

Draft Development Review Guidelines Updates – August 2024

These revisions have been approved and are integrated into ODOT's Development Review Guidelines available here:

<https://www.oregon.gov/odot/Planning/Documents/Development-Review-Guidelines-and-Appendices.pdf>.

Background

In 2022, DLCD updated Oregon Administration Rules Chapter 660, Division 12, also known as the Transportation Planning Rule (TPR) through the Climate-Friendly and Equitable Communities (CFEC) rulemaking process. The updated TPR requires Climate Friendly Areas (CFAs) to be established in cities and counties over 5,000 in population within metropolitan areas and that new development review processes be established to support the intended mixed-use and multimodal development pattern. (Metro 2040 Centers fulfill the CFA requirement within the Portland metropolitan area.)

TPR Changes Impacting Development Review

Two key changes resulted from the TPR updates.

First, cities, counties and the State must adopt two performance standards for use in comprehensive plan or land use regulation amendments consistent with Rule 0060. One performance standard must support transportation options and reducing reliance on automobiles.

Second, Rule 0325 outlines new processes for development review within CFAs and Metro 2040 Centers, replacing Rule 0060 requirements. A multimodal transportation gap summary and/or a highway impacts summary must be completed as described below.

- A multimodal gap summary is a high-level review of the existing multimodal transportation network, including gaps in the pedestrian and bicycle network, a list of planned projects to fill the identified gaps, and flags for further review in a transportation system plan.
- A highway impacts summary is required when an ODOT facility is within the area of review and should describe potential changes in development capacity, additional motor vehicle traffic generation, and crash data. The summary should be at a planning level, is intended to rely upon existing data/analysis, and does not require an analysis of transportation performance standards.

Rule 0325 Analysis Requirements		
Adoption/Amendment Scenario	Multimodal Gap Summary	Highway Impacts Summary
Adoption of a New CFA / Metro 2040 Center	Required	Potentially Required ¹
Expansion of Existing CFA / Metro 2040 Center	Required	Potentially Required ¹
Amendment to Comprehensive Plan or Land Use Regulations within Existing CFA / Metro 2040 Center	Not Required	Potentially Required ²
¹ If the proposed CFA / Metro 2040 Center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT facility plan ² If the comprehensive plan/land use amendment study area is within a quarter-mile of a ramp terminal intersection, adopted Interchange Area Management Plan area, or adopted ODOT Facility Plan area. Or, if the proposed amendment is expected to be reasonably likely to result in increasing traffic on the state facility that exceeds the small increase in traffic defined in the Oregon Highway Plan.		

Proposed Updates to the Development Review Guidelines

The following changes are proposed for the Development Review Guidelines. These proposed changes began with an audit of the updated TPR compared with the current Guidelines and reflect input from three internal advisory committee meetings and a meeting of statewide development review staff.

- **New guidance for plan amendments within CFAs.** Added new content to Chapter 3.2 to identify requirements for multimodal gap summaries and highway impact summaries.
- **Update existing guidance for plan amendments in areas outside of CFAs.** Modified Chapter 3.2 to reflect new performance standard requirements. The proposed changes will be revisited to reflect any updated standards for the state system established through the ongoing Oregon Highway Plan (OHP) update.