

Multimodal Mixed-Use Area (MMA)

Information & Guide for Local Governments

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Oregon Department of Land Conservation & Development
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MMA Frequently Asked Questions

What is an MMA?

The Multimodal Mixed-Use Area (MMA) designation is applied by local governments to downtowns, town centers, main streets, or other areas inside Urban Growth Boundaries where the local government determines that there is:

- High-quality connectivity to and within the area by modes of transportation other than the automobile;
- A denser level of development of a variety of commercial and residential uses than in surrounding areas;
- A desire to encourage these characteristics through development standards; and
- An understanding that increased automobile congestion within and around the MMA is accepted as a potential trade-off.

How does the MMA work?

The flexibility gained by the MMA designation comes from the lifting of a requirement in the Transportation Planning Rules (TPR) to apply automobile congestion standards to the review of certain land use changes. Specifically, a local jurisdiction does not need to apply local or state congestion performance standards when evaluating proposed plan amendments against the TPR in OAR 660-012-0060. The act of designating an MMA is also not subject to significant effect evaluation requirements under this rule.

When should a community consider adopting an MMA?

When considering the adoption of an MMA, the local government must understand that it is considering a question of community values. Until recently, policies implementing our transportation system have placed high importance on movement of automobiles. This is accomplished through transportation system performance provisions in the TPR that are implemented almost entirely through state and local volume-to-capacity ratios or level-of-service (LOS) standards. By adopting an MMA designation, a local government must understand it is adopting a different set of values that places importance on multimodal travel and a compact, mixed-use pattern of development.

A local government designating an MMA must understand that in return for the additional flexibility in development that the MMA designation provides, there is a trade-off in the amount of automobile congestion and longer travel times that may result. The local government must also understand that development may not be “business as usual” within the MMA, as low intensity and automobile-related types of development are no longer permitted in favor of pedestrian-oriented development. While congestion impacts considered through mobility performance measures will not be part of the approval criteria for future plan or land use regulation amendments in MMA areas, transportation facility providers have a responsibility for addressing safety and operation of all their facilities.

The MMA designation was conceived as a way for local governments to legislatively designate areas prior to requests for specific quasi-judicial zone changes. MMA designations may be accompanied by zone changes, particularly if necessary to implement the MMA. Communities that plan ahead and designate MMAs where appropriate become more attractive to development, as some restrictions are lifted. A community should consider the application of an MMA as a seal of approval for compact, mixed use development.

How does a community designate an MMA?

To designate an MMA, a local government must adopt a plan amendment incorporating the MMA into the community’s comprehensive plan. A basic checklist of MMA requirements and sample findings are included.

Designating an MMA requires a local legislative land use action to amend the local comprehensive plan to adopt the boundary and if necessary, adopt implementation measures through ordinance amendments (e.g., permitted land uses, on- and off-site development standards, transportation adequacy, parking regulations and design standards). These implementation measures may be required for the area to qualify for the MMA designation under the TPR. Legislatively adopting an MMA is subject to a local jurisdiction’s noticing requirements and must be supported by Statewide Planning Goal findings, including findings for Goal 12 – Transportation, with attention to TPR Sections 0060(8) and (10), and findings of consistency with its own local Comprehensive Plan and other relevant plans.

Notices of proposed and adopted MMAs need to be sent to DLCD using the same procedures that apply for any plan amendment.

It is important to coordinate with DLCD and affected transportation providers early in the local planning process. ODOT staff can assist the local jurisdiction with identifying any safety or operational concerns on state facilities. Local jurisdictions should also inform other nearby jurisdictions and affected stakeholders of the potential designation early in the planning process to ensure that mobility and congestion impacts and tradeoffs are adequately considered.

When designating an MMA, a local jurisdiction need not apply local congestion standards or the mobility performance targets in Oregon Highway Plan (OHP) Tables 6 and 7 or otherwise adopted by the Oregon Transportation Commission. However, in coordination with affected transportation providers, a local jurisdiction may consider any effects the MMA designation may have on the transportation system, including effects on motor vehicle mobility.

What actions, standards and policies does an MMA affect?

The MMA only applies to land use actions subject to TPR requirements in OAR 660-012-0060, including comprehensive plan and zoning map amendments, as well as plan and land use regulation text amendments. Within an adopted MMA, these land use decisions need not be tested for “significant effect” for performance standards related to motor vehicle traffic congestion. Other transportation performance standards and policies – including those addressing safety, other

modes of transportation, network connectivity, and freight accessibility – still apply. Where there are concerns about meeting other performance standards and policies, the MMA designation action could provide for monitoring, potential triggers and/or management strategies to address the concerns.

If a plan or land use regulation amendment affects land both inside and outside an MMA, motor vehicle congestion performance standards still apply to changes affecting land outside the MMA. The provisions of the MMA are only applied to provisions of amendments located geographically entirely within the MMA. Amendments in a designated MMA must be consistent with the TPR requirement for MMAs. Amendments that are not consistent with the requirements in the TPR must meet all applicable performance standards.

What should a community consider when designating an MMA near an interchange?

When an MMA is proposed within one-quarter mile of an interchange's ramp terminal intersection, the jurisdiction adopting the MMA designation must obtain concurrence from the facility provider, often ODOT. The facility provider must consider safety, including crash rates and top 10 percent Safety Priority Index System (SPIS) locations, and the potential for exit ramp backups onto the mainline in current conditions or those anticipated under current plans, rather than mobility performance standards or targets. Safety or operational concerns and impacts are not required to be fully mitigated at the time of designation and would not necessarily prohibit a facility provider's concurrence; rather they are considerations in the designation process and any resulting management agreement to ensure the system is managed safely. Concurrence with the MMA designation for ODOT facilities will be in the form of a letter from the applicable Region Manager.

Given the speculative nature of potential development in an MMA area, it is unlikely that traffic analysis of potential future conditions can be performed at the time of designation. The analysis should therefore consider:

- Recent history on safety for all modes in the impacted area,
- Recent or current data on queuing on the exit ramps, and
- Readily available traffic projections, often from the Transportation System Plan (TSP) or other source such as a transportation model, based on current land use assumptions for the area.

If the facility provider finds that there are interchange-related operational or safety issues, these concerns may be addressed in an agreement between the facility provider and the local jurisdiction regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps. The agreement, often formalized as an intergovernmental agreement may include a monitoring element, potential triggers, and actions and/or management strategies that could be implemented if future conditions are different than expected. The agreement may consider and address issues on the local transportation system, modes other than motor vehicles, and other strategies that ensure continued compliance with TPR Section 0060(10)(b)(C). Funding strategies and identification of responsibilities for funding and implementation may also be considered. It is recommended that the agreement be referenced in the local plan so that knowledge of its existence is readily available.

When a plan or land use regulation amendment associated with, or subsequent to, an MMA designation would affect an area located within the management area of an adopted Interchange Area Management Plan (IAMP), ODOT and the local jurisdiction need to consider whether there are any inconsistencies between the proposed amendment and the IAMP. If inconsistencies are found, ODOT and the jurisdiction will need to take steps to either change the IAMP or the proposed plan or land use regulation amendment to establish consistency.

MMA Designation Checklist

This is a basic checklist that local communities can use to help determine if an area meets the basic definition of an MMA. This sheet includes only a summary of each requirement. For complete requirements, please see OAR 660-012-0060.

<input type="checkbox"/> An MMA must meet each requirement in this column	
<input type="checkbox"/>	MMA Boundary (10)(b)(A)
<input type="checkbox"/>	MMA entirely within a UGB (10)(b)(B)
<input type="checkbox"/>	Adopted plans & regulations that allow specified uses and require certain development standards: (10)(b)(C)
<input type="checkbox"/> An MMA must meet each requirement in this column	
<input type="checkbox"/>	Allow a concentration of a variety of uses, including: (8)(b)(A)
<input type="checkbox"/> An MMA must meet each requirement in this column	
<input type="checkbox"/>	Allow medium to high density residential development at 12 units per acre or more (8)(b)(A)(i)
<input type="checkbox"/>	Allow offices or office buildings (8)(b)(A)(ii)
<input type="checkbox"/>	Allow retail stores and services (8)(b)(A)(iii)
<input type="checkbox"/>	Allow restaurants (8)(b)(A)(iv)
<input type="checkbox"/>	Allow public open space or private open space open to the public (8)(b)(A)(v)
<input type="checkbox"/>	Allow civic or cultural uses (8)(b)(B)
<input type="checkbox"/>	Allow core commercial area with multi-story buildings (8)(b)(C)
<input type="checkbox"/>	Require buildings and building entrances to be oriented to streets (8)(b)(D)
<input type="checkbox"/>	Require street connections & crossings to access center (8)(b)(E)
<input type="checkbox"/>	Require pedestrian-centric network of streets & ways within center (8)(b)(F)
<input type="checkbox"/>	Require one or more transit stops in areas with transit service (8)(b)(G)
<input type="checkbox"/>	Limit or prohibit low-intensity uses e.g. drive through services (8)(b)(H)
<input type="checkbox"/>	Do not require off-street parking, or require less parking than other areas (10)(b)(D)
<input type="checkbox"/>	Located at least ¼ mile from an interchange, adopted in an IAMP, or with concurrence (10)(b)(E)
<input type="checkbox"/> An MMA must meet at least one requirement in this column	
<input type="checkbox"/>	Located at least ¼ mile from a ramp terminal intersection (10)(b)(E)(i)
<input type="checkbox"/>	Located within the area of, and consistent with an adopted IAMP (10)(b)(E)(ii)
<input type="checkbox"/>	Written concurrence with the MMA provided by the mainline facility provider (10)(b)(E)(iii)

MMA Sample Findings

These sample findings are for the quaint (and fictional) Oregon town of Planwell, which has decided to adopt a multimodal mixed-use area (MMA) designation for their downtown area. Planwell has a lovely little pedestrian-friendly main street with historic commercial buildings. However, a part of downtown Planwell within the proposed MMA is currently underdeveloped, and the city anticipates demand for more mixed-use development in and near downtown. There is a freeway interchange located near downtown Planwell.

There is currently enough transportation capacity, but in a few years, with additional development, there might be some traffic capacity issues at a few intersections. Planwell wants to strengthen their downtown and provide for additional development, but is concerned that current rules would require more automobile capacity than they want, or can afford to build.

Planwell has adopted the TGM Model Development Code, 3rd Edition. Code references below are to the Model Code. In cases where the Model Code provides for options, Planwell generally chose the most favorable option for implementing an MMA.

The proposed MMA boundary around downtown Planwell includes all land within the Downtown (D) zone district, and no land outside of the D zone district.

The findings reference two exhibits which are not reproduced here. Exhibit A includes all of the necessary maps. These maps show the MMA boundary, local streets and sidewalks, UGB, location of the freeway interchange, and transit routes and stops. Exhibit B includes the interchange monitoring and implementation plan negotiated by the city and ODOT and the concurrence letter from ODOT.

Section references to the TPR refer to OAR 660-012-0060.

These are sample findings and do not necessarily constitute adequate findings for any non-fictional community.

- I. **(10)(b)(A)** Requires the MMA to be an area “With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged.”

Findings: Exhibit A includes a map of the proposed boundary around downtown Planwell. The boundary generally follows Second Street on the north, Beech Avenue on the east, Planwell Creek to the south, and Ivy Avenue to the west. The proposed boundary is identical to the limits of the city’s Downtown (D) zoning district.

Conclusion: This requirement can be met through the adoption and acknowledgement of the proposed MMA boundary in the Planwell Comprehensive Plan.

- II. **(10)(b)(B)** Requires MMAs to be located “*Entirely within an urban growth boundary.*”

Findings: Exhibit A includes a map of the proposed MMA boundary within the Planwell UGB.

Conclusion: The proposed MMA boundary is located entirely within the city’s UGB. This requirement is met.

- III. **(10)(b)(C)** Requires MMAs to have “*adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule.*”

- A. **(8)(b)(A)** Requires MMAs to allow “*A concentration of a variety of land uses in a well-defined area, including the following:*”

Findings: The MMA is centered on Main Street, which includes a variety of businesses, civic uses, and some residences located on upper stories. These uses are more densely located than in other parts of Planwell.

1. **(8)(b)(A)(i)** Requires MMAs to allow “*Medium to high density residential development (12 or more units per acre).*”

Findings: The D zone allows multifamily residential development in Section 2.2.030 subject to special standards in Section 2.3.080 requiring residences to not be located on the ground floor on Main Street. There are some structure setback requirements set out in Table 2.2.040E pertaining to buildings along alleys and adjacent to residential zones. There is a 60 foot height limit, with a 15 foot bonus allowed if the top story is residential. The height may be increased through a Conditional Use process. Within these limits there is no restriction on the density of residential units that may be developed.

2. **(8)(b)(A)(ii)** Requires MMAs to allow “*Offices or office buildings.*”

Findings: Offices are permitted outright in the D zone in Section 2.2.030.

3. **(8)(b)(A)(iii)** Requires MMAs to allow “*Retail stores and services.*”

Findings: Commercial retail sales and services are permitted outright in the D zone in Section 2.2.030.

4. **(8)(b)(A)(vi)** Requires MMAs to allow “*Restaurants*”

Findings: Restaurants are permitted outright as a commercial retail service use in the D zone in Section 2.2.030.

5. **(8)(b)(A)(v)** Requires MMAs to allow “*Public open space or private open space which is available for public use, such as a park or plaza.*”

Findings: Parks and open spaces are allowed in the D zone in Section 2.2.030 subject to special standards in Section 2.3.200.

- B. **(8)(b)(B)** Requires MMAs to “*Generally include civic or cultural uses.*”

Findings: Civic and cultural uses are allowed in the D zone in section 2.2.030. The proposed MMA currently includes Planwell’s City Hall, Post Office, Library, and Community Center.

- C. **(8)(b)(C)** Requires MMAs to allow “*A core commercial area where multi-story buildings are permitted.*”

Findings: The proposed MMA is centered on Downtown Planwell, which includes the Main Street core commercial area. There are buildings of up to 4 stories on Main Street. The D zone permits buildings of up to 60 feet in height in Section 2.2.040.D, with a 15 foot height bonus available if the top story is residential. The height may be further increased through a Conditional Use process.

- D. **(8)(b)(D)** Requires MMAs to have development standards where “*buildings and building entrances oriented to streets.*”

Findings: Buildings within the D zone have a build-to line of zero feet along streets (Table 2.2.040.E), and 80 percent of the building abutting street frontage must be built to the build-to line (Section 3.2.040.B.1.). Building entrances are required to face an abutting street (Section 3.2.040.B.2.), or if this configuration is not possible, have a pedestrian walkway connect the primary entrance to the street.

- E. **(8)(b)(E)** Requires MMAs to have “*street connections and crossings that make the center safe and conveniently accessible from adjacent areas.*”

Findings: The proposed MMA is located within an existing neighborhood composed of a series of blocks within a street grid. The MMA is surrounded on three sides by this street network. Each of the streets adjacent to the MMA has sidewalks on both sides of the street. There are crosswalks at each intersection adjacent to the MMA. A map of the MMA and nearby areas showing the local street network is included in Exhibit A.

- F. **(8)(b)(F)** Requires MMAs to have “*a network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking.*”

Findings: The proposed MMA is a series of blocks within a street grid. The proposed MMA is seven blocks long and approximately 4 blocks wide. 90 percent of the streets have sidewalks on both sides of the street. Construction of the missing sidewalks within the MMA have been prioritized in the Planwell TSP. There are crosswalks at each intersection, most marked, some unmarked. There are alleys located in the middle of several blocks which provide for pedestrian circulation. A map of the proposed MMA showing the local street network is included in Exhibit A.

- G. **(8)(b)(G)** Requires MMAs to have “*one or more transit stops (in urban areas with fixed route transit service).*”

Findings: Planwell Transit serves the proposed MMA with all routes making stops along Main Street, and several routes stopping at the Planwell Library. A map of the proposed MMA with Planwell Transit routes is located in Exhibit A.

- H. **(8)(b)(H)** Requires regulations within MMAs to “*limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.*”

Findings: Industrial uses are not permitted in the D zone district (Table 2.2.030.D.), except newspaper printing and publishing with a Conditional Use. Certain artisanal/light manufacturing uses, *i.e.* brewpubs or artist studios, (Table 2.2.030.C.) are permitted under specific special standards (Section 2.3.040). Automotive sales, service, rental and repair are not allowed (Table 2.2.030.C.). Drive-Through services are not allowed (Table 2.2.030.C.).

Conclusion: The proposed MMA includes development regulations and adopted plans that allow the uses required and compel new development to meet the required development standards. This requirement is met.

- IV. **(10)(b)(D)** requires MMAs to have “*land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking).*”

Findings: There is no minimum off-street parking requirement in the D zone (Section 3.5.030.B.1).

Conclusion: The provision of off-street parking is not required within the proposed MMA. This requirement is met.

- V. **(10)(b)(E)** Requires the MMA to be “*located in one or more of the categories below:*

- (i) *At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;*
- (ii) *Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or*
- (iii) *Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.”*

Findings: A portion of the proposed MMA is located within one-quarter mile of the Planwell interchange on Oregon Route 33, as shown on the map included in Exhibit A. The city has worked with ODOT Region 6 to assess current conditions and those reasonably projected under current assumptions. The city and ODOT have developed an interchange monitoring & implementation plan, attached as Exhibit B and implemented through an Intergovernmental Agreement and referenced in the local plan. The interchange monitoring & implementation plan evaluated the current interchange operating conditions (no issues were found), requires the city to monitor the queue length of the northbound off-ramp on an annual basis, and to notify ODOT once it reaches a certain threshold. At that time, the city and ODOT will jointly begin work on funding and constructing mitigation measures. Some initial mitigation concepts (such as signal timing measures that move traffic away from the interchange and extending the northbound off-ramp) were developed through the monitoring and implementation plan and will be evaluated based on conditions at the time the threshold is reached.

Conclusion: Due to the city’s adoption of the interchange monitoring & implementation plan, the city has obtained written concurrence with the MMA designation from the ODOT Region 6 Manager. This requirement is met.

Multimodal Mixed-Use Area (MMA) Rule Text

Key Excerpts from the Transportation Planning Rule (TPR): OAR 660-12-0060

The rule providing communities with an option to designate a Multimodal Mixed-Use Area (MMA) is within the Transportation Planning Rule (TPR) in OAR 660-12-0060. Section (10) of this rule describes the characteristics of an MMA, what it means, and how to designate one. Part of the description relies on definitions in section (8) of this rule. Sections (10) and (8) are provided below for reference:

Section 10 OAR 660-12-0060(10)

- 1 Notwithstanding sections (1) and (2) of this rule, a
2 local government may amend a functional plan, a
3 comprehensive plan or a land use regulation
4 without applying performance standards related to
5 motor vehicle traffic congestion (e.g. volume to
6 capacity ratio or V/C), delay or travel time if the
7 amendment meets the requirements of subsection
8 (a) of this section. This section does not exempt a
9 proposed amendment from other transportation
10 performance standards or policies that may apply
11 including, but not limited to, safety for all modes,
12 network connectivity for all modes (e.g.
13 sidewalks, bicycle lanes) and accessibility for
14 freight vehicles of a size and frequency required
15 by the development.
- 16 (a) A proposed amendment qualifies for this
17 section if it
- 18 (A) Is a map or text amendment affecting only
19 land entirely within a multimodal mixed-
20 use area (MMA); and
- 21 (B) Is consistent with the definition of an MMA
22 and consistent with the function of the
23 MMA as described in the findings
24 designating the MMA.
- 25 (b) For the purpose of this rule, “multimodal
26 mixed-use area” or “MMA” means an area:
- 27 (A) With a boundary adopted by a local
28 government as provided in subsection (d) or
29 (e) of this section and that has been
30 acknowledged;
- 31 (B) Entirely within an urban growth boundary;
- 32 (C) With adopted plans and development
33 regulations that allow the uses listed in
34 paragraphs (8)(b)(A) through (C) of this
35 rule and that require new development to be
36 consistent with the characteristics listed in
37 paragraphs (8)(b)(D) through (H) of this
38 rule;
- 39 (D) With land use regulations that do not
40 require the provision of off-street parking,
- 41 or regulations that require lower levels of
42 off-street parking than required in other
43 areas and allow flexibility to meet the
44 parking requirements (e.g. count on-street
45 parking, allow long-term leases, allow
46 shared parking); and
- 47 (E) Located in one or more of the categories
48 below:
- 49 (i) At least one-quarter mile from any ramp
50 terminal intersection of existing or
51 planned interchanges;
- 52 (ii) Within the area of an adopted
53 Interchange Area Management Plan
54 (IAMP) and consistent with the IAMP;
55 or
- 56 (iii) Within one-quarter mile of a ramp
57 terminal intersection of an existing or
58 planned interchange if the mainline
59 facility provider has provided written
60 concurrence with the MMA designation
61 as provided in subsection (c) of this
62 section.
- 63 (c) When a mainline facility provider reviews an
64 MMA designation as provided in subparagraph
65 (b)(E)(iii) of this section, the provider must
66 consider the factors listed in paragraph (A) of
67 this subsection.
- 68 (A) The potential for operational or safety
69 effects to the interchange area and the
70 mainline highway, specifically considering:
- 71 (i) Whether the interchange area has a
72 crash rate that is higher than the
73 statewide crash rate for similar
74 facilities;
- 75 (ii) Whether the interchange area is in the
76 top ten percent of locations identified
77 by the safety priority index system
78 (SPIS) developed by ODOT; and
- 79 (iii) Whether existing or potential future
80 traffic queues on the interchange exit

81 ramps extend onto the mainline
82 highway or the portion of the ramp
83 needed to safely accommodate
84 deceleration.
85 (B) If there are operational or safety effects as
86 described in paragraph (A) of this
87 subsection, the effects may be addressed by
88 an agreement between the local government
89 and the facility provider regarding traffic
90 management plans favoring traffic
91 movements away from the interchange,
92 particularly those facilitating clearing
93 traffic queues on the interchange exit
94 ramps.
95 (d) A local government may designate an MMA by
96 adopting an amendment to the comprehensive
97 plan or land use regulations to delineate the
98 boundary following an existing zone, multiple

99 existing zones, an urban renewal area, other
100 existing boundary, or establishing a new
101 boundary. The designation must be
102 accompanied by findings showing how the area
103 meets the definition of an MMA. Designation
104 of an MMA is not subject to the requirements
105 in sections (1) and (2) of this rule.
106 (e) A local government may designate an MMA on
107 an area where comprehensive plan map
108 designations or land use regulations do not
109 meet the definition, if all of the other elements
110 meet the definition, by concurrently adopting
111 comprehensive plan or land use regulation
112 amendments necessary to meet the definition.
113 Such amendments are not subject to
114 performance standards related to motor vehicle
115 traffic congestion, delay or travel time.

Section 8 OAR 660-12-0060(8)

1 A "mixed-use, pedestrian-friendly center or
2 neighborhood" for the purposes of this rule,
3 means:
4 (a) Any one of the following:
5 (A) An existing central business district or
6 downtown;
7 (B) An area designated as a central city,
8 regional center, town center or main street
9 in the Portland Metro 2040 Regional
10 Growth Concept;
11 (C) An area designated in an acknowledged
12 comprehensive plan as a transit oriented
13 development or a pedestrian district; or
14 (D) An area designated as a special
15 transportation area as provided for in the
16 Oregon Highway Plan.
17 (b) An area other than those listed in subsection
18 (a) above which includes or is planned to
19 include the following characteristics:
20 (A) A concentration of a variety of land uses
21 in a well-defined area, including the
22 following:
23 (i) Medium to high density residential
24 development (12 or more units per
25 acre);
26 (ii) Offices or office buildings;
27 (iii) Retail stores and services;
28 (iv) Restaurants; and

29 (v) Public open space or private open
30 space which is available for public
31 use, such as a park or plaza.
32 (B) Generally include civic or cultural uses;
33 (C) A core commercial area where multi-story
34 buildings are permitted;
35 (D) Buildings and building entrances oriented
36 to streets;
37 (E) Street connections and crossings that
38 make the center safe and conveniently
39 accessible from adjacent areas;
40 (F) A network of streets and, where
41 appropriate, accessways and major
42 driveways that make it attractive and
43 highly convenient for people to walk
44 between uses within the center or
45 neighborhood, including streets and major
46 driveways within the center with wide
47 sidewalks and other features, including
48 pedestrian-oriented street crossings, street
49 trees, pedestrian-scale lighting and on-
50 street parking;
51 (G) One or more transit stops (in urban areas
52 with fixed route transit service); and
53 (H) Limit or do not allow low-intensity or
54 land extensive uses, such as most
55 industrial uses, automobile sales and
56 services, and drive-through services.