right-of-way. Parking areas shall be on the side or rear of the building, and when adjacent to a public right-of-way, shall be screened with landscaping, as provided under Section ~~12.3040~~.120(D). This subsection does not apply to alleys. Within the highway subzone, this standard may be modified through a conditional use permit in Section 12.30.040.

[...]

12.40.120 ~~12.30.120~~ Access and circulation.

[Note: The proposal is to move existing Section 12.30.120 to Section 12.40.120. Section 12.30.120 is proposed to be deleted and 12.40.120 is new and will need to be formatted with underlined text in its entirety. As shown, only text that is proposed to be modified has been formatted.]

All new development shall conform to the following standards for vehicles and pedestrians to ensure safe and efficient access and circulation that does not detract from the storefront character of the Mixed Use District.

- A. Street and sidewalk requirements. The provisions of Chapter 12.48, “Street and Sidewalk Requirements” shall be met.
- B. Vehicle access and circulation. Vehicle access may be provided by one of the following methods, in order of priority, as approved by the City:
 1. If a parcel or lot has adequate alley access, vehicle access shall be from the alley.
 2. If an existing private street or driveway is available on an adjoining property, it may be used to provide a vehicle access; an access easement (twenty (20) feet in width minimum) may be required to assure access to the closest public street for all users of the private street or driveway.
 3. Direct access from a public street adjacent to the development is permitted if both of the above options are not available. For ~~corner-lots~~ abutting multiple streets, access should be from the lower ranked street. The owner or developer may be required to close or consolidate existing accesses as a condition of approving a new access.
- C. Pedestrian access and circulation.
 1. In mixed-use and commercial zones, all new developments shall be served by a ten (10) foot wide sidewalk in the adjacent public right-of-way. ~~Businesses- Development~~ may use a four-foot furnishings area within the sidewalk for benches, trash cans, light poles, newspaper boxes, flower planters, mail boxes and other pedestrian amenities, subject to approval by the City.
 - ~~2. The City may approve an alternative sidewalk design to be compatible with existing sidewalks adjacent to a development~~
 - 2.3. Multiple building developments and developments with off-street parking shall provide a continuous pedestrian pathway system that extends throughout the development site, and connects to all building entrances and all future phases of development. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, as applicable. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets parking areas, recreational areas, playgrounds, and public right-of-way and crosswalks. A direct and convenient pedestrian route shall be provided between the building main entrance(s) and the nearest sidewalk abutting the site or roadway where there is no sidewalk between the development site and abutting properties. Pedestrian and bicycle connections shall connect the onsite circulation system to existing or proposed walkways and bicycle routes, respectively, that abut the property. When abutting properties are undeveloped or have the potential to be redeveloped, accessways and walkways on site shall be laid out or stubbed to allow for an extension to the abutting property.

a. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations.

c. Walkways shall be not less than 5 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments.

3-4. The City may exempt a land use application from the provisions in Section 12.30.120(C)(1)—(3), if the approval involves only the partitioning of land, a lot line adjustment, or other approval that does not create additional pedestrian traffic.

D. Separating pedestrians and vehicles. All crosswalks through vehicle areas, including marked crossings in parking areas, shall be striped or constructed with different materials (e.g., pavers or stamped concrete) to clearly identify pedestrian zones. Where pedestrian and vehicle areas are adjacent and parallel, they shall be separated by one of the following means:

1. The pedestrian area may be raised at least six inches above the vehicle area and curbed. The ends of the raised portions must be equipped with curb ramps for wheelchair access.
2. The pedestrian area may be separated from the vehicle area by a landscaped berm (~~minimum width of four feet~~) with a curb, bollards, or other physical barrier.

E. All sidewalks and pathways shall conform to federal Americans with Disabilities Act requirements in design and materials.

F. For sidewalks and vehicle access points within the right-of-way of a state highway, permission must be obtained from the Oregon Department of Transportation, and evidence of such permission must be submitted to the City prior to approval by the City.

G. For sidewalks and vehicle access points within the right-of-way of a county road, permission must be obtained from the Marion County Department of Public Works, and evidence of such permission must be submitted to the City prior to approval by the City.

Recommendation 3

Recommendation: Add language to Section 12.44.060 that requires bicycle parking facilities for multifamily, retail, office, and institutional developments. Reduce required parking for certain uses to better reflect best practices and create maximum parking standards, to apply city-wide or exclusively in the densest area(s) of Jefferson (e.g., downtown). Eliminate exemption for new or modified uses land uses in existing buildings. Modify existing on-street parking credit to include new development.

12.44.040 Mixed use district parking requirements.

[...]

D. Parking Spaces Required.

1. All newly inaugurated or expanded commercial uses are required to provide one off-street parking space for each employee or other person working out of the building or use. The

number of employees or persons shall be counted to include all those working at the same time on the premises, plus proprietors, during the largest shift at peak season.

~~2. New, expanded, or changed uses in existing buildings are not required to provide additional off-street parking for customers except as specifically conditioned in the development review process. Decisions to require additional on-site parking will be based on the maximum number of customers or users projected to be served at any one time, and the on-street parking available to the business or use. In any review of required parking spaces, on-street parking along frontage of subject property will be counted towards the provision of customer parking spaces at the rate of one parking space for every twenty (20) feet of frontage where parking is legal and sufficient paved width is present.~~

~~2.3.~~ Newly constructed buildings, or expansions requiring site plan review, shall provide the number of parking spaces as required in Section 12.44.060, ~~with the exception that on-street parking along frontage of subject property will can be counted towards the provision of customer parking spaces at the rate of one parking space for every twenty (20) feet of frontage where parking is legal and sufficient paved width is present.~~ For mixed-use developments the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses.

3. Newly constructed buildings, or expansions requiring site plan review, shall provide the number of bicycle parking spaces as required in Section 12.44.140.

12.44.050 Multifamily parking requirements.

A. Parking Spaces Required. Newly constructed buildings shall provide the number of parking spaces as required in Section 12.44.060- and bicycle parking consistent with Section 12.22.140.

[...]

12.44.060 Vehicle Parking spaces required.

A. The number of off-street parking spaces required shall be no less than as set forth below, provided that:

~~1.-A.~~ All institutional, commercial and industrial uses shall provide no less than five parking spaces for visitors;

~~2. B-~~ All uses shall provide parking space for each employee working on or from the site as determined by the maximum number of employees during any single hour of a day;

~~3. C-~~ All uses shall provide parking space for each vehicle operating on or from the site.

B. Proposed new construction and expansions requiring site plan review in mixed-use or commercial zones may include available on-street parking along the subject property’s frontage to meet the off-street requirements in Table 12.44.060 – 1. On-street parking spaces may not be used to satisfy residential parking requirements and shall be signed for customer use only. On-street spaces will be calculated at the rate of one parking space for every twenty (20) feet of frontage where parking is legal and sufficient paved width is present.

C. Maximum Number of Off-Street Automobile Parking Spaces.

In commercial and mixed-use zones, the maximum number of off-street automobile parking spaces allowed on the subject site equals the minimum number of required spaces, pursuant to Table 12.44.060 - 1, times a:

1. Factor of 1.2 spaces for uses fronting a street with adjacent on-street parking spaces;
2. Factor of 1.5 spaces, for uses fronting no street with adjacent on-street parking.

Table 12.44.060 – 1. Minimum Off-Street Parking Requirements by Use

[Supplemental parking requirement information to be provided prior to public hearing on proposed code amendments. SEE ATTACHMENT]

[...]

12.44.140 Bicycle Parking spaces required.

The uses listed in Table 12.44.140 shall meet the following standards for bicycle parking facilities.

A. Minimum bicycle parking standards are required pursuant to Table 12.44.140-1.

Table 12.44.140 - 1

<u>Use</u>	<u>Minimum Number of Bicycle Parking Spaces</u>
<u>Multifamily Residential</u> <u>(not required for parcels with fewer than 4 dwelling units)</u>	<u>2 bike spaces for every 4 dwelling units</u>
<u>Commercial</u>	<u>2 bike spaces for each primary use or 1 for every 5 vehicle spaces, whichever is greater</u>
<u>Industrial</u>	<u>2 bike spaces for each primary use or 1 for every 10 vehicle spaces, whichever is greater</u>
<u>Parks (active recreation areas only)</u>	<u>4 bike spaces</u>
<u>Schools (all types)</u>	<u>2 bike spaces for each classroom</u>
<u>Institutional Uses and Places of Worship</u>	<u>2 bike spaces for each primary use or 1 for every 10 vehicle spaces, whichever is greater</u>

B. Design. Bicycle parking that is not covered shall be accommodated by rounded or square style hoop steel racks that provide each bicycle parking space with at least two points of contact for a standard bicycle frame, unless alternative racks, lockers, storage lids are approved by Planning Commission.

C. Exemptions. This section does not apply to single-family dwellings, duplexes, home occupations, and agricultural uses.

D. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section 12.40.080, Clear Vision Area.

Recommendations 4 & 5

Recommendation 4 : Incorporate access spacing standards from the updated TSP into the Development Code and apply to all zones.

Recommendation 5: Ensure code standards are consistent with adopted/updated TSP street standards. Update code standards to match updated TSP street standards. Note: A narrow local street option is included in the adopted TSP (2001). The recommendation is to codify the standard and include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed.

12.04.080 Definitions.

[...]

“Basement” means any areas of the building having its floor subgrade (below ground level) on all sides.

“Bike Lane” means a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

“Boarding, lodging or rooming house”[...]

12.48.040 Street location, width and grade.

A. The location, width and grade of all streets shall conform to any approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets. Street grades shall be approved by the city engineer, who shall give consideration to adequate drainage and traffic safety. Where location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:

1. Provide for the continuation or appropriate projection of existing principal streets in the surrounding areas; or
2. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions made continuance or conformance to existing streets impractical or where no plan has been previously adopted.

B. In determining the location of new streets in a development or street plan, consideration shall be given to maximizing available solar access for adjoining development sites.

C. Unless otherwise indicated on an approved street plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table. ~~Where a range is indicated, the width shall be determined by the City. Except by planned development or variance the City shall not allow street widths less than thirty six (36) feet for streets over one thousand (1,000) feet in length, or less than thirty four (3234) feet for streets under one thousand (1,000) feet in length.~~

Type of Street	Minimum Right-of-way Width	Minimum Road-Curb-to-Curb Width
Arterial	72-70 120 feet	48-40 70 feet
Collector street	60-80 feet	36-48 feet
Local street	50-45 55 feet	34 - 36 feet
Radius for turnaround at end of cul-de-sac	45- 43 feet	38- 36 feet
Alley	20 feet	18-12 20 feet

~~D. Unless otherwise approved by an adopted street plan, narrow local streets 28 feet wide are permitted when one or more of the following conditions exist:~~

- ~~1. The block length or street segment is no more than 600 feet.~~
- ~~2. The block of street segment does not provide access to more than 20 homes.~~
- ~~3. The proposed street and intersection configuration meets clear vision standards pursuant to Section 12.40.080.~~

D. All sidewalks must be a in compliance with Section 12.48.200.

E. Bike lanes are required on arterials and must be a minimum of 6 feet wide and comply with City design standards as set forth in the Standard Specifications Manual.

F. Approach Separation from Street Intersections. Unless modified by a variance, the following minimum distances shall be maintained between approaches and street intersections, where distance is measured from the edge of an approach surface to the edge of the roadway at its ultimate designated width:

1. On an arterial street: 385 feet
Or as required by ODOT, pursuant to Oregon Administrative Rule (OAR) 734-051 or Marion County standards.
2. On a major collector street: 300 ft feet
3. On a minor collector street: 200 ft feet
4. On a local street: 115 feet
5. Exception: The following streets are County-owned facilities and are subject to County access spacing standards: Main Street-Jefferson Scio Drive and North Avenue-Marion Road.

G. Approach Spacing. Unless modified by a variance or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches, where distance is measured from the edge of one approach to the edge of another:

1. On an arterial street: 150 feet
Or as required by ODOT, pursuant to Oregon Administrative Rule (OAR) 734-051 or Marion County standards.
2. On a major collector street: 115 ft feet
3. On a minor collector street: 50 ft feet
4. On a local street: 25 feet, or the Planning Commission may approve closer spacing where necessary to provide for on-street parking (e.g., between paired approaches)
5. Exception: The following streets are County-owned facilities and are subject to County approach spacing standards: Main Street-Jefferson Scio Drive and North Avenue-Marion Road.

Recommendation 6

Recommendation: Incorporate thresholds for when a Transportation Impact Analysis (TIA) is required as part of a land use application, including language that confirms the City's ability to condition approval based on the findings of the TIA report. Include language that clarifies required mitigation be proportionate to the impacts of the proposed development and that conditions of approval may include off-site improvements.

12.48.250 Traffic Impact Analysis

The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. When required, a TIA report must be submitted with a land use application in order to determine whether conditions are needed to protect and minimize impacts to transportation facilities, consistent with Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule.

A. TIA Report.

1. Applicability. A TIA report shall be required to be submitted with a land use application if the proposal is expected to involve one or more of the following:
 - a. The proposed development has a net trip generation that surpasses the threshold increase of 25 AM or PM peak hour trips, or more than 300 daily trips.
 - b. The development proposes new public streets, extensions of existing public streets, or closures of any portion of an existing public street.
 - c. The proposal is immediately adjacent to an intersection that is functioning below LOS D, unless alternative mobility targets for the intersection have been adopted by ODOT.
 - d. ODOT requires a TIA in conjunction with a requested approach road permit for direct approaches from OR 164, as specified in OAR 734-051-3030(4).
 - e. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or

leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing of Section 12.48.040, or sight distance requirements of Section 12.40.080.

- f. An amendment to the Jefferson Comprehensive Plan or Zoning Map is proposed.
2. A professional civil or transportation engineer registered by the State of Oregon shall prepare the Traffic Impact Analysis.
3. Approval Criteria. When a TIA is required, a proposal is subject to the following criteria:
 - a. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development, and where necessary identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;
 - b. For affected non-highway facilities, the TIA report establishes that mobility standards adopted by the city have been met; and
 - c. Proposed public improvements are designed and will be constructed consistent with Public Works Design Standards and access standards specified in the Transportation System Plan.
4. Conditions of Approval.
 - a. The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.
 - b. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings supporting development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

B. TIA Letter.

1. Applicability. If a proposal does not meet any applicability criteria in 12.48.250(A), the City may choose to require a TIA Letter to verify that a full TIA Report is not required. The TIA Letter shall include, but is not limited to:
 - a. Trip generation assessment based on the latest version of the Institute of Transportation Engineer (ITE) Trip Generation Manual.
 - b. A safety evaluation of on-site circulation and connectivity for pedestrians, bicycles, and motor vehicles.
 - c. Sight distance evaluation at the proposed access(es) per American Association of State Highway and Transportation Officials (AASHTO).
2. A TIA Letter must be prepared by a civil or transportation professional engineer registered by the State of Oregon.

Recommendation 7

Recommendation: Update and enhance pedestrian connectivity standards. Add requirements for bikeways along arterials and major collectors. See proposed bike lane requirements in Section 12.48.040.F under Recommendations 4 and 5.

12.48.200 Sidewalks—General provisions.

Except where exempted by the City Council, sidewalks shall be constructed, replaced or repaired to the City design standards as set forth in the Standard Specifications Manual and located as follows:

- A. On both sides of arterial and limited access collector streets to be built at the time of street construction;
- B. On both sides of all other streets and in pedestrian easements and right-of-way, except as provided further in this section, to be constructed along all portions of the property designated for pedestrian ways in conjunction with development of the property;
- C. On ~~both~~ one sides of any industrial street to be constructed at the time of street construction or after determination of curb cut locations if rolled curbing is not used;
- D. A planter strip separation of at least ~~six~~ five feet between curb and sidewalk ~~shall~~ may be required in the design of any arterial or major collector street ~~where parking is prohibited adjacent to the curb~~, except where the following conditions exist: inadequate right-of-way; curb side sidewalks already exist on predominant portions of the street; conflict with utilities;
- ~~E. A planter strip separation of at least four feet between curb and sidewalk shall be required in the design of all other streets, excluding the perimeter of cul-de-sacs;~~
- ~~E. F.~~ Sidewalks adjacent to collector and arterial streets shall be five feet in width. All other sidewalks shall be at least ~~four~~ five feet in width. All sidewalks shall provide a continuous unobstructed path. Width of sidewalks shall be measured from the back of the curb. Where obstructions exist or are proposed (including, but not limited to mailboxes, utility poles, trees, planters, fire hydrants, signs, bus stops, etc.), provisions shall be made to maintain a minimum of four feet of unobstructed width;
- ~~F. G.~~ Maintenance of sidewalks, curbs and planter strips shall be the continuing obligation of the adjacent property owners.

Recommendation 8

Recommendation: Add a provision that allows consolidated review of land use applications.

12.72.010 Application review procedures designated.

Five procedures to review and decide land use applications are designated. They vary in the decision authority, provision of public notice and review process. They shall be known as written comment, Type A, Type B, Type C and Type D.

When an applicant applies for more than one type of land use application for the same one or more contiguous parcels of land, the proceedings shall be consolidated for review and decision. When proceedings are consolidated, required notices may be consolidated, provided the notice identifies each application to be decided. When more than one application is reviewed in a hearing, separate findings and decisions shall be made on each application.

Recommendation 9

Recommendation: Add language to the Development Code procedures sections specifying the need to provide ODOT notice when proposals are adjacent to, or that will have an impact on, transportation facilities.

12.72.030 Type A procedures.

[...]

G. Except where a land use application would allow a structure less than thirty-five (35) feet in height and the property is located outside of the runway “approach surface” as defined by the Oregon Department of Aviation, the City Recorder, or designee, shall mail notice of a land use application to the owner of an airport defined by the Oregon Department of Aviation as a “public use airport” in accordance with ORS 227.175(6).

H. The City Recorder, or designee, shall mail notice to the Oregon Department of Aviation consistent with ORS 197.183 when the land use application, if approved, would result in a water impoundment larger than one-quarter acre (ten thousand eight hundred ninety (10,890) square feet) within ten thousand (10,000) feet of an airport identified in ORS 836.610(1).

I. The City Recorder, or designee, shall mail notice to transportation agencies, including the Oregon Department of Transportation, when the land use application, if approved, may impact facilities or services under their jurisdiction.

~~J. I.~~—The City Recorder, or designee, shall provide to the applicant at the time the application is submitted an all-weather plastic notice at least two feet by two feet.

[change subsequent alphabetical numbering in Section 12.72.030]

12.72.040 Type B procedures.

[...]

G. The City Recorder, or designee, shall provide notice to the Oregon Department of Aviation consistent with ORS 197.183 when the land use application, if approved, would result in a water impoundment larger than one-quarter acre (ten thousand eight hundred ninety (10,890) square feet) within ten thousand (10,000) feet of an airport identified in ORS 836.610(1).

H. Where a railroad-highway crossing provides or will provide the only access to land that is the subject of an application, the City Recorder, or designee, shall provide notice to the Oregon Department of Transportation, Rail Division, and the railroad company consistent with ORS 197.794.

I. The City Recorder, or designee, shall mail notice to transportation agencies, including the Oregon Department of Transportation, when the land use application, if approved, may impact facilities or services under their jurisdiction.

J. I.—The City Recorder, or designee, shall provide to the applicant at the time the application is submitted an all-weather plastic notice at least two feet by two feet.

12.72.050 Type C procedures.

[...]

H. Except where a land use application would allow a structure less than thirty-five (35) feet in height and the property is located outside of the runway “approach surface” as defined by the Oregon Department of Aviation, the City Recorder, or designee, shall provide notice of a public hearing on a land use application to the owner of an airport defined by the Oregon Department of Aviation as a “public use airport” in accordance with ORS 227.175(6).

I. The City Recorder, or designee, shall provide notice to the Oregon Department of Aviation consistent with ORS 197.183 when the land use application, if approved, would result in a water impoundment larger than one-quarter acre (ten thousand eight hundred ninety (10,890) square feet) within ten thousand (10,000) feet of an airport identified in ORS 836.610(1).

J. If a railroad-highway crossing provides or will provide the only access to land that is the subject of an application, the City Recorder, or designee, shall provide notice to the Oregon Department of Transportation, Rail Division, and the railroad company consistent with ORS 197.794.

K. The City Recorder, or designee, shall mail notice to transportation agencies, including the Oregon Department of Transportation, when the land use application, if approved, may impact facilities or services under their jurisdiction.

L. ~~K.~~ The City Recorder, or designee, shall provide to the applicant at the time the application is submitted an all-weather plastic notice at least two feet by two feet.

12.72.055 Type D procedures.

B. The City Recorder, or designee, shall cause a public notice to be published in a newspaper of general circulation for the Planning Commission hearing and the City Council hearing at least twenty (20) days before each hearing. The City Recorder, or designee, shall provide a copy of the newspaper notice for each of the Planning Commission and City Council hearings to the applicant at the time the notice is provided to the newspaper.

2. Except where a legislative application would allow a structure less than thirty-five (35) feet in height and the property is located outside of the runway “approach surface” as defined by the Oregon Department of Aviation, the City Recorder, or designee, shall mail a copy of the newspaper notice on a legislative application to the owner of an airport defined by the Oregon Department of Aviation as a “public use airport” in accordance with ORS 227.175(6).

3. The City Recorder, or designee, shall mail a copy of the newspaper notice on a legislative application to the Oregon Department of Aviation consistent with ORS 197.183 when the application, if approved, would result in a water impoundment larger than one-quarter acre (ten thousand eight hundred ninety (10,890) square feet) within ten thousand (10,000) feet of an airport identified in ORS 836.610(1).

4. If a railroad-highway crossing provides or will provide the only access to land that is the subject of an application, the City Recorder, or designee, shall mail a copy of the newspaper notice on a legislative application to the Oregon Department of Transportation, Rail Division, and the railroad company consistent with ORS 197.794.

5. The City Recorder, or designee, shall mail notice to transportation agencies, including the Oregon Department of Transportation, when the land use application, if approved, may impact facilities or services under their jurisdiction.

~~6.5.~~ For purposes of appeal, subsection B, above, shall be deemed met when the City can provide an affidavit or other certification that such notice was given.

Recommendation 10

Recommendation: Add criteria to Comprehensive Plan Amendments, Section 12.104.050, that specifically address TPR compliance. The criteria should require a “significant effect” determination for proposed amendments to the Comprehensive Plan or land use regulations and, consistent with TPR - 0060, that the proposed changes are consistent with the “identified function, capacity, and performance standards” of the impacted facility.

12.104.050 Criteria.

A legislative Type D application shall show conformance with each of the following:

- A. The applicable Comprehensive Plan Policies and Objectives;
- B. The applicable Statewide Planning Goals; and
- C. The applicable Oregon Administrative Rules;
- D. Short- and long-term impacts;
- E. Public benefit;
- F. Reasonable alternative proposals;
- G. Any other factors deemed relevant by Planning Commission or City Council.

H. Proposed amendments to the comprehensive plan or the zoning map shall be reviewed to determine whether it significantly affects a transportation facility pursuant to Section -0060 of Oregon Administrative Rule (OAR) 660-012, the Transportation Planning Rule (TPR). When the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

III. COMPREHENSIVE PLAN AMENDMENTS

Amendments to the policies in the Transportation section of the Comprehensive Plan are recommended to better reflect the updated TSP goals: safety; mobility, accessibility, and connectivity; livability; and coordination. Recommended changes are in an adoption-ready format; text that is proposed to be added is shown as underlined, and text proposed to be removed is shown in ~~strikeout~~.

The proposed amendments replace all existing transportation objectives and policies with new policies that are consistent with the goals and objectives that guided the TSP update process.¹ The updated Comprehensive Plan Goal and Policies section included below. The Transportation Element of the Comprehensive Plan includes a nearly identical set of objectives and policies; it will be replaced by the updated TSP upon its adoption.

Goals and Policies

LCDC Goal: “To provide and encourage safe, convenient, and economical transportation system”

~~Objective 1: To increase the safety of the Jefferson transportation system.~~

~~Policy 1: Rail crossings will be protected.~~

~~Policy 2: Bike paths and sidewalks will be provided to schools and downtown along major travel ways.~~

~~Policy 3: Adequate off-street parking will be provided for all new commercial development.~~

~~Policy 4: The City will cooperate with the Oregon Department of Transportation in implementation of the ODOT Six Year Highway Improvement Plan.~~

~~Objective 2: To provide transportation needs for all residents.~~

~~Policy 1: All new developments will be located on improved full streets.~~

~~Policy 2: The following streets will be extended:~~

- ~~— 3rd St. from Tanglewood to Greenwood~~
- ~~— 4th St. from Greenwood to Union~~
- ~~— 5th St. from Scio Rd. to Columbia and from Elm to Cemetery Rd.~~
- ~~— Greenwood from 3rd to 5th~~
- ~~— 7th St. from Cottonwood to Cemetery Rd.~~

~~Policy 3: The following street swill be developed:~~

- ~~— Talbot Rd. from 99E to Marion Rd.~~
- ~~— Bates St. from 99E to Marion Rd.~~

Objective 1: Provide safe routes, corridors, and intersections for all modes of transportation.

Policy 1: Encourage improved, safe crossings for bicycles and pedestrians across Jefferson Highway and across the railroad.

¹ Proposed new objectives and policies are based on the Recommended Goals and Objectives from Jefferson TSP Memo #1. Note that “Goals” have been renamed as objectives to better reflect the existing Comprehensive Plan structure.

Policy 2: Plan for and prioritize safe routes to schools.

Policy 3: Support improvements to areas that have increased risk factors for crashes.

Policy 4: Seek state and federal safety grants to help fund transportation safety projects in Jefferson.

Objective 2: Provide a transportation system that connects all members of the community to destinations within and beyond the City of Jefferson and optimize the performance of the transportation system for the efficient movement of people and goods.

Policy 1: Improve and create new connections between households and schools, parks, transit stops, employers, neighborhood commercial centers, health and social services and other essential destinations.

Policy 2: Provide a complete pedestrian and bicycle network throughout the City that provides connectivity and access to planned transit facilities and services.

Policy 3: Maintain adopted mobility standards.

Policy 4: Support the development of a regional public transit system that serves Jefferson's transportation disadvantages citizens and improves present and future mobility for citizens.

Policy 5: Seek new and creative funding sources to leverage high priority transportation projects.

Objective 3: Provide a transportation network that preserves the character of the City and makes it more convenient for people to walk, bike, use transit, and drive less to meet their daily needs.

Policy 1: Seek to balance the efficiency and travel speeds of Jefferson Highway with the desire to support a walkable and bikeable downtown area.

Policy 2: Prioritize projects that support a comfortable and inviting downtown to promote regional tourism, including bicycle tourism.

Policy 3: Implement streetscape projects in the downtown area that enhance the comfort and aesthetics of the core area of town.

Policy 4: Seek funding for programs that encourage healthy transportation habits, such as walking and bicycling.

Objective 4: Coordinate with regional partners to provide a cohesive and inter-connected transportation system.

Policy 1: Ensure that improvements and modifications to the transportation system are consistent with the goals and objectives of the City, Marion County, and the state.

Policy 2: The City will Coordinate with the Oregon Department of Transportation (ODOT) to implement system management and operations strategies on Jefferson Highway.

Policy 3: The City will continue to maintain relationships with Marion County, Linn County, the City of Salem, the City of Albany, and the Albany Area Metropolitan Planning Organization (AAMPO) to ensure a coordinated regional transportation system.

Policy 4: The City, in collaboration with other agencies, will pursue grants to efficiently fund transportation improvements and programs.

ATTACHMENT: TRANSPORTATION PLANNING RULE CODE EVALUATION

TPR Requirement	Jefferson Development Code Evaluation
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> <ul style="list-style-type: none"> (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; (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; (C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and (D) Changes in the frequency of transit, rail and airport services. 	<p>The purpose of this provision is to allow for transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>Transportation facilities, services, and improvements described in OAR - 0045(1)(a) are not included as uses permitted outright in any of the zones in the Jefferson Development Code (Title 12 of the Jefferson Municipal Code).</p> <p>Recommendation: Revise Development Code Section 12.12.040 to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.</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	

TPR Requirement	Jefferson Development Code Evaluation
<p>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>This TPR Section references project development and implementation—how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>The Development Code does not address consolidated review of applications.</p> <p>Recommendation: Add a provision that allows consolidated review of applications.</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>Chapter 12.48.150 regulates traffic requires traffic signals be included in approved street plans. The Development Code does not specify exact standards but requires “a signal meeting approved City specifications.”</p> <p>Chapter 12.80.190 regulates block length and spacing standards. Block lengths shall not exceed 1,200 feet in length; blocks exceeding 800 feet must have an</p>

TPR Requirement	Jefferson Development Code Evaluation
	<p>improved pedestrian way separation. Blocks adjacent to arterials are excepted, a variance to the standard may be justified due to topography or layout of adjacent development. Recommended minimum arterial spacing is 1,800 feet. Required right-of-way widths are established in Section 12.48.040.</p> <p>Street locations are subject to street plan approval, which dictates where streets are built based upon “their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets.” (Subsection 12.48.40.A)</p> <p>Access control measures are addressed in Section 12.30.120, Access and Circulation, and regulate access under certain circumstances, such as alley access and access via easements. Subsection 12.80.190.C. regulates situations where sites have multiple frontages. The Development Code does not limit the number of accesses permitted and does not establish access spacing standards.</p> <p>Recommendation: The TSP update process has proposed revised minimum right-of-way and pavement widths based on street functional classifications. The Development Code should be updated to be consistent with the standards in the updated TSP. Access and road spacing standards in the Updated TSP should be incorporated into the Development Code.</p>
<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors</p>	<p>Special setbacks for properties abutting future right-of-way are regulated in Section 12.40.070. The future rights-of-way are regulated by the Comprehensive Plan and future street plans, including the widening of existing streets.</p> <p>Future street proposals are required for partitions and subdivisions per Section 12.80.120. A land division submittal requirement is showing the pattern of existing and future streets within 200 feet of the subject site. This is not required</p>

TPR Requirement	Jefferson Development Code Evaluation
	<p>for streets that are established by the Comprehensive Plan or in an already approved future street plan.</p> <p>As noted in the previous Recommendation, the Development Code should include updated transportation facility standards, consistent with the updated TSP. A transportation impact analysis (TIA) or study requirement can help ensure that standards are met, and that the community has adequate information regarding the expected impacts of a proposed development. The information provided as part of a development proposal can be the basis of conditions of approval related to transportation-related mitigation . Currently, the Development Code does not include any requirements for a study or analysis of transportation impacts.</p> <p>Recommendation: The Development Code should incorporate thresholds for when a TIA is required as part of a land use application, including language that confirms conditions of approvals can be established based on the findings of the TIA report.</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>There are no public use airports located in Jefferson or in the vicinity.</p> <p>The provision is not applicable.</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>

TPR Requirement	Jefferson Development Code Evaluation
<p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</p>	<p>The Development Code requires compliance with the Comprehensive Plan for certain land use applications (quasi-judicial, legislative, and conditional use permits). Future roadways are described in the Comprehensive Plan; the TSP is the transportation element of the Comprehensive Plan. Code requirements ensure that proposed developments are consistent with the planned transportation plan, but are not explicit regarding the City’s ability to apply conditions of approval to protect transportation facilities.</p> <p>As described above, a TIA requirement is an additional tool that can be required of land use amendment proposals and proposed developments that meet or exceed established trip thresholds or mobility standards and/or impacts on known safety sites. Transportation-related conditions can be based on the findings of those studies.</p> <p>Recommendations: Develop TIA requirements and thresholds as well as a provision that allows conditions that minimize impacts and protect transportation facilities as determined as needed by TIA findings.</p>
<p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <ul style="list-style-type: none"> A. Land use applications that require public hearings; B. Subdivision and partition applications; C. Other applications which affect private access to roads; and 	<p>Jefferson is located in the Albany MPO, but is not served by transit. Oregon Highway 164 is a significant ODOT facility that goes through Jefferson.</p> <p>For all applications including, but not limited to, conditional uses, subdivisions, quasi-judicial and legislative, notice to ODOT is required only when a railroad crossing provides the only access to the subject site.</p>

TPR Requirement	Jefferson Development Code Evaluation
<p>D. Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</p>	<p>Recommendations: Add language to the Development Code procedures sections specifying the need to provide ODOT notice of proposals that are adjacent to, or that will have an impact on, transportation facilities or services.</p> <p>Those provisions could be broadened to include transit providers once transit service is attainable in Jefferson.</p>
<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>See response related to TIA requirements in TPR -0045(2)(b) and plan and land use regulation amendments in -0060.</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 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 style="background-color: #cccccc;">[Redacted]</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>The Development Code does not have any provisions requiring bicycle parking facilities. Parking standards, including minimum parking and design requirements, are found in Chapter 12.44 of the Development Code.</p>

TPR Requirement	Jefferson Development Code Evaluation
	<p>Recommendation: Add language to Section 12.44.060 that requires bicycle parking facilities for multifamily, retail, office, and institutional developments.</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 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</p>	<p>Bikeways and sidewalks: Bikeways are not addressed in the Jefferson Development Code. Per Section 12.30.120, pedestrian access and circulation must be provided pursuant to the following:</p> <p><i>"Multiple building developments and developments with off-street parking shall provide a continuous pedestrian pathway system that extends throughout the development site, and connects to all building entrances and all future phases of development. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, as applicable. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary entrances and all adjacent streets..."</i></p> <p>Pursuant to Section 12.48.200, sidewalks are required to be constructed on both sides of arterial and collector streets and to be 5 feet in width. All other sidewalks are required to be 4 feet in width. All sidewalks must provide a "continuous unobstructed path."</p> <p>Parking lots: For multifamily development pedestrian connectivity is required from the site to the public sidewalk (Section 12.44.050). The pathways must 10 feet away from dwellings. For all other uses, pedestrian connectivity within parking lots is not regulated.</p> <p>Cul-de-sacs: The Development Code limits the cul-de-sacs length to 400 feet. The Planning Commission may approve dead-end streets longer than 400 feet may be approved by the Planning Commission if "no other means is available for development of the property and special provisions are made for public facilities, pedestrian and bicycle circulation, and emergency service access." (Section 12.48.080)</p>

TPR Requirement	Jefferson Development Code Evaluation
<p>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> <ul style="list-style-type: none"> (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; (ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or (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>Street and accessway layout: Blocks must not exceed 1,200 feet in length, and not exceed 800 feet when there is no improved pedestrian way separation (unless exemptions are met: blocks are adjacent to arterial streets, existing layout or topographical conditions prohibit). The recommended distance between arterials is 1,800 feet (Section 12.80.190). Deviations from the standards are allowed if part of a proposed street plan, subject to Planning Commission approval.</p> <p>Recommendations: Update and enhance pedestrian connectivity standards. Add requirements for bikeways to the Development Code. Add street and access spacing standards consistent with the updated TSP into the Development Code.</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</p>	<p>Section 12.80.260, “Applicable regulations and scope of review [for expedited land divisions]” states that:</p> <p><i>The provisions of this article shall apply to all elements of the City’s Comprehensive Plan and Development Code applicable to land divisions and any procedures designed to regulate:</i></p>

TPR Requirement	Jefferson Development Code Evaluation
<p>travel, including bicycle ways on arterials and major collectors.</p> <p>[Note: Subsection (d) defines safe and convenient.]</p>	<p><i>A. The physical characteristics of permitted uses;</i></p> <p><i>B. The dimensions of the lots or parcels to be created; and</i></p> <p><i>C. Transportation, sewer, water, drainage, and other facilities or services necessary for the proposed development, including but not limited to right-of-way standards, facility dimensions and on-site and off-site improvements.</i></p> <p>Recommendations: Add language that may require improvements proportionate to the impacts of the proposed development and conditions of approval, which may include facilities accommodating pedestrian and bicycle travel, consistent with the TSP, which may include off-site impacts. These provisions may be included with proposed TIA requirements.</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>Section 12.30.120 requires “continuous pedestrian pathway system throughout the development, building entrance, and all future phases of development for all multiple building development and development with off-street parking.”</p> <p>Recommendation: The requirements in Section 12.30.12 do require internal pedestrian circulation for office park and commercial development. The City of Jefferson could consider adding more specification to the standard to ensure the exact pedestrian connections described in this TPR section are provided.</p>

TPR Requirement	Jefferson Development Code Evaluation
<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:</p>	<p>The population of the City of Jefferson is less than 25,000 people. Currently, there is no transit service in Jefferson. While the City has goals to get transit access to Jefferson, as reflected in the Updated TPS, there isn't any specific locations for fixed-route service designated at this time.</p> <p>In planning for transit, the City should look for existing and planned uses and look for opportunities to increase employment, and residential density that would support and sustain a fixed-route system.</p> <p>The provision is not applicable.</p>
<p>(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:</p> <p>(a) Allow transit-oriented developments (TODs) on lands along transit routes;</p> <p>(b) Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035 (Evaluation and Selection of Transportation System Alternatives)(4);</p> <p>(c) Implements a parking plan which:</p> <p style="padding-left: 40px;">(A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;</p> <p style="padding-left: 40px;">(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035</p>	<p>Jefferson is located in the Albany MPO. However, there is no transit service in Jefferson. The Albany MPO Regional Transportation Plan (2018) and Transit Development Plan (2018) note the interest in an on-call transit service to Jefferson in the 2040 planning-horizon, however, no fixed-route transit is currently proposed. Therefore, implementation of these TPR provisions related to transit are not necessary at this time.</p> <p>The City of Jefferson will need to comply with the TPR parking requirements for MPO jurisdiction. Jefferson has minimum parking standards in Section 12.44.060, but does not have regulations for maximum parking spaces.</p> <p>Recommendation: To be consistent with parking plan provisions required by the TPR, the City of Jefferson should regulate the maximum number of parking spaces permitted. Jefferson can choose to create maximum parking standards that apply city-wide, or ones that apply exclusively to specific areas with dense development, such as downtown.</p>

TPR Requirement	Jefferson Development Code Evaluation				
<p>(Evaluation and Selection of Transportation System Alternatives)(4);</p> <p>(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and</p> <p>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p>(d)As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A)Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B)Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C)Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D)Exempt structured parking and on-street parking from parking maximums;</p> <p>(E)Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and</p>	<p>To provide guidance, the City’s minimum parking requirements were compared to the Model Code and other small jurisdictions. . The comparisons are shown in the table below.</p>				
		Use	Jefferson Standard	Model Code Standard	Standards from Comparable Jurisdictions
		Dwelling, single-family	2 for each dwelling	1 per dwelling	Molalla: 1 space per dwelling Monmouth: 2 spaces per dwelling
		Hospitals	1.5 for each bed, plus 2 for each nurse’s station	1 space per 300 sf of floor area	Talent: 1.5 spaces for each bed
		Schools— Elementary or junior high	1.5 for each teaching station, plus one for every 6 fixed seats or for every 42 square feet of seating area where there are no fixed seats in the auditorium or assembly area	1 space per classroom	
		High school	1.5 for each teaching station, plus for the largest assembly room or auditorium, or for every 28 square feet of floor area where no fixed seats are maintained	7 spaces per classroom	
		Retail and personal services	1 for each 200 square feet of retail floor area	1 space per 400 square feet	Monmouth: 1 space per 400 square feet

TPR Requirement	Jefferson Development Code Evaluation			
<p>(F) Provide for designation of residential parking districts.</p> <p>(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.</p>	Barber and beauty shops	1 for each 75 square feet of gross floor area	1 per 400 square feet	Talent: 1 space for every 200 square feet of gross floor area
	Food and beverage establishments	1 for each 60 square feet of gross floor area	1 per 200 square feet	Monmouth: 1 space per 200 square feet
<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 updated TSP will include bicycle and pedestrian systems that are consistent with TPR -0020. This TPR requirement is addressed in Development Code recommendations as follows:</p> <ul style="list-style-type: none"> • Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b). • Walkways between buildings – See response and recommendations related to accessways, Section -0045(3)(b). • Access between adjacent uses – See response and recommendations related to accessways, Section -0045(3)(b). <p>Recommendation: This requirement will be addressed by the TSP update planning process and can be met by requiring improvements in developing areas consistent with adopted code provisions and with the recommended amendments in this memorandum.</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</p>	<p>Development Code Section 12.48.040 specifies minimum right-of-way and road widths for arterials, collector, local street, and alleys. Some width standards are ranges. Where there is a range, the exact width is determined through the development approval process. Local street pavement and ROW widths are listed below.</p>			

TPR Requirement	Jefferson Development Code Evaluation																								
<p>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>	<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 20%; text-align: center;">Pavement</th> <th style="width: 20%; text-align: center;">ROW</th> </tr> </thead> <tbody> <tr> <td>Local Street</td> <td style="text-align: center;">36'</td> <td style="text-align: center;">45-55'</td> </tr> <tr> <td colspan="3" style="padding-top: 10px;">Adopted standards are wider than the recommended widths illustrated in the Transportation Growth Management Neighborhood Street Design Guidelines, as listed below.²</td> </tr> <tr> <th></th> <th style="text-align: center;">Pavement</th> <th style="text-align: center;">ROW</th> </tr> <tr> <td>No On-Street Parking</td> <td style="text-align: center;">20'</td> <td style="text-align: center;">42-48'</td> </tr> <tr> <td>Parking on One Side</td> <td style="text-align: center;">24'</td> <td style="text-align: center;">47-52'</td> </tr> <tr> <td>Parking on Two Sides</td> <td style="text-align: center;">28'</td> <td style="text-align: center;">52-56</td> </tr> <tr> <td colspan="3" style="padding-top: 10px;">Recommendation: Development Code (as well as Jefferson Public Works Design Standards) should be consistent with local street standards. Where standards are updated, a narrow street cross-section should be an option for proposed development. If appropriate, the Development Code could include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed. <i>Note: A narrow local street option is included in the adopted TSP (2001). The recommendation is to codify the standard and include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed.</i></td> </tr> </tbody> </table>		Pavement	ROW	Local Street	36'	45-55'	Adopted standards are wider than the recommended widths illustrated in the Transportation Growth Management Neighborhood Street Design Guidelines, as listed below. ²				Pavement	ROW	No On-Street Parking	20'	42-48'	Parking on One Side	24'	47-52'	Parking on Two Sides	28'	52-56	Recommendation: Development Code (as well as Jefferson Public Works Design Standards) should be consistent with local street standards. Where standards are updated, a narrow street cross-section should be an option for proposed development. If appropriate, the Development Code could include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed. <i>Note: A narrow local street option is included in the adopted TSP (2001). The recommendation is to codify the standard and include circumstances (e.g., topography, existing development patterns) where the narrower street option may be proposed.</i>		
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<p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that</p>	<p>Comprehensive plan and code amendments are required to be consistent with applicable Statewide Planning Goals and Oregon Administrative Rules.</p>																								

² For more information, see https://www.oregon.gov/lcd/Publications/NeighborhoodStreetDesign_2000.pdf .

TPR Requirement	Jefferson Development Code Evaluation
<p>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>Recommendations: Add criteria that specifically addresses TPR compliance in Section 12.104.050. The criteria should require a “significant effect” determination for proposed amendments to the Comprehensive Plan or land use regulations and, consistent with TPR -0060, that the proposed changes are consistent with the “identified function, capacity, and performance standards” of the impacted facility.</p>