

# DRAFT TECHNICAL MEMORANDUM #3

**DATE:** October 14, 2015

**TO:** Warrenton TSP Project Management Team

**FROM:** Darci Rudzinski, Angelo Planning Group  
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**SUBJECT: Warrenton Transportation System Plan  
Task 3.3, Technical Memorandum #3, Regulatory Review – PAC REVIEW DRAFT**

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Pursuant to Task 3.3, the purpose of this memorandum is to discuss and identify City of Warrenton Comprehensive Plan and Development Code provisions that may need to be updated in order to reflect and implement the updated TSP and to be consistent and comply with the Oregon Transportation Plan (OTP) and the Transportation Planning Rule (TPR). Information provided in this memorandum includes an overview of the relationship between the TSP update and these regulatory documents as well as a detailed TPR compliance audit (Table 1). Upon City review of the findings and recommendations in this memorandum, additional recommended changes to the Development Code may be identified.

## Draft Updated Transportation System Plan (TSP)

Policy and code amendments may be needed in order to ensure that the Warrenton Comprehensive Plan and Development Code are consistent with the updated TSP. Proposed amendments will be presented as part of the implementation phase of this project. Updated policy language will likely emphasize issues that have received enhanced state and local attention since the TSP was adopted in 2004, such as strategies to optimize the management and efficiency of the existing transportation system and the role that the transportation system plays in human health.

Policy amendments will also reflect community priorities identified through the TSP update process, including Technical Memorandum #4, which involves the project team's review of existing transportation goals and policies in the TSP and Comprehensive Plan. As discussed in Technical Memorandum #2, both the City's TSP and Comprehensive Plan (Article 8 Transportation) contain transportation policies, with the standards in the TSP prevailing where conflicts between adopted policies exist. Adopted policies address the transportation system in general, as well as parking, street classification and design, multi-modal transportation, and issues particular to the Astoria Regional Airport and boating and shipping activities. Technical Memorandum #4 will assess these policies for current relevance as well as use these policies as a basis for project goals and evaluation criteria.

Article 8 of the Comprehensive Plan will need to be amended to implement the TSP recommendations and reflect updated policy direction.

It is expected that Development Code amendments also will be necessary to fully implement the recommendations of the updated TSP. Examples include modifying street standards and other design standards related to transportation facilities. These policy and code changes will be identified and developed as part of the TSP update process.

## Oregon Transportation Plan (OTP)

The OTP 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.

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.

Consistent with these key initiatives, as well as related OTP's goals, the TSP update will:

- Promote the most cost-effective modes and solutions over the long term that are easy to use, reliable, and accessible to all potential users, including the transportation disadvantaged.
- Prioritize transportation demand management and transportation system operations techniques that aim to fine tune existing systems and policies instead of implementing costly major roadway capacity improvements.
- Develop projects that ensure the transportation system maintains and improves individual safety and security and maximizes public safety and service access.
- Identify projects that support a prosperous and competitive economy by preserving and enhancing business opportunities, and ensuring the efficient movement of people and goods to recreational, employment, housing and other destinations.
- Identify solutions that support the movement of people over vehicles, and that reduce transportation barriers to daily activities for people walking, bicycling, and using public transportation. The solutions will be environmentally responsible and be sensitive to the physical setting and context of the surrounding land use.

- Provide public involvement opportunities to all stakeholders and residents, and will coordinate with other jurisdictions and agencies to ensure the planned transportation system limits minimizes barriers and functions as one integrated system.
- Include an assessment of the level of transportation funding projected to be available through the 20-year planning horizon in comparison to the cost of developing a transportation system that is able to meet the City's needs. Opportunities to establish stable funding sources will be discussed and project prioritization will consider the feasibility of funding.

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, 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 #2 for a summary of the OTP and State modal plans and their relevancy to Warrenton's TSP update.)

## 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 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. Local code requirements that address this TPR provision include: access control measures; standards to protect future operations of roads; expanded notice requirements and coordinated review procedures for land use applications; procedures that specify needed transportation improvements as a possible condition of approval; 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 City of Warrenton's Development Code (Title 16 of the Warrenton Municipal Code) based on Sections -0045 and -0060 of the TPR.<sup>1</sup> The evaluation includes findings confirming whether existing code language complies with the TPR. Where necessary, Table 1 provides recommendations for amending the code to better address TPR requirements.

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<sup>1</sup> Note that the focus of the TPR evaluation is on how the City implements the local transportation plan through land use and development requirements. As such, Table 2 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 conducted later in the TSP update process.

**Table I: TPR Review of Warrenton Development Code**

TPR Requirement	Local Development Code References and Recommendations
<b>OAR 660-012-0045</b>	
(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)<sup>2</sup> and 215.283(1)(k) through</p>	<p>Section 16.20.040 Review of Transportation Facilities and Improvements for Compliance with Land Use Regulations establishes that transportation facilities and improvements meeting one or more of the definitions for transportation facilities and improvements in Chapter 16.12 are permitted outright in most of the City’s land use districts.</p> <p>The Development Code has defined a number of transportation-related terms in Section 16.12.010 Definitions, including Level of Service, Pathway/Walkway/Access Way, and Transportation Mode. Transportation Facilities are described as the “physical improvements used to move people and goods from one place to another (e.g., streets, sidewalks, pathways, bike lanes, airports, transit stations and bus stops, etc.).”</p> <p><b><u>Recommendation:</u> Existing code provisions address this TPR requirement. No changes to the code are recommended.</b></p>

<sup>2</sup>Transportation uses in ORS 215.213 and .283 include:

- Climbing and passing lanes within the right of way existing as of July 1, 1987.

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TPR Requirement	Local Development Code References and Recommendations
<p>(n)<sup>3</sup>, consistent with the provisions of 660-012-0065<sup>4</sup>; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> <p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision 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,</p>	

- 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.

<sup>4</sup> 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
policy or legal judgment.	
<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p>Referenced TPR Section -0050 addresses project development and implementation – how a transportation facility or improvement authorized in a TSP is designed and constructed. Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location.</p> <p>The City’s review process as described in Section 16.20.040 Review of Transportation Facilities and Improvements for Compliance with Land Use Regulations and Section 16.208.070 General Provisions (D.2, Consolidation of Proceedings) is consistent with this TPR requirement.</p> <p><b><u>Recommendation:</u> Existing code provisions address this TPR requirement. No changes to the code are recommended.</b></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>Section 16.120.020 Vehicular Access and Circulation refers to access spacing standards in the TSP, and sets block size (including a diagram) for land divisions and large development sites. Transportation standards in Section 16.136.020 are consistent with Vehicular Access and Circulation Standards (e.g., with maximum 1,000-foot block length for non-arterials and non-constrained areas or with minimum 1,800 feet for arterials).</p> <p>Subdivision standards for block size (Section 16.216.050 Approval Criteria—Preliminary Plat) refer to Access and Circulation chapter (Chapter 16.120).</p> <p><b><u>Recommendation:</u> Existing code provisions address this TPR requirement. Access standards in Chapter 16.120 will need to be reviewed for consistency with the recommendations of the updated TSP, and revised if necessary.</b></p>

**Table I: TPR Review of Warrenton Development Code**

TPR Requirement	Local Development Code References and Recommendations
(b) Standards to protect the future operations of roads, transitways and major transit corridors;	<p>Chapter 16.256 Traffic Impact Study sets thresholds for studies and includes general requirements (Section 16.256.030 cited below).</p> <p><i>16.256.030 When Required.</i></p> <p><i>A traffic impact study may be required to be submitted to the City with a land use application, when the following conditions apply:</i></p> <p><i>A. The development application involves a change in zoning or a plan amendment designation; or,</i></p> <p><i>B. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:</i></p> <ol style="list-style-type: none"> <li><i>1. An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or</i></li> <li><i>2. An increase in ADT hour volume of a particular movement to and from the state highway by 20% or more; or</i></li> <li><i>3. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or</i></li> <li><i>4. The location of the access driveway does not meet minimum site distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard; or</i></li> </ol>

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TPR Requirement	Local Development Code References and Recommendations
	<p>5. <i>A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.</i></p> <p>16.256.040 <i>Traffic Impact Study Requirements.</i></p> <p>A. <u>Preparation.</u> <i>A traffic impact study shall be prepared by a professional engineer in accordance with OAR 734-051-180.</i></p> <p>B. <i>Transportation planning rule compliance, Section 16.232.060.</i></p> <p><b>Recommendation:</b> Existing code provisions generally address this TPR requirement. It is recommended that the City review the existing threshold requirements for a TIA in the context of updated TSP recommendations and identify whether any amendments are needed. In addition, the City should consider the addition of approval criteria (including mitigation measures that must meet adopted safety and/or mobility standards) and replacing the Division 51 reference (which applies to state highway approach applications) with local preparation requirements. If retained, the OAR reference should be updated to correctly reference OAR 734-051-3030.</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>Chapter 16.92 Airport Hazard Overlay (AHO) District provides definitions of terms specific to the overlay, establishes uses permitted outright and conditionally, and includes standards and requirements that protect airport operations from surrounding land use.</p> <p><b>Recommendation:</b> Existing provisions in the code 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</p>	<p><i>See responses and recommendation for TPR Section -0045(1)(c) and -0045(2)(f).</i></p>

**Table I: TPR Review of Warrenton Development Code**

TPR Requirement	Local Development Code References and Recommendations
sites;	
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;	<p>The ability of the decision making body to approve proposals with conditions is authorized for Type II Procedures (Administrative), Type III Procedures (Quasi-Judicial), and Type III Procedures (Legislative and Map Amendments). Review criteria for conditional use applications include transportation impacts, and establish criteria specifically for transportation system facilities and improvements (Section 16.220.030)</p> <p><b>Recommendation:</b> Existing provisions in the code address this TPR requirement. No changes to the code are recommended.</p>
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:  (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications which affect private access to roads; and (D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.	<p>General Provisions (Section 16.208.070) allow for coordinated review with other agencies “(w)hen required by this Code, or at the direction of the Community Development Director.” Notice to ODOT, pursuant to Type II, III, and IV procedures, is required when a proposal is adjacent to a State facility or if ODOT is considered an “affected agency.” Notice procedures also include requirements related to airports “in accordance with ORS 227.175” for Type II and IV proposals.</p> <p><b>Recommendations:</b> Existing provisions in the code address this TPR requirement. To strengthen compliance with this requirement, it is recommended that the City consider broadening the types of proposals that would trigger notification to proposals that may have a significant impact on a facility (or service) under the transportation agency’s jurisdiction and adding language to involve these agencies in pre-application conferences and application review.</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	<p><i>See responses and recommendations related to traffic impact study requirements, TPR Section -0045(2)(b), and to plan and land use regulation amendments, TPR Section -0060.</i></p>

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TPR Requirement	Local Development Code References and Recommendations
TSP.	
(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>Section 16.128.040 addresses bicycle parking requirements for multi-family housing, schools, and public and private parking lots. Providing bicycle parking is required for all uses with more than 10 vehicle parking spaces; multi-family uses with four or more dwelling units must provide at least one sheltered bicycle parking space for each dwelling unit.</p> <p><b>Recommendations: Existing provisions in the code generally address this TPR requirement. The City should consider if requirements for all institutional uses (e.g., hospitals, churches, vocational schools) are sufficiently addressed in existing provisions and if there is a need to distinguish the requirements for transit-related uses.</b></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	<p>Provisions of this TPR requirement are addressed in the following ways:</p> <ul style="list-style-type: none"> <li>■ <b>Connections between proposed development and adjacent development, transit stops, and community destinations</b> – Requirements for non-motorized connections are found in Section 16.120.030 Pedestrian Access and Circulation.</li> <li>■ <b>Bikeways and sidewalks</b> – Table 16.136.010 provides City of Warrenton Street Design Standards and includes reference to figures in TSP. Sidewalks are required for all street functional classifications except for “alternative local road,” which are intended for low-volume streets in constrained areas. “Bike lanes or on-street parking” are required for all street functional classifications except for “alternative local road.”</li> </ul>

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TPR Requirement	Local Development Code References and Recommendations
<p>through parking lots should generally be provided in the form of accessways.</p> <p>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p> <p>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</p> <p>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</p> <p>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</p> <p>(E) Streets and accessways need not be required where one or more of the following conditions exist:</p> <p>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways,</p>	<ul style="list-style-type: none"> <li>■ <b>Cul-de-sacs</b> – Cul-de-sacs are allowed only where environmental or topographical constraints, existing development patterns, or compliance with other Code standards preclude street extension. They may not provide access to more than 18 dwelling units and are limited to 200 feet in length (Section 16.136.020.M). Pathways (for pedestrians and bicycles) are required where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable (Section 16.120.030.A.4).</li> <li>■ <b>Street spacing standards</b> – <i>See response and recommendations related to street and access standards in TPR Section -0045(2)(a).</i></li> <li>■ <b>Exceptions for streets and accessways</b> – Block size can be varied to accommodate topography (Section 16.12.020.J.1). Pathway requirements that apply where street connectivity standards cannot be met may be waived due physical or topographic conditions (Section 16.120.030.A.4.e).</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>■ <b>Add provisions to require non-motorized improvements providing connection(s) from planned development to adjacent existing and planned transit stops.</b></li> <li>■ <b>“Bike lanes or on-street parking” are required for all street functional classifications except for “alternative local roads.” More clearly establish where bike lanes are required.</b></li> <li>■ <b>Consider adding standards for minimum walkway spacing through large parking lots.</b></li> <li>■ <b>To ensure consistency with the recommendations of the updated TSP, update street design standards in Table 16.136.010. (Update TSP figure numbers in the lead-in to Table 16.136.010.)</b></li> </ul>

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TPR Requirement	Local Development Code References and Recommendations
<p>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>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors</p>	<p><i>See responses and recommendations related to recommended improvements in TLAs in TPR Section - 0045(2)(b) and conditions of approval in Section -0045(2)(e).</i></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><i>See responses and recommendations related to on-site walkways in TPR Section -0045(3)(b).</i></p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where 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>	

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TPR Requirement	Local Development Code References and Recommendations
<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</p>	<p>The updated TSP will identify transit routes and incorporate appropriate standards for these transportation facilities, consistent with Sunset Empire Transit District Master Plan and this TPR requirement. Table 16.136.010, Footnote 5 indicates Median/Flex Lane can be used for transit routes, including providing extra right-of-way for future transit.</p> <p><b>Recommendations: Existing code provisions partially address this TPR requirement. Identify design requirements for transit routes and transit facilities through the TSP update process, and then update development code requirements as necessary.</b></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</p>	<p><i>See the responses and recommendations related to on-site pedestrian circulation and pedestrian connections to adjacent sites in TPR Sections -0045(3)(b).</i></p>

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TPR Requirement	Local Development Code References and Recommendations
adjoining property;	
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p>	<p><i>See the responses and recommendations for pedestrian connections to transit stops in TPR Sections -0045(3)(b) and -0045(4)(a) and for transit amenities in TPR Section -0045(4)(a).</i></p> <p>Responses in TPR Sections -0045(3)(b) and -0045(4)(a) describe existing code language for providing connections between buildings and streets and transit stops. However, maximum distances between buildings and major transit stops (those with frequent service, within one-quarter mile of medium to high density development, and/or with high ridership volumes) are not established in existing code requirements.</p> <p><b><u>Recommendations:</u> Establish maximum distance requirements between building entrances and major transit stops.</b></p>
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	<p>The City is not proposing to designate a pedestrian district at this time.</p> <p><b><u>Recommendation:</u> No code changes are recommended.</b></p>
<p>(d) Designated employee parking areas in new</p>	<p>Existing code language does not address this TPR requirement.</p>

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TPR Requirement	Local Development Code References and Recommendations
developments shall provide preferential parking for carpools and vanpools;	<b>Recommendation:</b> Add requirements for off-street parking (Section 16.128.030) to include preferential parking for carpools and vanpools in designated employee parking areas in new commercial, industrial, and civic developments. Note that these requirements can be narrowly applied to parking areas over a certain size or number of parking spaces, and the number of carpool/vanpool spaces required can be calculated as a percentage of total off-street vehicle parking required.
(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;	Existing code language does not address this TPR requirement. <b>Recommendation:</b> Add provisions in Section 16.128.030 that allow existing development to redevelop a portion of existing parking areas for transit-related improvements identified in the Sunset Empire Transit District Master Plan, granted that minimum parking requirements can still be met.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	<i>See the responses and recommendations related to transit access in TPR Sections -0045(3)(b) and -0045(4)(a).</i>
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	Existing code and zoning is generally consistent with this TPR requirement to the extent that transit facility improvements recommended in the adopted Sunset Empire Transit District long-range transit plan are located in areas of the city with urban zoning that allows mixed uses and a range of densities. <b>Recommendation:</b> No code changes are recommended at this time. To the extent

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TPR Requirement	Local Development Code References and Recommendations
	<p><b>possible, the TSP update process will be coordinated with the Sunset Empire Transit District’s plan update and City TSP recommendations will be consistent with the transit plan outcomes.</b></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"> <li>■ <b>Walkways between cul-de-sacs and adjacent roads</b> – Pathways (for pedestrians and bicycles) are required at or near mid-block where the block length exceeds the required length (Section 16.120.020) and where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments (Section 16.120.030.A.4).</li> <li>■ <b>Walkways between buildings</b> – <i>See responses and recommendations related to on-site pedestrian circulation on-site in TPR Section -0045(3)(b).</i></li> <li>■ <b>Access between adjacent uses</b> – <i>See responses and recommendations related to connections to adjacent sites and community destinations in TPR Section -0045(3)(b).</i></li> </ul> <p><b>Recommendation:</b> Existing code provisions address this TPR requirement. No changes to the code are recommended other than those recommended in TPR Section -0045(3)(b).</p>

**Table I: TPR Review of Warrenton Development Code**

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>Street design standards are established in Table 16.136.010 City of Warrenton Street Design Standards and Section 16.136.020 Transportation Standards. They include standards for an “alternative local road,” which allows for narrower cross section and pavement sections in constrained situations</p> <p><b><u>Recommendation:</u> Existing code provisions address this TPR requirement. Street standards will need to be updated to reflect the recommendations of the updated TSP.</b></p>
<b>OAR 660-12-0060</b>	
<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>Section 16.232.060 specifically addresses TPR compliance.</p> <p><b><u>Recommendations:</u> Existing code provisions address this TPR requirement. Section 16.232.060 should be amended to reflect up-to-date TPR citations and the amendments that became effective in 2012. The City may also wish to simplify this code requirement by referencing the TPR, rather than including language from the Rule.</b></p>