

Proposed Amendments to the Land Use and Development Code to Implement the 2019 Transportation System Plan and Achieve Compliance with the Transportation Planning Rule
For Planning Commission Public Hearing, May 28, 2019

Additions are underlined; deletions are ~~crossed out~~

Part 1. Amend Section 17.12.175 by the addition of a new subsection 6 to require that any amendment to Title 17 be assessed for the potential impacts on the City's transportation facilities:

6. IMPACT ON TRANSPORTATION FACILITIES: Proposals to amend this Title shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where 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 to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

Part 2. Amend Section 17.12.220.5.b and 17.12.220.5.c, within the approval criteria for Site Plan Review applications, to require access for non-motorized transportation as well as motorized transportation and to require findings on the proportionality of the impacts of a development on potential conditions for off-site improvements:

- b. Provisions have been made for safe and efficient internal traffic circulation, including both pedestrian and motor vehicle traffic, and for safe access to the property for vehicles, as well as bicycle and pedestrians, from those public streets which serve the property in accordance with the City's Transportation System Plan and Standard Specifications.
- c. Provision has been made for all necessary improvements to local streets and roads, including the dedication of additional right-of-way to the City and/or the actual improvement of traffic facilities to accommodate the additional traffic load generated by the proposed development of the site in accordance with Chapter 17.26. Improvements required as a condition of approval shall be roughly proportional to the impact of the development on transportation facilities. Approval findings shall indicate how the required improvements are directly related to and are roughly proportional to the impact of development.

Part 3. Amend Section 17.20.060.7 by inserting a new subsection g, to allow a reduction in the number of required off-street parking spaces:

- g. Off-street parking reductions. The decision authority may reduce the off-street parking standards of Table 17.20.060.7.b for sites with one or more of the following features:
 - 1) The site has an existing or planned bus stop located adjacent to it, and the site's frontage is improved with a bus stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the required number of automobile parking spaces;
 - 2) The site has one (1) or more dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the required number of automobile parking spaces;
 - 3) The site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for these parking spaces;

- 4) The site has more than one and a half the minimum number of required bicycle parking spaces: Allow up to a 5 percent reduction to the required number of automobile parking spaces.

Part 4. Amend Section 17.24.050.1, within the design standards for land divisions, as follows:

1. STREETS.

- a. Streets shall be in alignment with existing streets in the vicinity of the proposed subdivision, either by prolongation of existing centerlines or by connection with suitable curves. Streets shall conform to the location, alignment, and ~~width~~ roadway design as indicated on the official map of streets known as the Future Street Plan and the Roadway Functional Classification Map in the adopted Stayton Transportation System Plan.
- b. Streets should intersect at or near right angles as practicable, and in no case shall the angle of intersection exceed 120 degrees.
- c. The criteria of a and b above may be modified where the applicant can demonstrate to the decision authority that the topography, or the small number of lots involved, or any other unusual conditions justify such modification.
- d. Bikeways and pedestrian ways shall be required in accordance with the City of Stayton ~~Non-Motorized Plan in the adopted Stayton~~ Transportation System Plan.
- e. Concrete curbs and concrete sidewalks shall be installed on all streets, consistent with the Geometric Design Requirements by Street Functional Classification in the Public Works Design Standards. ~~The location and width of sidewalks shall be determined by the decision authority. In making such determination, the decision authority shall take into consideration the topography of the land, the presence of improvements, trees or other plantings, the type of street, and the location of sidewalks, if any, in adjacent areas or subdivision.~~

In residential neighborhoods, sidewalks shall be placed along the property line whenever possible. In all cases, sidewalks shall be placed 1 foot from the property line on arterial and collector streets.

Part 5. Amend Section 17.26.020.3.h, within the access management standards, as follows:

h. Access Spacing Standards

The streets within Stayton are classified as major arterials, minor arterials, collectors, neighborhood collectors, and local streets. The access spacing standards are shown in Table 17.26.020.3.h. for both full intersection spacing and driveway spacing. The access spacing standards shown in Table 17.26.020.3.h shall be measured as defined below.

- 1) Access spacing between two driveways on Neighborhood Collector, Local Residential, and Local Commercial/Industrial Streets (~~50 feet~~) shall be measured from the perpendicular near edge of the driveway to the perpendicular near edge of the driveway.
- 2) Access spacing between a driveway and an arterial, collector, or local street located on a Neighborhood Collector, ~~Local Residential~~ Local, ~~or Local-Commercial~~ Local

or Industrial Local Street (50 feet) shall be measured from the perpendicular near edge of the driveway to the start of the tangent for the intersecting street.

- 3) All other access spacing between driveways, between streets, and between streets and driveways (~~>50 feet~~) shall be measured from center-to-center of the driveway or street.

Table 17.26.020.3.h. Access Spacing Standard

Functional Roadway Classification	Minimum Public Intersection Spacing Standard	Minimum Spacing between Driveways and/or Streets
Limited Access Principal <u>Major Arterial (Limited Access Facility)</u> ¹	750 feet	375 feet
Urbanized Area Principal <u>Major Arterial</u> ²	260 feet	260 feet
Minor Arterial	600 feet	300 feet
Collector	260 feet	150 feet
Neighborhood Collector	260 feet	50 feet
Local-Residential <u>Local Street</u>	260 feet	50 feet ²
Local-Commercial/Industrial <u>Local Street</u>	260 feet	50 feet
<u>Industrial Local Street</u>	<u>260 feet</u>	<u>50 feet</u>

¹ This standard applies to ~~1st Avenue from Shaff/Fern Ridge Road to Ida Street on Cascade Highway north of Shaff Road and on S First Avenue south of Water Street.~~

² This standard only applies to a corner residential lot driveway spacing from the adjacent street and may be modified per 17.26.020.3.a).

Part 6. Amend Section 17.26.020.5.a, within the access management standards, as follows:

5. CONNECTIVITY AND CIRCULATION STANDARDS.

a. Connectivity.

- 1) The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as specified in Section 17.24.050.1.a.
- 2) Wherever a proposed development abuts unplatted, developable land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. This is consistent with and an extension of Section 17.24.050.1.a.
- 3) Neighborhood collectors and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design

and traffic calming measures are the preferred means of discouraging through traffic. ~~These measures are defined in the Stayton Transportation System Plan.~~

- 4) Developers shall construct roadways within their development site to conform to the Future Street Plan and Roadway Functional Classification Map in the ~~€~~Transportation sSystem pPlan. Flexibility of the future roadway alignment shall be at the discretion of the Public Works Director and/or his designee but must maintain the intent of the Future Street Plan.
- 5) A system of joint use driveways and crossover easements shall be established wherever feasible and shall incorporate the following:
 - a) A continuous service drive or crossover easement corridor extending the entire length of each block served to provide for driveway separation consistent with the access standards set for each functional roadway classification.
 - b) A design speed of 10 mph and a maximum width defined in the ~~Standard Specifications for Public Works Construction, Section 300—~~Street Design Standards, 2.22, to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
 - c) Access stub-outs and other design features to make it visually obvious that the abutting properties will be tied in to provide crossover easement via a service drive;
 - d) A unified access and circulation system plan shall be submitted as part of the documentation for joint and cross access. A unified access and circulation system plan encompasses contiguous, adjacent parcels that share access(es). The unified access and circulation system plan shows how the joint and cross access(es) work together to meet the needs of all property owners and uses. It includes showing how parking areas of the various uses sharing access(es) coordinate and work with each other.
- 6) New partitions and subdivisions shall provide safe bicycle and pedestrian connections to adjacent existing and planned residential areas, transit stops, and activity centers. Non-motorized connectivity can be provided through sidewalks, trails, and striped and/or signed bicycle facilities on local roadways.

Part 6. Amend Chapter 17.26 to add a new Section establishing further transportation related requirements for land development activities, as follows:

17.26.070 TRANSIT-RELATED REQUIREMENTS

1. PURPOSE

The purposed of this Section is to ensure that new retail, office and institutional buildings provide access to transit facilities and facilitate transit ridership.

2. APPLICABLILITY AND REIREMENTS

Retail, office, and institutional developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop as designated in an adopted transportation or transit plan shall provide the following transit access and supportive improvements in coordination with the transit service provider:

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- a. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
- b. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.
- c. A transit passenger landing pad that is ADA accessible.
- d. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- e. Lighting at the transit stop.
- f. Other improvements identified in an adopted plan.