



TO: Turner Transportation System Plan (TSP) Update Project Management Team
FROM: Meg Grzybowski, Shayna Rehberg, and Darci Rudzinski, MIG
RE: Implementing Measures Memorandum (Final Memorandum #6)
DATE: September 25, 2024

Introduction

This memorandum provides guidance for updates to the City of Turner’s Land Use Development Code (LUDC). The City should use these recommendations in amending the code to implement and be consistent with the updated Transportation System Plan (TSP). These recommendations are also designed to provide consistency with applicable requirements from the state’s Transportation Planning Rule (OAR 660, Division 12).

It should be noted that plan amendments identified in the scope for Implementing Measures are intended to provide policy direction coming from the updated TSP. That policy direction will guide transportation and land use decision making going forward, particularly in terms of land use decisions (e.g., zone changes) that require consistency with Comprehensive Plan policies. The policy direction related to the updated TSP will be provided through the goals and objectives included in the TSP document itself. Those goals and objectives were vetted through an internal and public process early in this planning project.

Background

The TSP is a citywide plan that outlines transportation projects, programs, and policies that meet the needs of the community over the next 20 years and is an element of the City’s Comprehensive Plan. Thus, updating the TSP is an update to the City’s Comprehensive Plan.¹ The Transportation Planning Rule (TPR) requires and regulates the development and updating of TSPs.

The TPR is a set of statewide regulations and requirements that helps foster sustainable communities in Oregon through coordinated land use and transportation planning and development standards. In 2023, DLCD updated the TPR regulations for cities and portions of counties within metropolitan areas (i.e., Salem-Keizer Metropolitan Planning Organization). The new TPR regulations integrate elements of the Climate Friendly and Equitable Communities (CFEC) program that are intended to promote the development of compact, pedestrian-friendly, and mixed-use areas within urban environments. In the Development Code Review and Concepts Memorandum (dated September 5, 2023), MIG reviewed the City’s LUDC for compliance with the CFEC TPR rules applicable to land use requirements, including the following TPR sections: Section 330 (CFEC Land Use Requirements); Section 405 (Parking Regulation Improvements); Section 410 (Electric Vehicle Charging); Section 425(2)(a) (Reducing the Burden of Parking Mandates); and Section 630 (Bicycle Parking).

¹ Oregon Department of Transportation, Transportation Systems Plan Guidelines, n.d., <https://www.oregon.gov/ODOT/Planning/TSP-Guidelines/Pages/default.aspx>.

Though the Department of Land Conservation and Development (DLCD) granted the City an exemption to parts of the TPR, the exemptions are only in effect for a limited period.² Thus, amending the LUDC for consistency with applicable provisions of the TPR will need to take place in the near future or eventually. In addition, while DLCD granted the exemptions, it also encouraged the City to consider any code amendments needed to implement relevant sections of the TPR sooner rather than later, particularly parking-related requirements.

Summary of Proposed Code Updates

Table 1 consists primarily of proposed code updates and recommendations formed upon the LUDC TPR review. That evaluation was presented in the Development Code Review and Concepts Memorandum, dated September 5, 2023.³ Table 1 also includes recommendations that implement standards from the updated TSP, which – in some cases – overlap with TPR requirements. The recommendations in **Table 1** are organized by topic. The table also refers to the compliance driver, whether a TPR section or consistency with the updated TSP. Recommendations are organized by suggested completion time. The “Proposed Action” column is intended to help the City prioritize adoption of the proposed code amendments.

- “Adopt in 2024” refers to recommendations related most directly to consistency with the recommendations and standards in the updated TSP. In order to prepare these code amendments for adoption quickly, subsequent to TSP adoption, these amendments are presented in draft adoption-ready formatted language (underline and strikethrough) in **Attachment A**.
- Proposed Actions identified with a 2025 date indicate recommendations that are considered relatively straightforward and serve to address CFEC-related requirements for which the City will need to eventually comply. However, some of these actions relate to topics that may have been either challenging community conversations in the past or have not yet been discussed with the community and, therefore, may need more lead time and public process before adoption. Review and adoption of these recommendations are expected to follow the adoption of the initial set of code amendments. The City will determine this timing, with the caveat that at least one of these recommendations – related to garage and carport requirements and compliance with TPR Section -0425(2)(a) – is required by DLCD to be in compliance by April 21, 2025. To this end, **Attachment B** includes model language for recommendations with the action “Consider for Adoption” that the City may refine through future conversations with the community and decision makers. Note that additional model code language from DLCD’s Climate-Friendly and Equitable Communities program is expected to be available in 2024 to help refine recommendations in Attachment B.

² In a letter dated April 21, 2023, the Department of Land Conservation and Development (DLCD) granted the City an exemption from OAR 660-012-0425(2)(a) (a subsection of Reducing the Burdens of Parking Mandates) and OAR 660-012-0430 (Reduction of Parking Mandates for Development Types) for two years (April 21, 2025). Exemption from other sections of the TPR (OAR 660-012-0100 through OAR 660-012-0920) and from OAR 660-044-0000 through OAR 660-044-0130 (Metropolitan Greenhouse Gas Reduction Targets) was granted for a period of 10 years (April 21, 2033), or until the City’s next periodic review, whichever is sooner.

³ Summary tables from that memorandum are included in this memorandum as **Attachment C** for easy reference

Table 1. Summary of Proposed Code Updates

Ref. #	LUDC Section	Recommendations	Compliance Citation ⁴	Proposed Action
TSP Consistency				
1	2.700	TSP consistency criterion	Updated TSP 0330(8)	Adopt in 2024
Notice Requirements				
2	3.300	Update notice requirements to explicitly include transportation agencies	0330(8)	Adopt in 2024 (Recommended; State Deadline is 4/21/33)
Site Design				
3	5.120 5.125	Remove requirements for garages and carports for single-family developments, duplexes, and manufactured homes	0425(2)(a)	Adopt by 4/21/25 (State Deadline)
4	4.131 4.136 4.139	Apply off-street parking location standards from C-2 zone to C-1 and P-I zones	0330(4)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
5	4.131 4.136 4.139	Apply entrance orientation requirements in the C-1, C-2, and P-I zones	0330(4)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
6	4.139 5.124	Expand pedestrian and bicycle on-site circulation requirements and apply them to the Public Institutional (P-I) zone	0330(4)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
Parking				
7	5.120	Require parking design standards for parking areas that exceed a ¼ acre (roughly 10,000	0405(4)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)

⁴ Updated TSP and/or TPR (OAR 660-012) Sections -0330, -0405, -0425(2)(a), -0430, and -0630

Ref. #	LUDC Section	Recommendations	Compliance Citation⁴	Proposed Action
		sf).		
8	5.121	Establish maximum parking requirements in the C-2 zone	0405(5)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
9	5.121	Establish maximum parking requirements for multi-family development and certain overlay districts	0405(5)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
10	5.120 5.121	Establish a minimum of only one parking space per unit for housing with more than one unit on a property	0430	Adopt by 4/21/25 (State Deadline)
11	5.120 5.121	Remove minimum parking requirements for specific social services and social service-related housing and shelter	0430	Adopt by 4/21/25 (State Deadline)
12	5.120 (5)	Substitutions for motor vehicle parking requirements	0405(2)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
13	5.120 (7)	Allow reduction to minimum off-street parking requirements where shared uses are established	0405(3)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
14	5.125	Increase minimum bike parking standards	0630(2), 0630(3)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
15	5.125	Establish bike parking design requirements for large bikes	0630(8)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)

Ref. #	LUDC Section	Recommendations	Compliance Citation ⁴	Proposed Action
Mixed Use				
16	4.136	Allow residential uses on all stories above the ground floor in the C-2 zone	0330(1)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
17	4.136	Increase the maximum height to four stories in the C-2 zone.	0330(1)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
Carpool and Vanpool Parking				
18	5.120	Require carpool/vanpool parking spaces for certain commercial uses	0405(1)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33).
Traffic Impact Analysis				
19	5.122 (New Section)	Establish requirements for initiating and conducting a traffic impact analysis	Updated TSP 0330(8)	Adopt in 2024
Cul-de-sacs				
20	5.123 (9)	Establish restriction to limit use of cul-de-sacs. Require bike/ped connection where cul-de-sacs are installed.	0330(3)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33.
Street Design				
21	5.123(1)	Incorporate updated right-of-way and related street design standards	Updated TSP 0330(3)	Adopt in 2024
22	5.123(1 8) (New Section)	Update access spacing standards	Updated TSP 0330(5), 0330(8)	Adopt in 2024

Ref. #	LUDC Section	Recommendations	Compliance Citation⁴	Proposed Action
23	5.124	Set sidewalk requirements for all streets	0330(3)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
24	5.131	Update exception allowances for block sizes to be consistent with TPR	0330(2)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33)
Transit				
25	5.120	Allow parking spaces to be converted to other pedestrian- and transit-related uses	0405(1)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33).
26	5.132 (New Section)	Adopt transit-related development standards – for limited transit service	0330(4)	Consider for Adoption in 2025 (Recommended; State Deadline is 4/21/33).



PLANNING | DESIGN | COMMUNICATIONS | MANAGEMENT | SCIENCE | TECHNOLOGY

506 SW Sixth Avenue, Suite 400 • Portland, OR 97204 • USA • 503-297-1005 • www.migcom.com

Offices in: California • Colorado • Oregon • Texas • Washington

Implementing Measures Memorandum: Attachment A

The following draft LUDC amendments are presented in adoption-ready (underline and strikethrough) format. They reflect the items in Table 1 of the Implementing Measures memorandum with the “Adopt Now” action. The amendments are numbered below according to the reference numbers in Table 1. They are intended to be adopted in conjunction with the Updated TSP, as part of or directly following that process.

1. TRANSPORTATION SYSTEM PLAN (TSP) CONSISTENCY CRITERION

2.700 AMENDMENTS

It is recognized that this Code or the Turner Comprehensive Plan may require amendments to adjust to changing circumstances. An amendment may require either a Legislative Decision as defined in Section 3.200 (2) or a Quasi-judicial Decision as defined in Section 3.200 (3) depending upon whether the amendment applies to the Code in general or to a specific property.

[...]

- (1) **Amendment Application.** An Amendment to this Code may be initiated by the City Council, the City Planning Commission or by application of a property owner. A request by a property owner for an amendment shall be accomplished by filing an application with the City using forms prescribed in Section 2.130.
- (2) **Decision Criteria.** All requests for an amendment to the text or zoning map of this Code may be permitted upon authorization by the City Council in accordance with following findings:
 - (A) The proposed amendment is consistent with the intent of the Comprehensive Plan.
 - (B) A legislative change in zoning district boundaries, in the text of this Title (Title 2), or in the Comprehensive Plan must be consistent with the functions, capacities, and performance standards of facilities identified in the Transportation System Plan.

2. NOTICE REQUIREMENTS

3.300 NOTIFICATION

- (1) Administrative actions authorized by this Code do not require notifications.
- (2) Legislative actions authorized by this Code require one or more public hearings and notification to the general public. Any means of notification that provides the general public and organizations believed to have an interest in the legislative issue with reasonable opportunity to be aware of the hearing on the issue is permitted and encouraged.
- (3) Limited Land Use reviews or Quasi-judicial public hearings authorized by this Code require notification to the applicant and to owners of property within 250 feet of the property which is the subject of the notice as identified on the most recent property tax assessment roll where such property is located. Notice shall also be provided to public agencies known to be affected, including those who are providing transportation facilities and services affected or potentially affected by the proposal, and to any neighborhood or community organization recognized by the City whose boundaries include the site.

The City shall obtain a list of property owners of record within 250 feet of the property that is the subject of the review or hearing.

[...]

19. TRAFFIC IMPACT ANALYSIS

5.122 TRANSPORTATION STANDARDS The City of Turner has adopted the Turner Transportation System Plan (TTSP) in conformance with the State of Oregon Transportation Planning Rule. Development Standards for Streets, Sidewalks, Bikeways, Rail and Pipeline transportation are included in the following Sections of this Article in compliance with the Turner Transportation System Plan.

[...]

(3) General Provisions

(A) The following provisions shall apply to the dedication, construction, improvement, or other development of public rights-of-way in the City of Turner. All public improvements shall be designed in conformance with the specific requirements of the City's most current Public Works Standards.

(B) Development proposals shall provide for the continuation of existing and proposed streets, bikeways and pedestrian facilities located outside the development, to maintain the continuity of traffic circulation for all modes of travel in the City.

(C) Transportation Impact Analysis. The development review process is designed to manage growth in a responsible and sustainable manner. By assessing the transportation impacts associated with land use proposals and requiring that adequate facilities be in place to accommodate those impacts, the City of Turner would be able to better maintain a safe and efficient transportation system concurrently with new development, diffusing the cost of system expansion. This would establish a process to apply conditions to land use proposals in order to minimize impacts to safety and operations on City transportation facilities.

The roadway authority may require a Traffic Impact Analysis (TIA) as a condition of granting land use or development approval to ensure the development properly connects to the City's planned multimodal network, if the proposed site is expected to involve one (1) or more of the following criteria:

- (1) A zone change requiring amendments to the Comprehensive Plan Map that would result in a significant impact, per OAR 660-012-0060. Mitigation measures for impacts to the transportation system are to be documented in the Traffic Impact Study. These measures may be off-site and may include multi-modal transportation improvements which would help protect the function and operation of the planned transportation system, provided that the measures are proportionate to the impact of the proposed development.
- (2) Net trip generation surpasses the threshold increase of 25 AM or PM peak hour trips, or more than 300 daily trips.
- (3) Changes to local street connectivity will impact travel patterns.
- (4) Potential impacts to pedestrian and bicycle routes, including Safe Routes to School.
- (5) The location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements.

(6) Safety-related concerns pertaining to site access.

(D) Where a TIA is required, content and analysis shall be coordinated with the City. TIA content must identify anticipated transportation impacts and any necessary mitigations and must be prepared by a professional engineer registered in the State of Oregon.

(E) Where (3)(C) (2) through (5) do not apply, the City may waive the TIA requirement, provided:

(1) An Exemption Memorandum is submitted that documents why a TIA is not needed.

(2) The applicants provides sufficient detailed information for the city to verify that the TIA is not needed.

(3) The Exemption Memorandum is prepared by a professional engineer registered in the State of Oregon.

[...]

(8) Mobility Standards

(A) Mobility standards are the threshold set by the road authority for the maximum amount of motor congestion that is acceptable for a given street intersection. The mobility standards outlined in Table 5.122-8 apply to roadways under City authority.

Table 5.122-8. Mobility Standards

<u>Traffic Control Type</u>	<u>Standard</u>
<u>Traffic Signal^A</u>	<u>v/c less than or equal to 0.90, LOS D</u>
<u>All-Way Stop & Roundabout^B</u>	<u>v/c less than or equal to 0.90, LOS D</u>
<u>Two-Way Stop^C</u>	<u>v/c less than or equal to 0.85, LOS E</u>
<p>^A For a traffic signal intersection, delay (and LOS) shall be an average delay for the whole intersection and v/c shall be the total volume-to-capacity for the whole intersection.</p> <p>^B For a roundabout and all-way stop intersection, delay (and LOS) shall be an average delay for the whole intersection and v/c shall be the worst movement volume-to-capacity for the whole intersection.</p> <p>^C For a two-way stop intersection, delay (and LOS) and v/c shall be the worst movement delay and volume-to-capacity for the whole intersection.</p>	

21. UPDATED RIGHT-OF-WAY AND STREET DESIGN STANDARDS

5.123-1 STREETS Urban public street improvements including curbs, gutters and storm drainage are required for all land divisions and property development in the City of Turner. Urban street improvements may be deferred by the City. Rural public streets with shoulders and side ditches may be approved in lieu of the required urban streets.

[...]

Table 5.123-1

Table 5.123-1 Special Arterial Street Design Table

Street Name	Limits	ROW Width	Curb-to-Curb Width	Center Turn Lane Width	Travel Lanes No./Width	Bike Lane Width Each Side	On-Street Parking Width & Location	Planting Strip Width	Sidewalk Width (includes curb)	Multi-use Path & Location
3 rd Street	North City Limits to Mill Creek	68'	36'	12'	2/12'	None	None	6' (both sides)	6' (one side)	12' (one side)
3 rd Street/ Denver Street	Mill Creek Bridge to Mill Creek Bridge	70'	44'	12'	2/12'	None	8' (one side)	6' (both sides)	6' (one side)	12' (one side)
Marion Road	Mill Creek Bridge to Witzel Rd	62'	36'	12'	2/12'	None	None	6' (one side)	6' (one side)	12' (one side)
Delaney Road	West of 3 rd Street	62'	36'	None	2/12'	6'	None	6' (both sides)	6' (both sides)	None

Table 5.123-2 All Other Street Classifications Design Table

Street Type	ROW Width	Curb-to-Curb Width	Center Turn Lane Width	Travel Lanes No./Width	Bike Lane Width Each Side	On-Street Parking Width & Location	Planting Strip Width	Sidewalk Width (includes curb)	Multi-use Path & Location
Arterials (not listed in Table 5.123-1)	62 - 74'	48'	12' (optional)	2/11'	5' bike lane + 2' buffer	None	6'	6'	None
Collector Type A ^a	62'	36'	None	2/11'	5' bike lane + 2' buffer	None	6'	6'	None
Collector Type B ^b	64'	50'	None	2/11'	5' bike lane + 2' buffer	7' Each Side	None	6'	None
Local Type A	48'	34'	None	2/10'	None	7' Each Side	None	6'	None
Local Type B ^c	40'	28'	None	2/10'	None	8' One Side	None	6'	None

a = Type A applicable in commercial, industrial land use context

b = Type B applicable in residential land use context

c = only applicable on streets that provide access to 10 single-family homes or less)

Green text = change from existing LUDC

22. NEW ACCESS SPACING STANDARDS

5.123 STREETS

(18) ACCESS SPACING STANDARDS

Urban public street improvements including curbs, gutters and storm drainage are required for all land divisions and property development in the City of Turner. Urban street improvements may be deferred by the City. Rural public streets with shoulders and side ditches may be approved in lieu of the required urban streets.

Street and Access Management

(1) Joint and cross access for non-residential development.

(A) Adjacent non-residential properties fronting collectors and arterial roadways shall provide a cross-access drive and pedestrian access to allow circulation between sites.

(B) A system of joint use driveways and cross access easements shall be established when development or redevelopment is proposed on the site, with exceptions for barriers to easements due to steep topography (20% slopes or greater) or other natural resources or previous developments. The system of joint use driveways and cross access easements shall incorporate the following:

- (1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;
- (2) A design speed of 10 mph and maximum width of 20 feet to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
- (3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
- (4) A verified access and circulation system plan for coordinated or shared parking areas is required.

(C) Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.

(2) Shared access. Residential development and neighborhoods with frontage on the local collectors or arterials shall be designed to minimize or avoid access points on these roadways by sharing-access points and demonstrating compliance with, or moving in the direction of compliance with, state access spacing standards or spacing standards in OAR 660-012-0330(5).

Table 5.123 -18

<u>Functional Classification</u>	<u>Minimum Spacing ^A (between public intersections)</u>	<u>Minimum Spacing ^B (between private accesses)</u>
<u>3rd Street Corridor</u>		
<u>Within UGB</u>	<u>500 ft</u>	<u>250 ft</u>
<u>Downtown Exception ^C</u>	<u>250 ft</u>	<u>125 ft</u>
<u>All Other Streets</u>		

Arterial	500 ft	250 ft
Collector	400 ft	200 ft
Local	300 ft	150 ft
^A Minimum spacing between public intersections is measured from centerline to centerline. ^B Minimum spacing between private accesses is measured from curb to curb.		

New street connections, access points, or redeveloping properties must comply with these standards to the extent practical, as determined by the City or City Engineer. Modifications to access spacing standards may be allowed at the discretion of the City Engineer. During any site development, adequate sight distance should always be confirmed through a sight distance assessment for the best solution. The available sight distance or other site-specific concerns may warrant modified access spacing. As the opportunity arises through redevelopment, accesses not complying with these standards should incorporate strategies such as shared access points, access restrictions (through the use of median or channelization islands), or closure/consolidation or unnecessary access points, as feasible.

Implementing Measures Memorandum: Attachment B

The numbered topics below coincide with the items in Table 1 of the Implementing Measures memorandum with the Proposed Action of “Consider for Adoption.” The recommendations are either followed by (unformatted) draft model code language or, as in Attachment A, adoption-ready (underline and strikethrough) text. All proposed text is intended to be refined through internal City staff review, as well as review with the community and City decision makers. Once refined, these development code amendments are intended to be included as part of a future adoption process.

3. REMOVING GARAGE AND CARPORT REQUIREMENTS FOR CERTAIN ZONES

Recommendation: Remove garage and carport requirements. This would entail removing Section 5.120(11), below, from the development code; and modifying Section 5.121(1)(a) to remove “garage space.” (see additional Model Language for Table 5.121 in Reference Numbers 10 and 11).

SECTION 5.120 PARKING

For each new structure or use, each structure or use increased in area and each change in the use of an existing structure there shall be provided and maintained off-street parking areas in conformance with the provisions of this section.

[...]

(11) All new residential dwellings shall have a fully enclosed private garage attached to the dwelling or constructed on the same tax lot in close proximity to the dwelling as defined in Section 5.121 of this code. This requirement applies to dwellings of standard construction, prefabricated buildings, manufactured homes (pursuant to ORS 197.307 (5) (f) and pre-constructed buildings moved to the site.

SECTION 5.121 OFF-STREET PARKING REQUIREMENTS

<u>USE</u>	<u>SPACE REQUIREMENT</u>										
(1) Residential											
(a) One and two family dwelling	<table border="0"> <tr> <td style="padding-right: 10px;">Studio</td> <td>Garage space for one car per unit</td> </tr> <tr> <td>1 Bedroom</td> <td>Garage space for one car per unit</td> </tr> <tr> <td>2 Bedroom</td> <td>Garage space for two car per unit</td> </tr> <tr> <td>3+ Bedroom</td> <td>Garage space for two car per unit</td> </tr> <tr> <td></td> <td style="text-align: right;">(Amended by Ord. 00-101)</td> </tr> </table>	Studio	Garage space for one car per unit	1 Bedroom	Garage space for one car per unit	2 Bedroom	Garage space for two car per unit	3+ Bedroom	Garage space for two car per unit		(Amended by Ord. 00-101)
Studio	Garage space for one car per unit										
1 Bedroom	Garage space for one car per unit										
2 Bedroom	Garage space for two car per unit										
3+ Bedroom	Garage space for two car per unit										
	(Amended by Ord. 00-101)										

4. AMENDMENTS FOR PARKING IN C-1 AND P-I ZONES

Recommendation: Integrate a version of the parking location standards from the Downtown Mixed-Use District (C-2), below, into the development standards sections of the C-1 zone and P-I zone (Section 4.131(4) and Section 4.139(4), respectively).

Model language from Section 4.136(6)(A):

xii. Parking.

- a. Individual permitted uses listed in Section 4.136 (2) (a) through (h) of less than 4,000 sq. ft. of building area are not required to provide off-street parking spaces. It is intended that such uses shall be provided with sufficient on-street parking.
- b. If off-street parking lots are provided, they shall be designed consistent with the following standards:
 - (a) Parking areas shall not be located between the front of the building and the street.
 - (b) Alley access to the parking lot is encouraged.
 - (c) Street side parking lots shall be set back a minimum of five feet from a public sidewalk.
 - (d) Parking areas with more than 12 spaces shall be divided by landscaped areas or walkways, or by a building or group of buildings.
 - (e) Parking lot landscaping shall consist of a minimum of 10 percent of the total parking area. A minimum of one tree for every 10 parking spaces shall be provided. Knee walls are required to screen street side parking lots.
 - (f) Knee walls shall not exceed three feet in height and shall be constructed with masonry. Alternatively, a combination of a wall or fence and landscaping may be approved if they provide an effective buffer and low-level screen of the parking area.

5. SITE DESIGN AND PEDESTRIAN REQUIREMENTS IN C-1, C-2, AND P-I ZONES

Recommendation: Establish pedestrian-oriented entrance requirements in the C-1, C-2, and P-I zones. Integrate these requirements into the development standards in Section 4.131(4) for the C-1 zone and in Section 4.139(3) for the P-I zone, and into the site development guidelines and standards in Section 4.136(6)(a)(i) for the C-2 zone.

Model language from Section 4.136(6)(a)(i) and TPR requirements:

- (X) Building fronts and entrances shall be oriented toward the street. Buildings with frontages on two or more streets shall be oriented to at least one street.
- (X) Entrances facing a parking area shall serve as secondary pedestrian entrances. Entrances that front toward the street shall serve as the primary pedestrian entrance.

6. ON-SITE PEDESTRIAN AND BICYCLE CIRCULATION FOR P-I ZONES

Recommendation: Expand Section 5.124 (Sidewalks) to be titled and address not just sidewalks but on-site pedestrian circulation as well. Add requirements onto Section 5.124(9) and have them apply not just to new office parks and commercial developments, but all uses allowed in the C-1, C-2, and P-I zones.

Model language:

X. Bicycle and Pedestrian Access and Circulation. On-site pedestrian and bicycle access and circulation are required to provide for safe, reasonably direct, and convenient access for pedestrians and cyclists in multiple-family development and non-residential development.

- a) In non-residential development:

- 1) A pedestrian walkway system shall extend throughout the development site and connect to any existing adjacent sidewalks, parking areas, or transit facilities, and to all future phases of the development, as applicable.
- 2) Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way pursuant to the following standards:
 - (a) The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that is straight-line or limits deviation from a straight line,
 - (b) The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The approving authority may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - (c) A pathway system shall extend throughout the development site and connect building entrances to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to future phases of the development, as applicable.

b) In multi-family developments:

- 1) Internal connections. On sites larger than 10,000 square feet, an internal pedestrian walkway system shall be provided. The system shall connect all main entrances to the following:
 - (a) On-site shared facilities (if proposed), including parking areas, bicycle parking, recreational areas, and outdoor areas; and
 - (b). Adjacent off-site improvements, including existing and planned public transit stops, schools, and parks.
 - 2) Walkways shall be direct. A walkway is direct when it follows a route for which the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less.
- c) Where a walkway is parallel and adjacent to an auto travel lane, the facility shall be raised or be separated from the auto travel lane by a raised curb, bollards, landscaping, or other physical barrier approved as part of a discretionary review. If a raised walkway is used, it shall be at least 4 inches high and the ends of the raised portions shall have curb ramps. Bollard spacing shall be no farther apart than 5 feet on center.
- d) Where a walkway crosses driveways, parking areas, or loading areas, the walkway shall be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved as part of a discretionary review. Striping does not meet this requirement. Elevation changes and speed bumps shall be at least 4 inches high.

e) Walkways shall be constructed of concrete, asphalt, brick or masonry pavers, or other County-approved durable surfaces meeting ADA requirements, and shall be a minimum of five feet wide. If being reviewed through a discretionary land use process, the approving authority may require wider walkways where the volume of pedestrian traffic warrants.

7. DESIGN STANDARDS FOR LARGE PARKING AREAS

Recommendation: Add design standards for large parking areas (larger than .25 acres or 10,000 square feet) as a new subsection under Section 5.120(1).

Model language primarily from TPR requirements:

(X) For any new development that includes more than one-quarter acre of surface parking (or 10,000 square feet) on a lot or parcel the developments must provide the following:

(1) Development must include one of the following:

(a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. In lieu of installing solar panels on site, cities may allow developers to pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;

(b) Actions to comply with OAR 330-135-0010; or

(c) Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.

(2) Developments must provide street trees along driveways but are not required to provide them along drive aisles; and

(3) Developments must provide street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities.

(4) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building, and maintenance phases.

In providing trees under subsections (1), (2) and (3), the following standards shall be met. The tree spacing and species planted must be designed to maintain a continuous canopy. Local codes must provide clear and objective standards to achieve such a canopy. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions.

8. AND 9. MAXIMUM PARKING STANDARDS

Recommendation: Add maximum parking standards for uses allowed in the C-2 zone, for multi-family developments, and in overlay zones. Add these to the table in Section 5.121.

Model language: See model language for Table 5.121 (included in Reference Numbers 10 and 11).

10 AND 11. MINIMUM PARKING STANDARDS

Recommendation: Establish a minimum of one parking space per unit in residential developments with more than one unit on a property and remove minimum parking requirements for specific social services and social service-related housing and shelter. This will entail updating Section 5.121, uses (2) and (3)(c), to specify no minimum off-street parking required for these specific uses.

Model language in Table 5.121 indicates a minimum of one parking space per unit for residential and no minimum for social service or social service-related housing and shelter.

Model language:

SECTION 5.121 OFF-STREET PARKING REQUIREMENTS

Use	Minimum	Maximum
Residential		
One-Two Family	1 space/unit	
Multiple-Family		
Studio/1-Bedroom	1 space/unit	1.5 spaces per studio unit, or 1 space when within ½ mile walking distance of priority transit corridor
2-Bedroom/3+-Bedroom	1 space/unit	2 spaces per unit in a multi-unit housing development in CFEC areas and within ½ mile walking distance of priority transit corridor
Rooming/Boarding House	80% of number of guest accommodations [...]	
ADU	No off-street parking required	
[...]		
Commercial		
Overlay and Historic Districts	No off-street parking required	Set parking maximum through a Site Design Review or Conditional Use Review process
[...]		
Institutional		

Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	No off-street parking required	
Place of Public Assembly		
[...]		
(c) Pre-school nursery, kindergarten	No off-street parking required	1 space per teacher

12. SUBSTITUTION FOR VEHICLE PARKING

Recommendation: Allow a reduction in the minimum required vehicle parking spaces in Section 5.121 given transit access or bicycle parking.

Model language:

Reduction of Required Parking Spaces

A. Any existing or proposed use subject to minimum off-street parking requirements and located within 500 hundred feet (500) feet of an existing transit route may reduce the number of required parking spaces by up to ten percent (10%) by providing a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping, provided such landscaping does not exceed twenty-five percent (25%) of the total area dedicated for transit-oriented uses.

B. Required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code.

C. Any existing or proposed use subject to minimum off-street parking requirements may reduce the number of required parking spaces by up to five percent (5%) by providing a corresponding increase in bicycle parking spaces provided.

D. Required off-street parking spaces may be reduced by one (1) parking space for every on-street parallel parking space located adjacent to the subject site. For purposes of calculating the amount of adjacent on-street parking spaces, the following applies:

1. Adjacent shall mean on the same side and within the same block as the use.
2. The minimum length of each on-street, parallel parking space shall be twenty-two (22) feet.
3. If a continuous section being measured contains a fractional portion of twenty-two (22) feet, then the number of on-street spaces for that continuous section shall be rounded down to the next lower whole number.
4. Breaks in the on-street parking for driveways or similar parking restrictions, such as fire hydrants, shall not be counted.

13. SHARED PARKING MINIMUM OFF-STREET PARKING REDUCTIONS

5.120 PARKING For each new structure or use, each structure or use increased in area and each change in the use of an existing structure there shall be provided and maintained off street [sic] parking areas in conformance with the provisions of this section.

[...]

(7) Owners of two or more uses, structures or properties may agree to use the same parking spaces jointly provided the off-street parking is the sum of the requirements of the several uses. If the hours of operation do not overlap, the parking requirement shall be for the highest use. An agreement shall be submitted and approved by the Planning Commission for the cooperative use of the parking facilities.

(A) Parking areas shared between two or more uses will receive a 25 percent reduction in the required amount of minimum off-street parking.

14. INCREASE BICYCLE PARKING STANDARDS

Recommendation: Increase the minimum bike parking space requirements currently established in Section 5.125 in Table 5.125-1.

Model language for Table 5.125-1:

Table Note: In the case where the calculation of bicycle parking spaces is a fractional number, the number shall be rounded up.

Multi-Family or Multi-Unit Dwellings: 1 space per unit (.25 spaces per unit if occupancy is restricted to residents 55 years or older).

Retail, Office, Institutional, and Parks: 1 space for every 10 vehicle spaces required or 5% of minimum vehicle spaces required, whichever is greater. 4 spaces if no vehicle parking is required.

Transit Stations and Park-and-Rides: 4 spaces or as otherwise determined through a Site Design Review or Conditional Use Review process.

15. BICYCLE PARKING DESIGN REQUIREMENTS FOR LARGE BIKES

Recommendation: Establish development code standards for larger bikes, especially family- and senior-friendly bike types. Add these standards to Section 5.125 either before or after Table 5.125-1.

Model language:

(X) Where long-term employee bicycle parking is provided, at least 4 spaces (2 racks) must be provided as ground-mounted and with width and length dimensions of at least 3 feet by 10 feet [*as compared to the minimum 2 feet by 6 feet dimensions otherwise required*] in order to accommodate larger bikes.

(X) For uses where a minimum of 20 bicycle parking spaces are required, at least 4 spaces (2 racks) must be provided as ground-mounted and with width and length dimensions of at least 3 feet by 10 feet [*as compared to the minimum 2 feet by 6 feet dimensions otherwise required*] in order to accommodate larger bikes.

16. RESIDENTIAL USES IN C-2 ZONE

Recommendation: Modify use standards in Section 4.136(2)(O) in the C-2 zone to allow residential uses on all stories about the ground floor.

17. MAXIMUM HEIGHT IN C-2 ZONES

Recommendation: Modify the height standards in Section 4.136(5)(C)(1)(iii) in the C-2 zone to allow for a maximum building height of four stories or 45 feet, instead of three stories and 35 feet.

18. CARPOOL AND VANPOOL PARKING

5.120 PARKING

For each new structure or use, each structure or use increased in area and each change in the use of an existing structure there shall be provided and maintained off-street parking areas in conformance with the provisions of this section.

[...]

(I) New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide sufficient electrical service capacity, as defined in ORS 455.417, at no less than 40 percent of all vehicle parking spaces on the site containing the residential dwelling units. Dwelling units in townhouses are not included for purposes of determining the applicability of this regulation.”

(J) Carpool and vanpool parking. Uses with designated employee, student, or commuter parking shall include designated carpool or vanpool parking.

- (1) At least [10%] of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
- (2) Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the main employee, student, or commuter entrance.
- (3) Carpool and vanpool parking may count toward the minimum parking requirements by use in Section 5.121.
- (4) Carpool and vanpool parking shall be marked “Reserved – Carpool/Vanpool Only.”

(k) Transit-related and bicycle-oriented parking area uses. Parking spaces and parking areas may be put in place of previous or existing parking areas and can repurposed for transit-related uses such as transit stops, transit shelters, bicycle parking, and park-and-ride/rideshare areas.

20. CUL-DE-SACS

5.123 STREETS Urban public street improvements including curbs, gutters and storm drainage are required for all land divisions and property development in the City of Turner. Urban street improvements may be deferred by the City. Rural public streets with shoulders and side ditches may be approved in lieu of the required urban streets.

[...]

(9) Cul-de-sacs: A cul-de-sac should have a maximum length of 500 feet but may be longer where unusual circumstances exist. A cul-de-sac shall terminate with a circular turn-around.

(A) Where cul-de-sacs are adjacent to developed areas or developable areas, bicycle/pedestrian connections are required.

(B) Allowance of cul-de-sacs is only permitted where topography, existing development, or other physical constraints preclude a future street extension.

23. SIDEWALK REQUIREMENTS

5.124 SIDEWALKS Public sidewalk improvements are required for all land divisions and property development in the City of Turner and along Arterial and Collector streets. Sidewalks may be deferred by the City where future road or utility improvements will occur and on property in the rural fringe of the City where urban construction standards have not yet occurred. The property owner is obligated to provide the sidewalk when requested by the City or is obligated to pay their fair share if sidewalks are installed by the City at a later date. A deed CC&R shall be attached to the property to guarantee compliance with this requirement.

(1) Sidewalks are required on all streets and roads in the city.

(4) (2) Sidewalks shall be constructed within the street right-of-way. Sidewalk easements shall only be accepted where the City determines that full right-of-way acquisition is impractical.

[re-number subsequent sub-sections]

24. BLOCK SIZE EXEMPTIONS

5.131 BLOCKS

(1) General: The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic including pedestrian and bicyclist, and recognition of limitations and opportunities of topography.

(2) Size: A block shall have sufficient depth to provide for two tiers of building sites. Unless topography, development obstructions, or the location of adjoining streets justifies an exception, block sizes shall not exceed 400 feet unless alternative pedestrian and bicycle access ways are provided.

(A) Exemptions to provisions in this rule may be afforded when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:

(1) Topography or natural features;

(2) Railroads, highways, or other permanent barriers;

(3) Lot or parcel size, orientation, or shape;

(4) Available access;

(5) Existing or nonconforming development;

(6) To provide for accessibility for people with disabilities; or

(7) Other site constraints.

25. TRANSIT- AND PEDESTRIAN-ORIENTED PARKING AREA USES

5.120 PARKING For each new structure or use, each structure or use increased in area and each change in the use of an existing structure there shall be provided and maintained off-street parking areas in conformance with the provisions of this section.

[...]

(10) Off-street parking spaces shall be required as defined in Section 5.121. Fractional space requirements shall be counted as a whole space. When square feet are utilized to determine the required parking spaces, the area measured shall be the gross floor area of the building primary to the use but shall exclude any area within a building used for off-street parking, loading, or service functions not primary to the use. When the requirements are based on the number of employees, the number counted shall be those working on the premises during the largest shift at peak season.

(11) Transit-related and bicycle-oriented parking area uses. Parking spaces and parking areas may be used for transit-related uses such as transit stops, transit shelters, bicycle parking, and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met. Development required to provide park-and-rides shall be consistent with the location and design specifications of Section 5.121.

26. TRANSIT-RELATED DEVELOPMENT STANDARDS

5.132 BUILDING SITES

(1) Size and shape: The size, width, shape, and orientation of building sites shall be appropriate for the location and use contemplated and shall comply with the standards of the Zoning District and the other standards of Article 5 specified herein.

[...]

(2) Transit-related standards: Development on lots adjacent to an existing or planned transit stop or station on a priority transit corridor must be oriented to the transit stop, station, or street. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right-of-way for transit infrastructure, then the infrastructure must be accommodated on site.

(A) Access Between the Site and the Street. On-site pedestrian and bicycle circulation shall be connected to adjacent sidewalks and existing or planned transit stops and streets.

(B) Access to the Transit Stop or Street and Supportive Improvements. Non-residential and multi-family residential development that is proposed 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:

i) Direct connection. Connections between the transit stop or street and primary entrances of the buildings on-site shall be "reasonably direct," meaning a route that does not deviate unnecessarily from a straight line or that does not involve a significant amount of out-of-direction travel for users. For multi-family residential development not being reviewed through a discretionary process, a walkway is direct when it follows a route for which the

length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less.

- (a) For non-residential buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
- (b) For multi-family buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.
- ii) In addition to direct connection, on-site pedestrian and bicycle circulation that is consistent with the standards in this code.
- iii) The primary entrance of the building that is closest to the street where the transit stop is or will be located is oriented to that street.
- iv) Easements and transit stop improvements (e.g., landings, seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with adopted transportation and transit plans.

Attachment C. Turner Development Code Evaluation

The following tables were provided as part of the Development Code Review and Concepts Memorandum that MIG prepared earlier in this project (dated September 5, 2023). They present summaries, City of Turner Land Use Development Code (LUDC) evaluations, and recommendations related to land use-related requirements in TPR Sections -0060 (Plan and Land Use Regulation Amendments), -0330 (CFEC Land Use Requirements), -0405 (Parking Regulation Improvements), -0410 (Electric Vehicle Charging), and -0630 (Bicycle Parking). The tables are provided attached here for reference.

OAR 660-012-0060 Plan and Land Use Regulation Amendments

660-012-0060 Plan and Land Use Regulation Amendments	
Requirement	Summary, Code Assessment, & Recommendation
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><u>Summary:</u> This TPR requirement ensures that amendments to land use policies and regulations consider impacts to existing and planned transportation facilities.</p> <p><u>Code Assessment:</u> LUDC 2.700 (Amendments) includes the procedures, criteria, and requirements for Code and Comprehensive Plan amendments. One of the decision criteria is to ensure the amendment to the Code does not have an adverse impact on public facilities and on transportation.</p> <p><u>Recommendation:</u> The LUDC meets this TPR requirement. No further changes to the Code are recommended.</p>

OAR 660-012-0330 Land Use Requirements

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.	<p><u>Summary:</u> This standard emphasizes that cities and counties should establish plans and regulations to promote the development of compact, pedestrian-friendly, and mixed-use areas. These areas should prioritize accessibility for people using active modes of transportation.</p> <p><u>Code Assessment:</u> The City’s mixed-use zone is the Downtown Mixed-use District (C-2 – LUDC</p>

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<p>4.136). The C-2 zone allows various commercial and retail activities, second story residences above ground floor commercial, and multi-family residential. The C-2 zone includes the following development standards:</p> <ul style="list-style-type: none"> • Lot size: No minimum • Front setbacks: no minimum, max 10 ft. • Side/rear setbacks: 5 ft when abutting residential uses • Max building height: Three stories, max 35 ft • No parking requirements for individual uses under 4,000 square feet. Where parking is provided, it must not be located between the building and the street. <p><u>Recommendation:</u> The use types and development standards for the C-2 zone generally promote compact development patterns that support bike/pedestrian uses and transit. To further encourage compact development patterns, the City should consider the following updates to the C-2 zone:</p> <ul style="list-style-type: none"> • Allow residential uses on all stories above the second floor. • Increase max building height to four stories at 45 or 50 feet
<p>(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:</p> <ul style="list-style-type: none"> (a) Topography or natural features; (b) Railroads, highways, or other permanent barriers; (c) Lot or parcel size, orientation, or shape; (d) Available access; 	<p><u>Summary:</u> This standard provides cities and counties the flexibility to grant exemptions to the provisions outlined in this rule when certain conditions are present. Exemptions granted pursuant to this rule should still serve the overall purpose if feasible. The examples are not exhaustive and other site-specific conditions that make compliance impractical or excessively costly may be considered.</p> <p><u>Assessment:</u> LUDC Article 5 – General Development Standards – establishes exceptions for certain development standards, including exceptions for lot sizes, setbacks, building height, and block size. Block size exceptions are permitted where topography, existing</p>

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
<p>(e) Existing or nonconforming development;</p> <p>(f) To provide for accessibility for people with disabilities; or</p> <p>(g) Other site constraints.</p>	<p>development, or existing streets obstruct the block dimensions (LUDC 5.131)</p> <p><u>Recommendation:</u> LUDC General Development Standards should expand the allowed exceptions to be consistent with the exemptions listed in OAR 660-012-0330(2).</p>
<p>(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:</p> <p>(a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.</p> <p>(b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.</p> <p>(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.</p> <p>(d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.</p>	<p><u>Summary:</u> This standard emphasizes that land use regulations should prioritize the creation of pedestrian-friendly and connected neighborhoods. The requirements focus on facilitating safe and convenient movement for people walking or riding bicycles, promoting neighborhood connectivity, and ensuring key destinations are within easy reach.</p> <p><u>Assessment:</u></p> <p><i>(a) Connected Network:</i></p> <ul style="list-style-type: none"> ○ LUDC 5.131(1) requires block design to consider access, circulation, and safety needs for pedestrians and bicyclists. ○ LUDC 5.122(4) includes pedestrian and bicycle improvement requirements for multi-family development (4+ units), commercial development, subdivisions, and PUDs. ○ LUDC 5.123 generally encourages a connected street network by requiring street location to be considered in relation to existing and planned streets. This section also requires street alignment with the existing network and to allow for future street extensions. ○ LUDC 5.123 includes bike lane and sidewalk width standards for arterials (Table 5.123-1), and collectors and local streets (Table 5,123-2). ○ LUDC 5.124 requires sidewalk improvements for all land divisions and property development along arterial and collector streets. This section also requires internal pedestrian circulation for new office parks and commercial development. ○ LUDC 6.104.4 (Parking and Site Design) requires pedestrian pathways to connect

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<p>to and between buildings, common open spaces, parking areas, and to adjacent public sidewalks for multifamily developments.</p> <ul style="list-style-type: none"> ○ LUDC 5.125 requires bikeways along arterial and collector streets. ○ LUDC 7.300(10) (Required Public Improvements – Sidewalks) requires sidewalks on both sides of any public street and in any pedestrian way extending through a development or land division. The Planning Commission may approve developments or land divisions without sidewalks in special cases if alternative pedestrian routes are available. ○ LUDC 7.300(11) (Bicycle routes) authorizes the Planning Commission to require installation of separate bicycle lanes within internal or adjacent streets, or separate bicycle paths intended to extend through developments. <p><i>(b) Direct Pedestrian Access:</i></p> <ul style="list-style-type: none"> ○ LUDC 5.131(4) requires blocks to be laid out to provide safe, convenient, and direct bicycle and pedestrian access to nearby residential areas. ○ LUDC 6.104.5(3) (Multi-family façade and building Design) requires multi-family buildings within 25 feet of the street-facing property line to have an entrance that faces the street with direct pedestrian access to the adjacent sidewalk. <p><i>(c) Block Length and Perimeter:</i></p> <ul style="list-style-type: none"> ○ LUDC 5.131(2) limits block length to 400 feet unless pedestrian and bicycle accessways are provided. <p><i>(d) Out-of-direction Travel:</i></p> <ul style="list-style-type: none"> ○ LUDC 5.123, 5.124, and 5.125 generally require sidewalks and bikeways to be located within the right-of-way, thereby ensuring bike/ped mobility travel flows in the same or similar directions that are

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<p>available to vehicle traffic. As mentioned, some provisions also encourage direct pedestrian and bicycle access with separate pathways.</p> <p><u>Recommendation:</u> The City generally complies with this standard. The following recommendations will improve pedestrian connectivity/access standards:</p> <ul style="list-style-type: none"> • Require sidewalks for <i>all</i> street rights-of-way. LUDC Table 5.123-2 includes sidewalk standards for local streets, and Section 7.300 requires sidewalks on both sides of any public street, however Section 5.124 states that sidewalks are only required along arterials and collectors. Section 5.124 needs to be updated to require sidewalks on local streets as well. • Require a bicycle/pedestrian connection where cul-de-sacs are adjacent to developed areas or developable areas (Section 5.123(9)). • Generally, discourage cul-de-sacs – only allow where topography, existing development, or other physical constraints preclude a future street extension (Section 5.123(9)). • Incorporate any updated sidewalk or bikeway ROW standards from the TSP update into Table 5.123-1.
<p>(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:</p> <p>(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other</p>	<p><u>Summary:</u> These standards state that cities and counties should establish land use regulation specifically for commercial and mixed-use districts to promote a compact development pattern, facilitate pedestrian and mobility device use, and provide direct access for people walking, bicycling, or using transit.</p> <p><u>Assessment:</u></p> <p>(a) <i>Primary Pedestrian Entrances</i></p> <ul style="list-style-type: none"> ○ LUDC 4.136(6) requires buildings in the C-2 (mixed-use) zone to have entrances oriented toward the street, and storefronts on corner buildings must

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
<p>pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.</p> <p>(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.</p> <p>(c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.</p> <p>(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.</p> <p>(e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.</p> <p>(f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.</p> <p>(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.</p>	<p>have a corner entrance or one entrance within 20 feet of the corner or a corner plaza.</p> <ul style="list-style-type: none"> ○ LUDC 4.131(4) & 4.136(5) (C-1 and C-2 development standards) requires lot area and configuration to accommodate pedestrian circulation, including for persons with disabilities. <p><i>(b) Vehicle Parking and Circulation</i></p> <ul style="list-style-type: none"> ○ LUDC 4.136(6)(A)(xii) prohibits off-street parking located between the front of buildings and the street in the C-2 zone. ○ Bicycle parking standards are established in LUDC 5.125(2). See the Code assessment for OAR 660-012-0630 for more details. <p><i>(c) On-site Accessways</i></p> <ul style="list-style-type: none"> ○ LUDC 5.124 requires internal pedestrian circulation for new office parks and commercial developments by clustering buildings and clustering of accessways. <p><i>(d) Secondary Pedestrian Entrances</i></p> <ul style="list-style-type: none"> ○ LUDC 4.136(6) (C-2 – Design Guidelines) encourages alley use for service access and employee access, where applicable. <p><i>(e) Large Sites</i></p> <ul style="list-style-type: none"> ○ LUDC 5.124 requires internal pedestrian circulation for new office parks and commercial developments. <p><i>(f) Transit-oriented Development</i></p> <ul style="list-style-type: none"> ○ The LUDC does not have any requirements or standards related to transit. <p><i>(g) Bicycle Parking</i></p> <ul style="list-style-type: none"> ○ Bicycle parking standards are established in LUDC 5.125(2). See the Code assessment for OAR 660-012-0630 for more details.

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
<p>(h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.</p>	<p><i>(h) Exemptions</i></p> <ul style="list-style-type: none"> ○ None of the provisions catalogued above apply to industrial or agricultural uses. <p><u>Recommendation:</u> The City should consider the following updates:</p> <ul style="list-style-type: none"> ○ Apply the various pedestrian access requirements for the C-1 and C-2 zones to the Public Institutional zone (P-I). ○ Apply the off-street parking location standards for the C-2 zone to the C-1 and P-I zones. ○ Require any pedestrian entrances facing a parking area in the C-1, C-2, or P-I zone to serve as secondary pedestrian entrances. Pedestrian entrances that front toward the street should serve as the primary entrance. ○ Adopt transit oriented development standards, consistent with OAR 660-012-0330(4)(f). The Cherriots transit system provides service to Turner via the 30X bus route.⁵
<p>(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.</p>	<p><u>Summary:</u> This standard emphasizes that cities and counties should establish land use regulations specifically for residential neighborhoods. These regulations aim to create a pleasant and safe environment by promoting slow neighborhood streets and connectivity within the neighborhood and to adjacent districts.</p> <p><u>Assessment:</u></p> <ul style="list-style-type: none"> ● <i>Setbacks (LUDC Table 5.010-1)</i> <ul style="list-style-type: none"> ○ R-1, R-2, & R-11 <ul style="list-style-type: none"> ▪ Front: 15-20 ft ▪ Side: 12 ft ▪ Rear: 15 ft ○ C-1: none ○ The C-2: no min, 10 ft. max ○ M-1: 30 ft

⁵ Route 30X: Santiam/Salem Express. <https://www.cherriots.org/route/30X/>

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<ul style="list-style-type: none"> • <i>Lot Size and Coverage (LUDC Table 5.010-1)</i> <ul style="list-style-type: none"> ○ R-1: 60% ○ R-2: 75% ○ R-11: 75% ○ C-1, C-2, P-I, & M-1: Approved by Planning Commission – lot size and coverage contingent on utilities, access, pedestrian circulation, and parking requirements. • <i>Building Orientation</i> <ul style="list-style-type: none"> ○ Multi-family façade/design (LUDC 6.104.5): <ul style="list-style-type: none"> ▪ Lots 75 ft of buildable width must have building occupy minimum 40% at the front setback line. ▪ Ground floor units or interior lobbies must have entrance facing the street if within 25 ft of street-facing property line. ○ C-2 Design Guidelines and Standards: <ul style="list-style-type: none"> ▪ Building frontages/entrances must face the street. ▪ Building facades must be located at the property edge along the sidewalk. ▪ New buildings should maximize lot frontage and where frontage is over 50 feet, building design shall use pilasters, windows, doors, recessed entries, off-sets, or other architectural features to convey sense of division. • <i>Access and other traffic calming measures</i> <ul style="list-style-type: none"> ○ C-1, C-2, P-I, & M-1: Must be designed to cause minimum interference with traffic and may be subject to review County Engineer or ODOT. Improvements or ROW dedication may be required. ○ LUDC 5.122(5) requires all properties to abut a street for a minimum of 25 feet.

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<ul style="list-style-type: none"> ○ The City has driveway development requirements, which are not codified in the LUDC.⁶ ○ LUDC Tables 5.123-1 & -2 include planting/landscape strip requirements for functional classification ROW standards. ○ The City defers to the City of Salem Public Works Standards for various driveway and ROW standards, including driveway widths, driveway closure standards, and street trees.⁷ ○ LUDC 5.122(7) requires vision clearance areas. <p><u>Recommendation:</u> The TSP process will consider updated access and driveway spacing standards, which should be incorporated into the LUDC.</p>
<p>(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:</p> <ul style="list-style-type: none"> (a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle. (b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot reasonably meet the standards of this rule. Standards 	<p><u>Summary:</u> This standard emphasizes that cities and counties should establish land use regulations to ensure that auto-oriented uses are compatible with communities that prioritize pedestrian-friendly environments. These regulations seek to strike a balance between accommodating auto-oriented uses and promoting pedestrian-friendly environments.</p> <p><u>Assessment:</u></p> <ul style="list-style-type: none"> (a) <i>Safe and Convenient Access</i> <ul style="list-style-type: none"> ○ LUDC 5.119 requires 15 minimum setbacks for automobile service stations (gas stations). ○ LUDC 4.136(6) regulates drive-through facilities in the C-2 zone. Drive-up, drive-in, and drive-through facilities must be subordinate to the primary commercial use. ○ Notwithstanding pedestrian access requirements that apply to uses in the C-1 and C-2 zones (LUDC 4.131 and

⁶ City of Turner Driveway Application. https://turneroregon.gov/vertical/sites/%7B85E5A386-9024-4192-A152-0B30E6890600%7D/uploads/Driveway_Application_fillable.pdf

⁷ City of Salem Public Works Standards. <https://www.cityofsalem.net/home/showpublisheddocument/6244/637805323919370000>

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
<p>developed in cases of an exemption must protect pedestrian facilities.</p>	<p>4.136), there are no specific pedestrian access requirements for auto-oriented land uses.</p> <p><i>(b) Exemptions: N/A</i></p> <p><u>Recommendation:</u> Recommended updates related to pedestrian access and circulation in the C-1 and C-2 zones will apply to all commercial uses that are permitted in these zones, including drive-up/drive-through facilities, automobile service stations, and repair shops. No further updates are needed beyond the pedestrian access recommendations for the C-1 and C-2 zones.</p>
<p>(7) Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts. These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district. Cities and counties must make provisions for emergency vehicle access and local freight delivery. Low-car districts must be allowed in locations where residential or mixed-use development is authorized.</p>	<p><u>Summary:</u> This standard requires cities and counties with an urban area population exceeding 100,000 to establish land use regulations to facilitate the development of low-car districts. These districts are intended to prioritize sustainable transportation methods as the primary modes of travel.</p> <p><u>Assessment:</u></p> <ul style="list-style-type: none"> • Turner’s population is around 2,500, and therefore this TPR requirement does not apply. Nonetheless, the City’s Downtown Mixed-Use zone (C-2, Section 4.136) prioritizes pedestrian access and mobility. The C-2 zone encourages alley access for deliveries, trash and recycling pick-up, and employee parking. The zone does not have specific emergency access provisions, however the general street design guidelines that account for emergency vehicle access apply to the C-2 zone. <p><u>Recommendation:</u> The City is not subject to this TPR requirements. No recommendations are needed.</p>
<p>(8) Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to:</p>	<p><u>Summary:</u> This standard requires cities and counties to establish land use regulations to protect transportation facilities, corridors, and sites based on their identified function.</p>

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
<p>(a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;</p> <p>(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;</p> <p>(c) Standards to protect public use airports as provided in OAR 660-013-0080;</p> <p>(d) Processes to make a coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;</p> <p>(e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;</p> <p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, railroads, Metropolitan Planning Organizations, the Oregon Department of Transportation, and the Oregon Department of Aviation of:</p> <p style="margin-left: 20px;">(A) Land use applications that require public hearings;</p> <p style="margin-left: 20px;">(B) Subdivision and partition applications;</p> <p style="margin-left: 20px;">(C) Other applications that affect private access to roads; and</p> <p style="margin-left: 20px;">(D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations.</p> <p>(g) 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.</p>	<p><u>Assessment:</u></p> <p><i>(a) Access Control</i></p> <ul style="list-style-type: none"> ○ Access in the C-1, C-2, P-I, and M-1 zones must be designed to cause minimum interference. ○ The LUDC does not contain any driveway/intersection spacing, median control, or signal spacing requirements. <p><i>(b) Future Construction and Operation</i></p> <ul style="list-style-type: none"> ○ LUDC 5.123 generally encourages a connected street network by requiring street location to be considered in relation to existing and planned streets. This section also requires street alignment with the existing network and to allow for future street extensions. ○ The LUDC does not have any traffic/transportation impact assessment standards. <p><i>(c) Protection for Airports</i></p> <ul style="list-style-type: none"> ○ Turner does not have an airport. <p><i>(d) Coordinated Review Processes</i></p> <ul style="list-style-type: none"> ○ LUDC 2.125(3) (Administrative Procedure) and LUDC 2.130(3) (Hearings) allow the City to consolidate review and hearings for applications that require more than one approval procedure. <p><i>(e) Conditions of Approval</i></p> <ul style="list-style-type: none"> ○ LUDC 5.125(1) allows the City to include bikeway improvements as a condition of approval. ○ The City may require dedication of additional right-of-way and street improvements to ensure new accesses cause minimum interference and to facilitate traffic

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<p>circulation (LUDC 4.131, 4.136, 4.140, and 4.141).</p> <ul style="list-style-type: none"> ○ LUDC 5.122(6)(B) allows the city to require agreements for right-of-way improvements as a condition of approval. ○ LUDC 5.123(3) allows the City to require reserve strips as a condition of approval in order to control street access. <p><i>(f) Notice Requirements</i></p> <ul style="list-style-type: none"> ○ Legislative actions that require public hearings, limited land use reviews, and quasi-judicial public hearings require notice (LUDC 3.300). ○ The City does not require notice to affected transportation agencies/providers for any land use action. <p><i>(g) Consistency with TSP</i></p> <ul style="list-style-type: none"> ○ LUDC 2.700 includes the criteria Code and Comprehensive Plan amendments do not have adverse impacts on transportation facilities. <p>Recommendation: The City should consider the following updates to protect transportation facilities:</p> <ul style="list-style-type: none"> ● The TSP process will consider new access and driveway spacing standards, which should be incorporated into the LUDC. ● Adopt Traffic Impact Statement (TIS) requirements to help protect the function and capacity of planned transportation facilities. ● Include notice requirements to transportation providers or agencies for land use decisions with public hearings, subdivisions/partitions, and applications that affect private access to roads.

660-012-0330 Land Use Requirements	
Requirement	Summary, Code Assessment, & Recommendation
	<ul style="list-style-type: none"> Update LUDC 2.700 to specify that amendments to the Code or Comprehensive Plan are consistent with the TSP and the facilities identified in the TSP.

OAR 660-012-0405 Parking Regulation Improvements

660-012-0405 Parking Regulation Improvements	
Requirement	Summary, Code Assessment, & Recommendation
<p>(1) Cities and counties shall adopt land use regulations as provided in this section:</p> <p>(a) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p> <p>(b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and</p> <p>(c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.</p>	<p><u>Summary:</u> The standard outlines parking requirements for cities and counties to adopt. The standard encourages the use of carpooling and vanpooling by providing preferential parking and repurposing areas for bicycle and transit facilities and allowing flexibility in parking supply requirements.</p> <p><u>Assessment:</u></p> <p>(a) <i>Preferential Parking for Carpools and Vanpools</i></p> <ul style="list-style-type: none"> The City does not have any parking standards for carpools, vanpools, or employee parking. <p>(b) <i>Redevelopment of Off-street Parking Areas</i></p> <ul style="list-style-type: none"> The City does not allow parking area redevelopment for bicycle or transit facilities. <p>(c) <i>Parking Supply Flexibility</i></p> <ul style="list-style-type: none"> The LUDC does not have any specific emergency vehicle access or vehicle loading requirements. <p><u>Recommendation:</u> The City should consider the following updates to LUDC 5.120 (Parking) and 5.121 (Off-Street Parking Requirements):</p> <ul style="list-style-type: none"> Require uses that exceed a certain number of employees to designate carpool or vanpool parking spaces that

660-012-0405 Parking Regulation Improvements	
Requirement	Summary, Code Assessment, & Recommendation
	<p>are to be located closer to the entrance than non-ADA spaces.</p> <ul style="list-style-type: none"> ○ Include provisions to allow redevelopment of existing parking areas for bicycle and transit facilities.
<p>(2) Cities and counties shall adopt policies and land use regulations that allow and encourage the conversion of existing underused parking areas to other uses.</p>	<p><u>Summary:</u> The standard emphasizes that cities and counties should adopt requirements that facilitate and promote the conversion of existing underused parking areas to other uses. This can include policies and/or land use regulations.</p> <p><u>Assessment:</u> LUDC 5.120(5) requires any redevelopment to provide additional off-street parking if it is a change in use that has a higher parking requirement. This requirement conflicts with the TPR requirement to encourage parking area redevelopment. The City does not have any other provisions related to parking improvements.</p> <p><u>Recommendation:</u> The City should consider the following options to comply with this TPR requirement:</p> <ul style="list-style-type: none"> ○ Remove LUDC 5.120(5) and allow uses to provide less parking than the minimum if the parking area is redeveloped into certain use types (e.g., affordable housing). ○ Amend LUDC 5.120(5) to either allow installation of bicycle or transit facilities in lieu of the additional parking and add a new provision to allow development for underused parking areas.
<p>(3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.</p>	<p><u>Summary:</u> The standard emphasizes that cities and counties should adopt requirements that enable shared parking. This can include policies and/or land use regulations.</p> <p><u>Assessment:</u> LUDC 5.120(7) encourages owners of two or more uses to use the same parking spaces jointly provided the off-street parking is the sum of the required parking for each separate use.</p>

660-012-0405 Parking Regulation Improvements	
Requirement	Summary, Code Assessment, & Recommendation
	<p><u>Recommendation:</u> Consider allowing an off-street parking reduction to incentivize shared parking areas among one or more uses (e.g., 25% reduction).</p>
<p>(4) Cities and counties shall adopt land use regulations for any new development that includes more than one-quarter acre of surface parking on a lot or parcel as provided below:</p> <p>(a) Developments must provide one of the following:</p> <p style="padding-left: 20px;">(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. In lieu of installing solar panels on site, cities may allow developers to pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;</p> <p style="padding-left: 20px;">(B) Actions to comply with OAR 330-135-0010⁸; or</p> <p style="padding-left: 20px;">(C) Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.</p> <p>(b) Developments must provide street trees along driveways but are not required to provide them along drive aisles; and</p> <p>(c) Developments must provide street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities.</p> <p>(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including</p>	<p><u>Summary:</u> The standard requires cities and counties to adopt land use regulations for new development that include a significant amount of surface parking. The standard aims to promote renewable energy adoption, enhance tree canopy coverage, improve parking lot aesthetics, and contribute to overall environmental sustainability. The standards ensure that large parking areas are designed and managed to support renewable energy, tree growth, and pedestrian-friendly design principles.</p> <p><u>Assessment:</u> The LUDC does not contain any provisions or requirements for parking areas over one-quarter acre in size, nor does the Code have provisions related to solar panel installation, tree canopy, green energy technology, or street trees.</p> <p><u>Recommendation:</u> The City should add a subsection to LUDC 5.120 (Parking) to require surface parking lots over one-quarter acre in size to meet these TPR requirements.</p>

⁸ OAR 330-135-0010: 1.5 Percent for Green Energy Technology in Public Building Construction Contracts. <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=1113>

660-012-0405 Parking Regulation Improvements	
Requirement	Summary, Code Assessment, & Recommendation
<p>pre-design, design, building and maintenance phases.</p> <p>(e) In providing trees under subsections (a), (b) and (c), the following standards shall be met. The tree spacing and species planted must be designed to maintain a continuous canopy. Local codes must provide clear and objective standards to achieve such a canopy. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions.</p>	
<p>(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.</p>	<p><u>Summary:</u> The standard emphasizes that cities and counties should establish off-street parking maximums in specific locations, including downtowns, designated regional or community centers, and transit-oriented developments.</p> <p><u>Assessment:</u> The City’s parking requirements are established in LUDC 5.120 and 5.121. Neither section includes maximum parking requirements.</p> <p><u>Recommendation:</u> The City should set maximum parking requirements for the Downtown Mixed-Use (C-2) zone. Also consider parking maximums for multi-family housing, in the Flood Hazard Overlay Zone, the Wetland Overlay District, the Riparian Overlay District, and the Historic preservation district. Also consider eliminating any minimum off-street parking requirements in the environmental overlay zones (e.g., floodplains, wetlands, etc.).</p>

OAR 660-012-0410 Electric Vehicle Charging

660-012-0410 Electric Vehicle Charging	
Requirement	Summary, Code Assessment, & Recommendation
<p>(1) This rule applies to cities within a metropolitan area.</p> <p>(2) Cities shall ensure new development supports electric vehicle charging pursuant to amendments to the state building code adopted pursuant to ORS 455.417.</p> <p>(3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.⁹</p>	<p><u>Summary:</u> This standard emphasizes that cities should require certain types of new development to support the installation of electric vehicle (EV) charging. The standard seeks to promote the adoption of electric vehicles and ensure that adequate infrastructure is available within cities. It is important to note that EV charging infrastructure and installation standards may be further outlined in the state building code.</p> <p><u>Assessment:</u> LUDC 5.120(1)(I) requires multifamily or mixed-use development with 5 or more dwellings to provide electrical service capacity for 40% of all parking spaces, consistent with ORS 455.417.</p> <p><u>Recommendation:</u> The LUDC complies with this TPR requirement. No further changes are needed.</p>

OAR 660-012-0630 Bicycle Parking

660-012-0630 Bicycle Parking	
Requirement	Summary, Code Assessment, & Recommendation
<p>(1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.</p>	<p><u>Summary:</u> This standard requires cities and counties to ensure an adequate supply of bicycle parking spaces. The standard emphasizes the importance of accommodating this mode of transportation and by doing so, can encourage the use of bicycles.</p> <p><u>Assessment:</u> LUDC Table 5.125-1 includes minimum bicycle parking requirements for all developments except for single-family residential and duplexes.</p>

⁹ ORS 455.417. https://oregon.public.law/statutes/ors_455.417

660-012-0630 Bicycle Parking	
Requirement	Summary, Code Assessment, & Recommendation
	<p><u>Recommendation:</u> Although the LUDC includes requirements for bicycle parking, the City should consider updates to better ensure any increasing need for bicycle parking or small-scale mobility devices are adequately addressed. See other recommendations related to bicycle parking below. LUDC</p>
<p>(2) Cities and counties shall require covered, secure bicycle parking for all new multifamily development or mixed-use development of four residential units or more, and new office and institutional developments. Such bicycle parking must include at least one bicycle parking space for each residential unit.</p>	<p><u>Summary:</u> The standard requires cities and counties to adopt land use regulations for certain types of new development to include covered and secured bicycle parking. The standard encourages the use of bicycling by providing convenient and protected parking options.</p> <p><u>Assessment:</u> LUDC 5.125 requires the following:</p> <ul style="list-style-type: none"> ○ Covered and secure bicycle parking for employees on a “work shift” ○ Minimum one bicycle parking space for every two residential units for multifamily housing <p><u>Recommendation:</u> The City should update the provisions in LUDC 5.125 to require at least one bicycle parking space per unit and require covered, secured bicycle parking for multifamily, mixed use, office, or institutional developments.</p>
<p>(3) Cities and counties shall require bicycle parking for all new retail development. Such bicycle parking shall be located within a short distance from the main retail entrance.</p>	<p><u>Summary:</u> The standard requires cities and counties to adopt land use regulation for certain types of new development to include bicycle parking located close to an entrance.</p> <p><u>Assessment:</u> LUDC Table 5.125-1 requires at least one bicycle parking space for every 20 vehicle parking spaces. LUDC 5.125(2) requires all bicycle parking facilities to be located within 100 feet of a building entrance.</p> <p><u>Recommendation:</u> The City complies with this TPR requirement. However, these provisions should be updated to require at least one bicycle parking space for every 10 vehicle spaces and to round up (i.e., four vehicle spaces would require one bicycle space, or 11 vehicle spaces would</p>

660-012-0630 Bicycle Parking	
Requirement	Summary, Code Assessment, & Recommendation
	require 2 bicycle spaces). In addition, LUDC 5.125(2) should clarify that bicycle facilities should be within 100 feet of the <i>primary</i> entrance.
(4) Cities and counties shall require bicycle parking for all major transit stations and park-and-ride lots.	<p><u>Summary:</u> The standard requires cities and counties to adopt land use regulations for major transit stations and park-and-ride facilities to include bicycle parking.</p> <p><u>Assessment:</u> The City only has a single bus stop and no park and ride locations.¹⁰ There are no bicycle parking provisions for transit stops or park and rides in Turner.</p> <p><u>Recommendation:</u> Although the Turner currently does not have any major transit stations or park-and-ride lots, the City should consider requiring bicycle parking with these use types in the event that transit service is expanded in Turner or a park and ride is provided in the future.</p>
(5) Cities and counties shall require bicycle parking in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.	<p><u>Summary:</u> This standard requires cities and counties to adopt bicycle parking mandates for specified areas. Section 0360 defines key destinations.¹¹</p> <p><u>Assessment:</u> The City is not subject to Climate Friendly Area requirements. LUDC Table 5.125-1 lists minimum bicycle parking requirements by use type, which includes most key destinations listed in Section 0360. The City requires a minimum of two spaces for all developments, except for single-family homes and duplexes.</p> <p><u>Recommendation:</u> The City complies with this TPR requirement because almost all developments require some amount of bicycle parking. The City should consider additional specific bicycle parking requirements for parks/recreation centers and for the Downtown Mixed-Use zone (C-2).</p>

¹⁰ Cherriots Park and Ride Locations. <https://www.cherriots.org/parkandride/>

¹¹ Key Destinations. <https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=293025>

660-012-0630 Bicycle Parking	
Requirement	Summary, Code Assessment, & Recommendation
<p>(6) Cities and counties shall allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.</p>	<p><u>Summary:</u> This standard requires cities and counties to permit and accommodate parking and ancillary facilities for shared bicycles and other small-scale mobility devices in specific areas. The standard emphasizes the importance of integrating shared bicycles and small-scale mobility devices into the transportation infrastructure.</p> <p><u>Assessment:</u> The City does not have any parking or ancillary facility requirements for shared bicycles or other small-scale mobility devices.</p> <p><u>Recommendation:</u> The City should add provisions for parking/storage for small-scale mobility devices for key destinations. Alternatively, the City may consider slightly increasing minimum bicycle parking requirements and clarify that bicycle parking facilities may also be available for small-scale mobility device parking, such as e-bikes and e-scooters.</p>
<p>(7) Cities and counties shall require bicycle parking for any land use where off-street motor vehicle parking is mandated. The minimum number of bicycle parking spaces shall be no less than the greater of:</p> <ul style="list-style-type: none"> (a) Twice the number of mandated motor vehicle parking spaces, raised to the power of 0.7, rounded to the next highest whole number; or (b) As otherwise provided in this rule. 	<p><u>Summary:</u> This standard requires cities and counties to mandate bicycle parking for any land use that requires off-street vehicle parking. The minimum number of bicycle parking spaces is determined by one of two methods. The purpose is to ensure adequate bicycle parking is provided alongside vehicle parking.</p> <p><u>Assessment:</u> The City requires bicycle parking for all development except for single-family detached and duplexes (LUDC 5.125(2)). LUDC 5.121 includes off-street vehicle parking requirements. The City’s motor vehicle parking requirements exceed the bicycle parking requirements.</p> <p><u>Recommendation:</u> The City should increase the minimum bicycle parking requirements consistent with this TPR requirement.</p>
<p>(8) Cities and counties shall ensure that all bicycle parking provided must:</p>	<p><u>Summary:</u> This standard outlines the requirements for bicycle parking facilities for</p>

660-012-0630 Bicycle Parking	
Requirement	Summary, Code Assessment, & Recommendation
<ul style="list-style-type: none"> (a) Allow ways to secure at least two points on a bicycle; (b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from other parked bicycles, walls, or other obstructions; (c) Be in a location that is convenient and well-lit; and (d) Include sufficient bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles. 	<p>cities and counties. The standard aims to promote safety and user-friendly bicycle parking facilities that encourage cycling as a viable transportation option.</p> <p><u>Assessment:</u></p> <ul style="list-style-type: none"> (a) <i>Secure parking</i> <ul style="list-style-type: none"> ○ LUDC 5.125(2)(E) requires bicycle parking spaces to either be stored or provide a stationary object for locking. The stationary object (i.e., “rack”) must be able to lock the frame and both wheels. (b) <i>Space to maneuver</i> <ul style="list-style-type: none"> ○ LUDC 5.125(2)(C) requires each bicycle parking spaces to be at least 2ft X 6ft with 6ft of clearance. ○ LUDC 5.125(2)(D) requires an access aisle of at least 5 feet in width. (c) <i>Convenience and lighting</i> <ul style="list-style-type: none"> ○ LUDC 5.125(A) requires bicycle parking to be within 100 feet from a building entrance, to be visible from the entrance, and to be located in a lighted area. (d) <i>Family/cargo bikes</i> <ul style="list-style-type: none"> ○ The City does not have any provisions for family or cargo bikes. <p><u>Recommendation:</u> The City should consider provisions for bicycle parking to accommodate family/cargo-size bikes. The City could require at least one large bike space per development or consider a proportional number of large bike to standard bike spaces (e.g., 10% of bike spaces must be large enough to lock family bikes or cargo bikes).</p>