

TRANSIT-ORIENTED & TRANSIT-SUPPORTIVE DEVELOPMENT

CAT



A TOOLKIT DEVELOPED FOR **CAT** BY **MIG**

INTRODUCTION



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THE TRANSIT MASTER PLAN

The Hood River County Transportation District (HRCTD), operating as Columbia Area Transit (CAT) has recently developed a Transit Master Plan that describes the District's vision and goals for transit in Hood River County. The Master Plan also identifies where the District's limited resources can be invested to best meet local goals, and help build better partnerships between CAT, other Gorge transportation providers, ODOT, and local partners to ensure transit priorities are delivered. Building from the success of the existing transit system, the Transit Master Plan uses a fully integrated approach to ensure that transit investments are supportive of the broader economic, environmental, and mobility goals.

THIS TOOLKIT

This toolkit is intended to be used in the implementation of the CAT Transit Master Plan by serving as a reference in future discussions with Hood River County, the City of Hood River, the City of Cascade Locks, private developers, and other community partners. This document provides recommendations, options, and guidance to CAT and its partners for implementing transit-supportive development in Hood River County. It includes the following components:

- Existing and Future Development Conditions in Hood River County
- Principles of Transit-Supportive Development
- Description of Transit Service provided by CAT
- Implementation Tools

WHO IS THIS DOCUMENT FOR?

CAT STAFF, BOARD MEMBERS, AND TRANSIT ADVOCATES	STAFF AND OFFICIALS AT HOOD RIVER COUNTY, THE CITY OF HOOD RIVER, AND THE CITY OF CASCADE LOCKS	DEVELOPERS, LANDOWNERS, AFFORDABLE HOUSING PROVIDERS
<p>This document summarizes key points of the Transit Master Plan and supporting analyses, and provides guidance for how to implement the Transit Master Plan's goals in the context of Hood River County.</p>	<p>Jurisdictional partners at the County or City level will find in this document a summary of the Transit Master Plan and its supporting analyses and guidance on how they may support CAT in creating a transit system that benefits all communities in Hood River County.</p>	<p>Private-sector and non-profit users engaging in development in Hood River County will find this document useful in understanding how best to accommodate transit on their site, and how to turn transit service into a benefit and amenity for their development.</p>
<p>Key elements for these users are:</p> <p>Chapter 2. Principles of Transit Oriented Development: Thorough discussion of the many components of TOD to help in future decision-making.</p> <p>Example Transit Sites: Conceptual layouts of transit stops that illustrate how they can be a benefit to the community and nearby development. Potentially useful in conversations with jurisdictions, the public, and developers.</p> <p>Chapter 3. Implementation: An overview of the development process in Oregon and narrative for how CAT can be an active participant.</p> <p>Attachments: Detailed comprehensive plan and development code language that can be recommended for inclusion when jurisdictions are undertaking land use/transportation planning.</p>	<p>Key elements for these users are:</p> <p>Chapter 1. Existing and Future Conditions: Background information about the Transit Master Plan, existing opportunities and challenges throughout CAT's service area, the hierarchy of typical CAT transit stops</p> <p>Chapter 2. Principles of Transit Oriented Development: Thorough discussion of the many components of TOD to help in future decision-making.</p> <p>Example Transit Sites: Conceptual layouts of transit stops that illustrate how they can be a benefit to the community and nearby development. These illustrations may spur conversation for future stop design.</p> <p>Attachments: Detailed comprehensive plan and development code language that should be considered as part of long-range land use and transportation planning.</p>	<p>Key elements for these users are:</p> <p>Chapter 1. Existing and Future Conditions: Background information about the Transit Master Plan, existing opportunities and challenges throughout CAT's service area, the hierarchy of typical CAT transit stops.</p> <p>Chapter 2. Principles of Transit Oriented Development: Discussion of the various "Zones of Responsibility" adjacent to transit location. "Zone 3" will be especially relevant for these users, as it includes considerations for access and urban design that can benefit the transit system as well as the particular site.</p> <p>Example Transit Sites: Conceptual layouts of transit stops that illustrate how they can be a benefit to the community and nearby development. Potentially useful in conversations with jurisdictions, the public, and developers</p>

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EXISTING AND FUTURE CONDITIONS



CH1

EXISTING AND FUTURE CONDITIONS



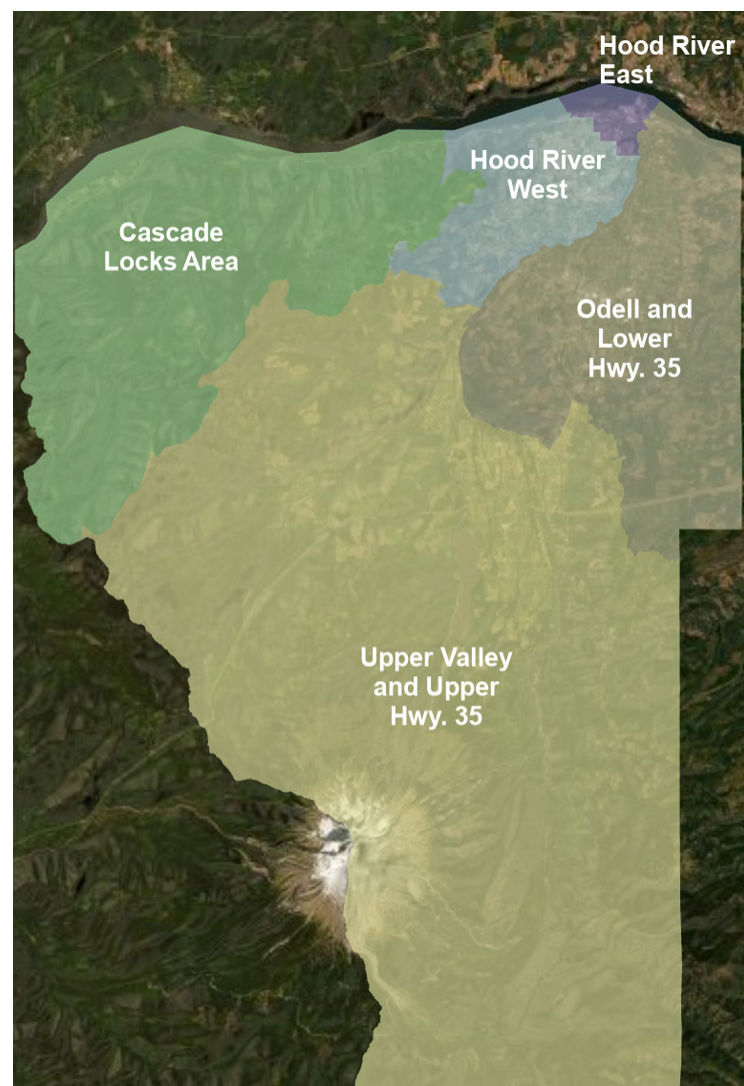
As part of the development of the Transit Master Plan, MIG conducted an assessment of existing and future land use conditions in Hood River County. Key points of the assessment are included in this section, and the full report can be found on the CAT website.

SERVICE AREA

CAT's service area is Hood River County, which is divided into five "focus areas" shown in Figure 1. Characteristics of each focus area are described in Table 1. Additional detail can be found in the Transit Master Plan Land Use Analysis memorandum, dated September 14, 2022.

Focus Area 1: Cascade Locks	Focus Area 2: Hood River West	Focus Area 3: Hood River East	Focus Area 4: Odell	Focus Area 5: Parkdale
TOD CHALLENGES				
Parking availability, lack of space for bus pull-outs and turnarounds. Columbia Gorge National Scenic Area limits development.	Mix of City and County land. Incomplete transportation system.	Largely parcelized/ built out. Complex land use/ transportation issues on waterfront.	Development outside of UGBs is limited.	Development outside of UGBs is limited.
TOD OPPORTUNITIES				
Cascade Locks Enterprise Zone. Bridge of the Gods Trailhead and Parking Area. Development of employment land. Marine Park area.	Extension of Wine Country Ave. to Rand Avenue; new affordable housing projects. Significant growth in Westside Area.	Heights district urban renewal. Infill and redevelopment.	Modest residential and employment growth.	Modest residential and employment growth

Figure 1. CAT Service Area and Focus Areas



TRANSIT CONDITIONS AND SERVICE

CAT's existing routes are shown in Figure 2. The condition of transit stops vary throughout the County - existing stops are a mix of permanent amenities and temporary features, as shown in images on the following pages. More detail about existing conditions can be found in the Transit Master Plan report. Projected future conditions, including population forecasts and a summary of development opportunities in each focus area, are detailed in the Land Use Analysis memorandum, available on the CAT website. The goal of this report is to provide a resource for the potential development and redevelopment of stops and surrounding areas.

Portland State University's Population Research Center conducts population forecasts for communities in Oregon. The most recent projection for Hood River County forecasts a growth of 5,296 people by 2045, a 22% increase. Most of this growth (70%) is expected to occur in the city of Hood River, with most of the remainder expected outside of urban growth boundaries in rural areas. This growth has implications for both the transit needs of the community as well as opportunities to create transit-supportive development.

Figure 2. Existing CAT Routes

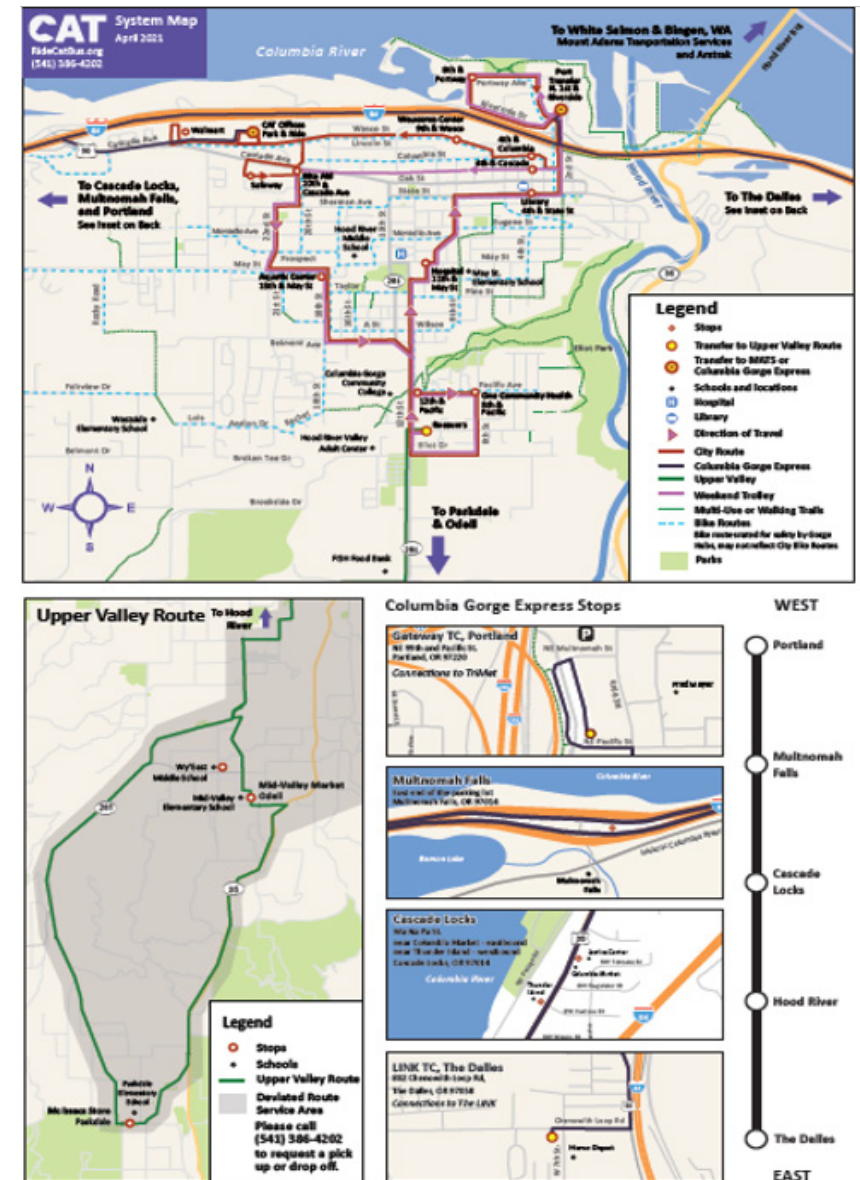
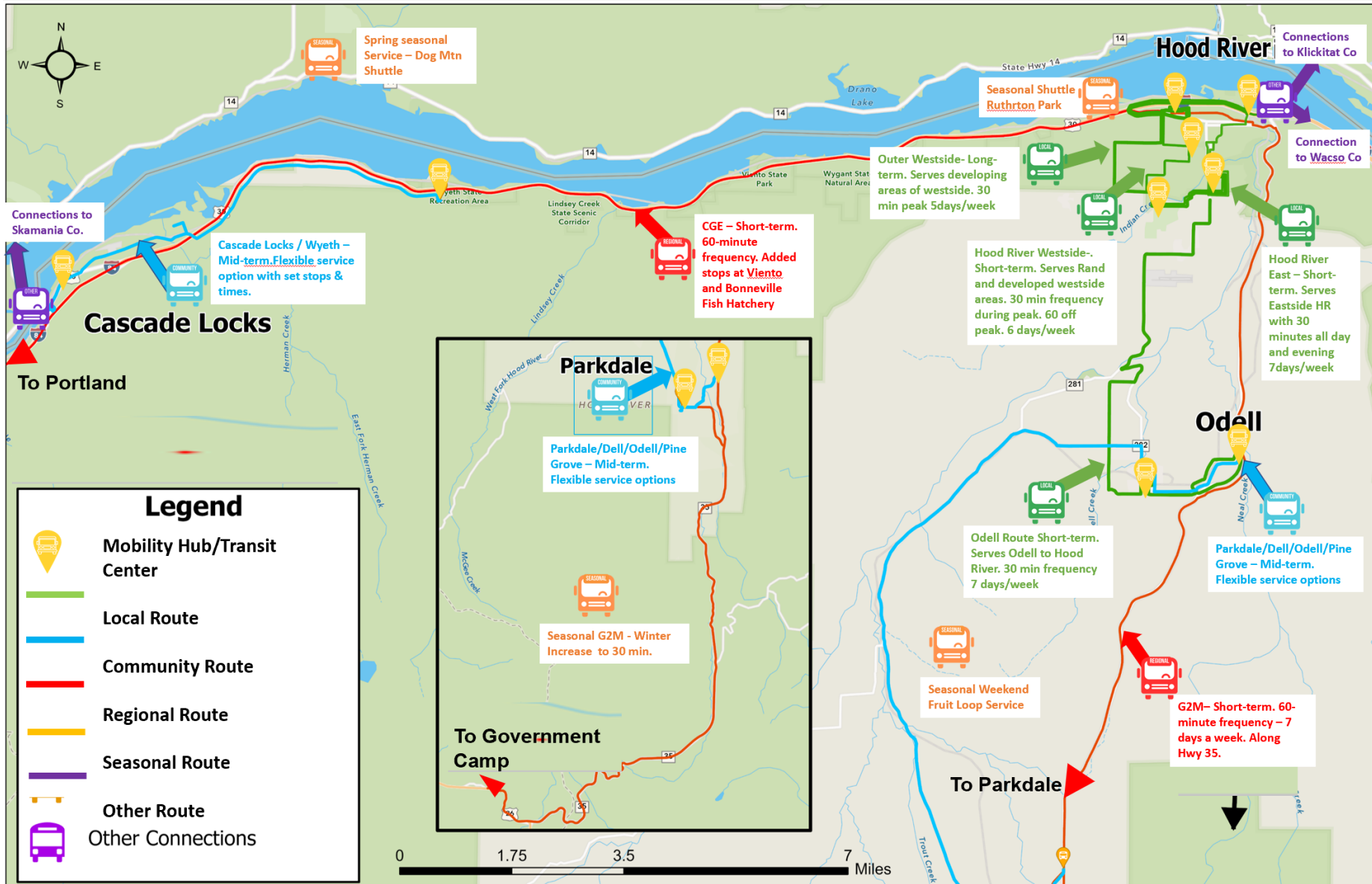
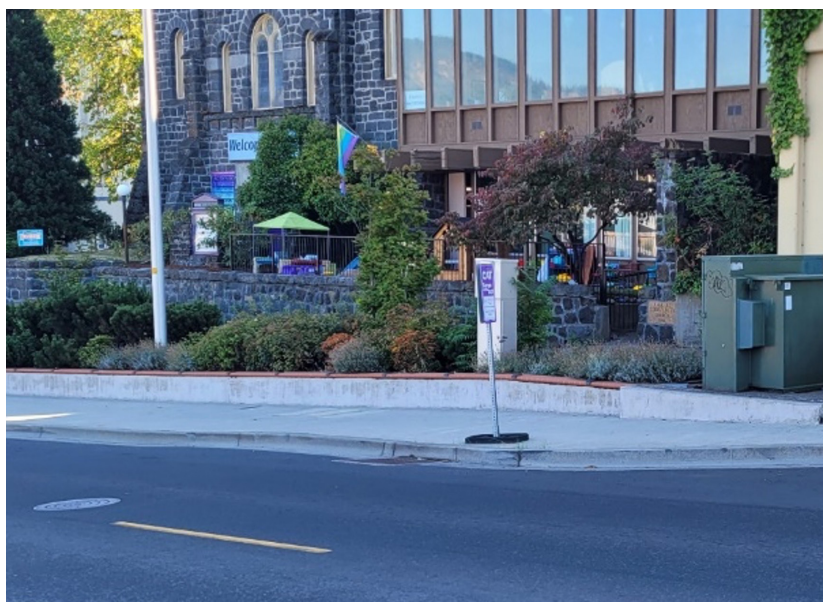


Figure 3. Future CAT Routes





CAT STOP HIERARCHY



The following table describes the proposed in the Transit Master Plan. The transit system consists of Standard Stops, Sheltered Stops, and Mobility Hubs.

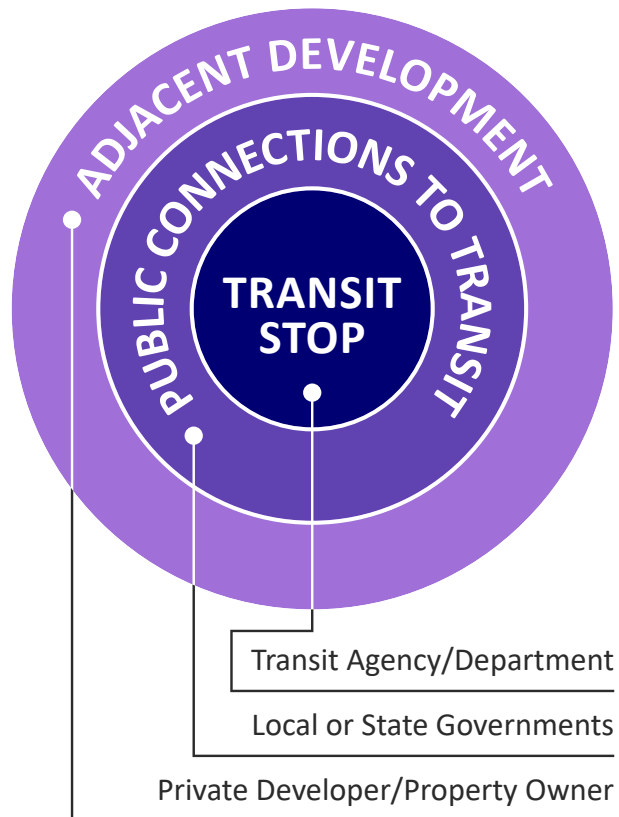
STOP TYPE	CRITERIA	BASIC AMENITIES	OTHER AMENITIES	MAINTENANCE
Standard Stop	Every stop that is not sheltered.	Pole and sign, schedule information.	Garbage can, bench, real-time information.	As needed.
Shelter Stop	Minimum of 10 BR/day or 5 BR/day if serving seniors, or a business is willing to sponsor stop.	Pole and sign, real-time schedule information, shelter, bench, garbage can.	Sidewalk access, curb cuts, ADA pad, bike racks.	At least twice a month garbage removal and cleaning. More frequently if required.
Mobility Hub	2 or more routes serve stop and 15BR/day, or linkages with 2 or more first/last mile options.	Pole and sign, real-time schedule information, shelter, bench, garbage can, bus layover, bike parking.	Sidewalk and bike lane access, curb cuts, ADA pad, bus pull out, indoor waiting, restrooms, park and ride.	Bi-weekly garbage removal and cleaning. More frequently if required.

PRINCIPLES OF TRANSIT-SUPPORTIVE DEVELOPMENT

CH 2

PRINCIPLES OF TRANSIT-SUPPORTIVE DEVELOPMENT

Transit-supportive land use and urban design principles should guide future development within the vicinity of CAT stops and throughout Hood River County's transit corridors. These principles address the challenges and opportunities identified for Hood River County. They also provide guidance for supporting the vision for transit-supportive neighborhoods, meeting the needs of transit-dependent populations, and increasing transit access to recreational uses.



ZONES OF RESPONSIBILITY

Land uses adjacent to transit stops, particularly major stop locations, should provide a mixture of development types, including a variety of commercial, residential, institutional, and employment uses. The areas served by CAT are expected to experience incremental development and modest infill over time. The success of transit at a specific location relies upon a combination of actors with different “zones of responsibility,” as shown here. Each zone, and the responsible entities, have overlapping interests and coordination is needed to achieve optimal outcomes.

- The Transit Agency (CAT) is generally responsible for transit stops and the quality of transit service stops receive.
- Public access to transit stops, including multimodal and ADA access, is usually the responsibility of City or County governments.
- Development adjacent to transit stops (the businesses, services, and residences served most directly by transit) is typically determined by private developers and property owners.

Successful transit-supportive development requires alignment and coordination between each of these zones. The remainder of this section addresses principles of transit-oriented development for each of these zones of responsibility.

Image adapted from ODOT TGM Transit for Small Cities

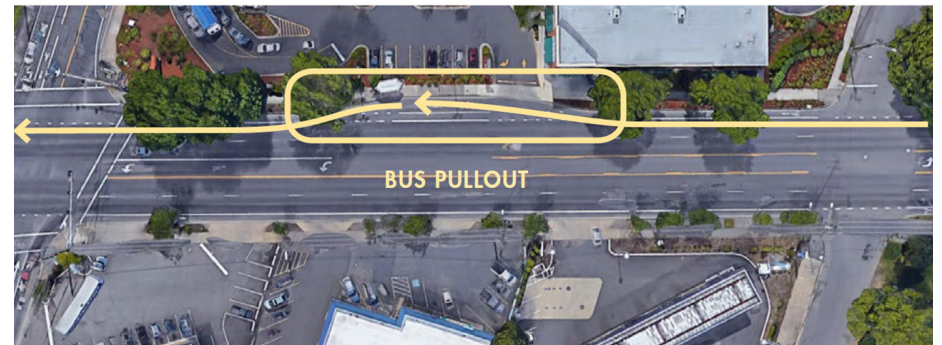
ZONE 1: THE TRANSIT STOP

The location of transit stops requires balance between available resources, transit needs, and the location of potential transit stops. (These issues are addressed in more detail elsewhere in the Transit Master Plan.) Once stop locations are identified, there are numerous considerations, such as the facilities available, their design, and how the site relates to its surroundings, that can impact the utility of the stop.

Relationship to the Street and Intersections

Transit vehicle access and impact to other road users are key issues for transit stops. There are several tradeoffs and considerations related to a stop's location, described below.

- **In-Lane Stops.** In-lane stops are locations where a bus remains in the travel lane while boarding and disembarking. In-lane stops may cause delay for other vehicles but require less right-of-way. This type of stop works well in areas where there is substantial pedestrian traffic and commercial activity, as traffic behind the transit vehicle will be slowed or stopped as passengers board and disembark. These stops, along with well-marked pedestrian crossings, may help calm traffic in some areas. In-lane stops are typically accompanied by wider sidewalks and curb bulb outs to accommodate wheelchairs and mobility devices.
- **Bus Pullouts.** Bus pullouts are locations where a bus leaves the travel lane while boarding and disembarking. Pullouts are well suited

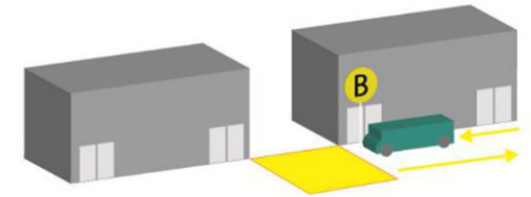


Additional details about the advantages and disadvantages of transit stop locations can be found in TCRP Report 19 and the ODOT Highway Manual, Chapter 12 Design Guidelines for Public Transportation.

for high-traffic and higher speed streets, as well as areas where bus layovers and transfers occur. Pullouts require additional right-of-way to accommodate, which could impact business access, development opportunities, stop location, and crosswalk lengths.

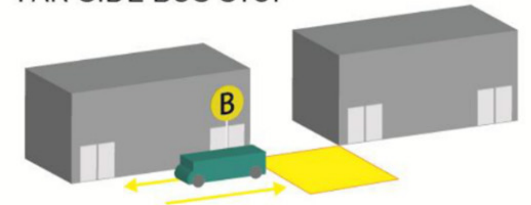
- **Mid-Block Stops.** Mid-block stops are located between intersections. Generally, mid-block stops require pedestrians to walk further distances to an intersection to cross or require additional safety treatments such as a mid-block crosswalk. Loss of parking mid-block may also be a concern. However, a mid-block stop may be recommended where traffic or street/sidewalk conditions at the intersection are not conducive to a near side or far side of intersection stop; or services and traffic generators are located mid-block and intersections are far away.
- **Near Side of Intersection Stops.** Near-side stops can be recommended where traffic is heavier on the far side of the intersection; pedestrian conditions and movements are better than on the far side; the route continues straight through the intersection or the stop is set back a reasonable distance from the intersection to enable right turns; a curb extension prevents vehicles from turning right directly in front of a bus; or multiple buses stopping at the far side stop could spill over into the intersection.
- **Far Side of Intersection Stops.** Far-side stops can be recommended where traffic is heavier on the near side of an intersection; heavy right turns at the intersection, or heavy left turn and through movements from the side street; pedestrian conditions are better than the near side; at intersections with priority treatments including queue jump lanes and transit signal priority; or avoiding conflicts at complex intersections with multi-phase signals or dual turn lanes.

NEAR-SIDE BUS STOP



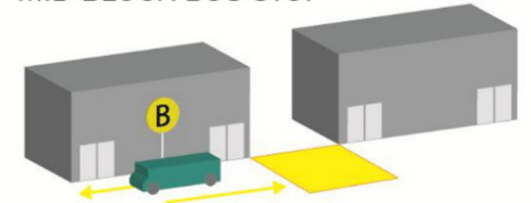
Bus stops immediately prior to intersection

FAR-SIDE BUS STOP



Bus stops immediately after passing through intersection

MID-BLOCK BUS STOP



Bus stops within the block

Image Source: ODOT TGM Transit for Small Cities



Image Source: ODOT TGM Transit for Small Cities

TRANSIT STOPS AND AMENITIES

As stated in the Transit Master Plan, “Bus stops are the front door to the CAT fixed-route system. They are where most riders board or wait for services. Great bus stops are visible, friendly, comfortable places to wait, and are surrounded by safe and accessible walking conditions. Numerous studies show how important stops are to overall customer satisfaction, marketing the existence and quality of services, and creating spaces that offer and connect transit to the community served.”

The Transit Master Plan establishes a hierarchy of stop types and identifies the amenities that are appropriate for each category. Getting these amenities built and maintained is a matter of development requirements and financing. This generally relies upon development code language to allow for the space for these amenities, and a funding source to maintain amenities over time. Recommended code language is discussed in the Implementation section of this Toolkit and presented in full in Appendix B. The language addresses stop improvements being coordinated between property owners and CAT in the case of development proposed adjacent to existing or planned stops. As shown in the images on page 15, stop designs can vary significantly. While consistent transit stop signage should identify the stop, integrating the stop design into its surrounding environment or development can improve its visual character and provide a focal point or gathering area within the stop area.

Shelters



Seating



Bicycle Security and Storage



Stop signage



Information cases



Handicap Amenities: Braille and High Curb Access



Lighting



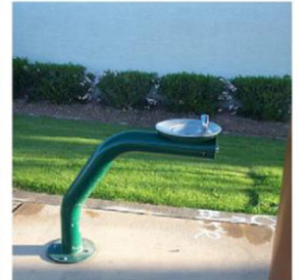
Solar Lighting



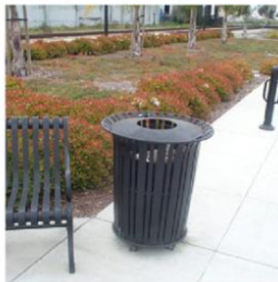
Illuminated Info



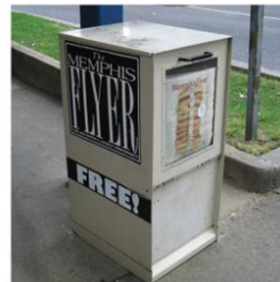
Water fountain



Trash, Recycling and Cigarette Disposal



News dispenser



Clock



Photo credits: Thomas R Machnitzki, Joe Olivieri, laconiv.org, G. Araki, E. Rosenberg

Image Source: ODOT TGM Transit for Small Cities

Site Branding

Visibility and funding of a transit stop can be supported with branding or advertisements. Stops can be financially supported by private entities, partner agencies, nonprofit organizations, or philanthropic individuals. Some locations may be appropriate for vending machines, newspaper racks, or similar facilities that can provide activities for waiting passengers. Branding revenue can be used to support trash service or maintenance of the stop.

Park-and-Rides

Land uses with parking needs that differ from transit peaks, such as religious institutions, or development with an amount of parking that is above minimum requirements and underutilized may be good partners for park-and-ride locations. Development requirements should support this manner of shared parking (see the Implementation section and Appendix B of this Toolkit). Types and design considerations for park-and-ride lots are discussed below.



Park-and-ride facilities generally fall into the following categories:

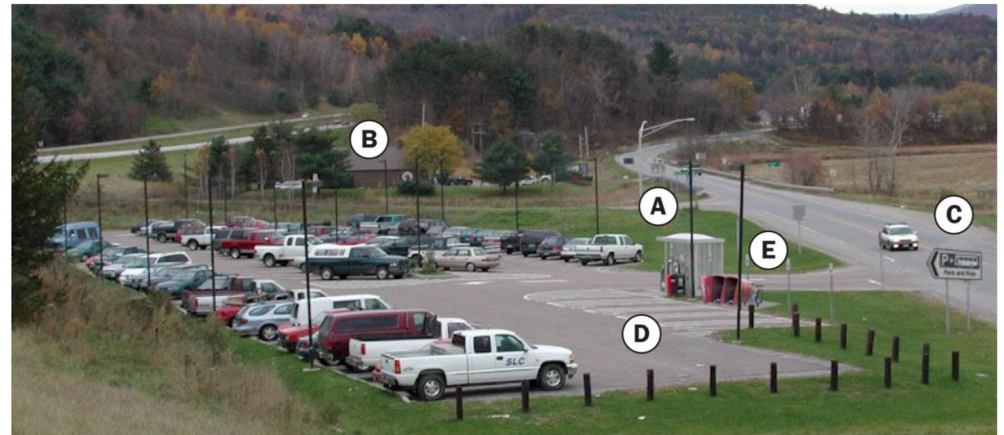
- Informal park-and-rides – On-street parking or other areas not explicitly designated for transit users.
- Joint use – Official agreements for use as transit park-and-ride. Opportunities for parking areas that are underutilized during peak transit times. Opportunities to bring potential customers to retail locations.
- Official park-and-rides – Parking areas owned and operated by the transit agency.

The 10-Year Service Vision of the Transit Master Plan identifies that “Regional Mobility Hubs” are intended to include services such as park-and-rides. Table 7, Location of Hubs, identifies five Regional Mobility Hubs throughout the county. Specific services are proposed for each of the hubs, reflective of community member input. Park-and-rides are specifically proposed for two of the Regional Hubs, Neal Creek Road and Mt. Hood (Town Hall area), and a Transit Hub at CAT 224 Wasco Loop.

Figure 4. Design Considerations of Park and Ride Lots

DESIGN ANALYSIS: Park-and-Ride Lots

Park-and-ride lots augment the ability for people who live in rural or outlying areas to use transit.



- (A) Bus shelter is created with amenities such as schedule information and trash and recycling receptacles.
- (B) Lighting increases safety for early morning and late-night riders.
- (C) Signage located off the main road clearly indicates the park-and-ride location to motorists.
- (D) Safe and accessible handicapped parking is provided.
- (E) Bicycle boxes and/or racks in a safe and well-lit location are available for those that use the park-and-ride as part of a multimodal commute.

Image Source: ODOT TGM Transit for Small Cities

ZONE 2: PUBLIC CONNECTIONS TO TRANSIT

Pedestrian & Bicycle Accessibility

Sidewalks & Paths

Transit stops should be easily accessible to people walking, biking, and rolling, and should have a clear, safe path to and from nearby destinations. Stops should have accessible and safe sidewalk access and be located near a crosswalk. Ideally, pedestrian infrastructure should extend well beyond the stop location to ensure that riders can safely travel to their ultimate destination. The ways that these areas of the sidewalk zone can be enhanced to support transit are illustrated well by the comparison below from the ODOT TGM Transit Facilities in Small Cities publication. Pedestrian access from adjacent sites and surrounding areas is addressed in the Implementation section of this Toolkit, and in the model development code language in Appendix B.

For cyclists accessing transit stops and riding transit, infrastructure such as bike lanes or wide shoulders are important. Storage racks on transit vehicles also benefit cyclists, though space is constrained on CAT vehicles. Facilities such as racks, bicycle repair stations, and lockers at major stops should be considered, especially at shelter stops and transit centers. Bicycle parking for these transit uses is addressed in the Implementation section and Appendix B of this Toolkit.

Sidewalk Zones

When thinking about sidewalk amenities near transit stops, the following categorization is helpful:

Figure 2.3.180 – Examples of Pedestrian [and Transit] Amenities

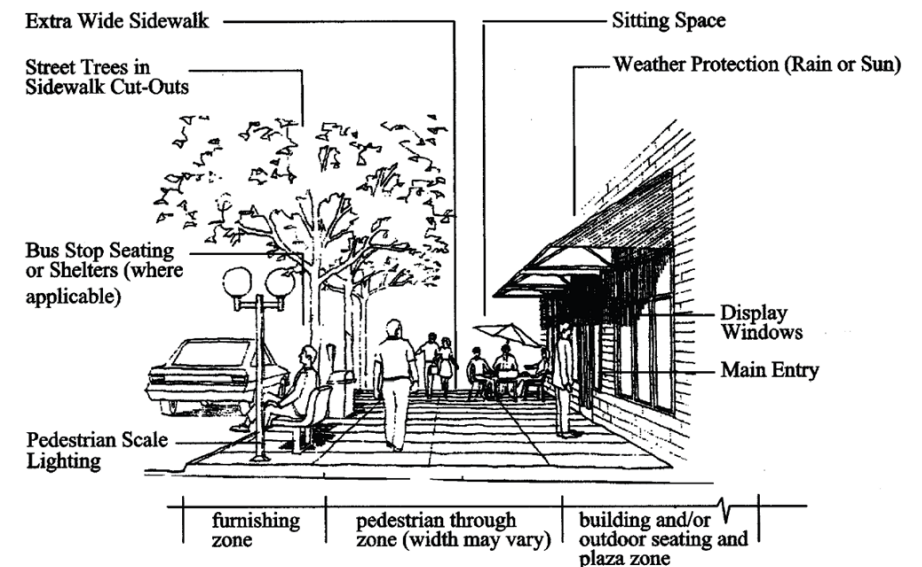
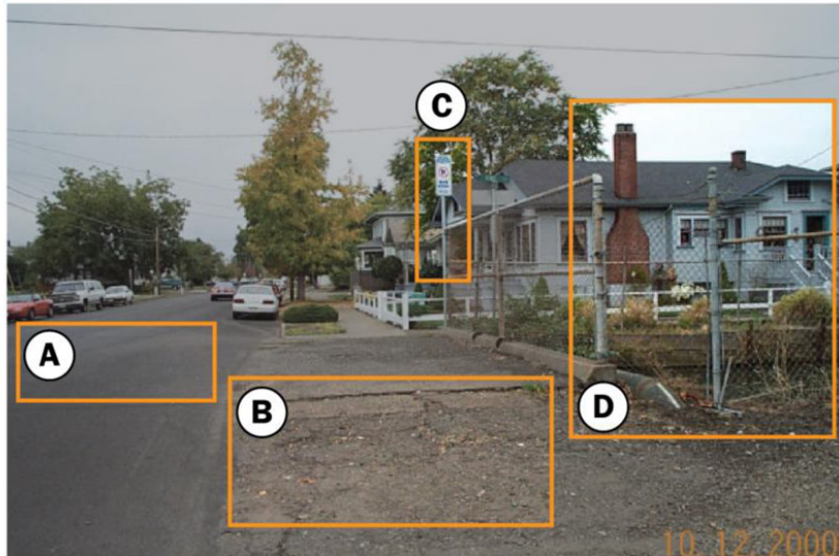


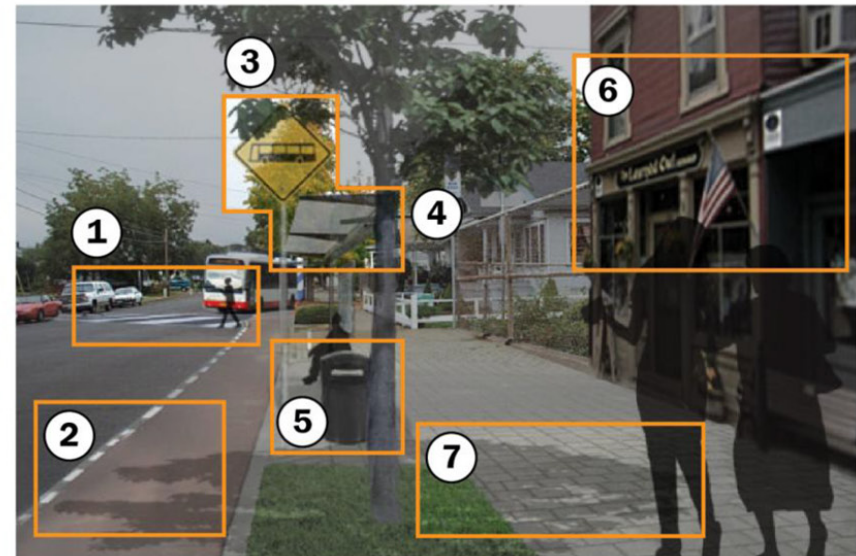
Image Source: ODOT TGM Model Development Code for Small Cities, 3rd Edition

DESIGN ANALYSIS: Before and After Accessibility Improvements

When accessible amenities are applied, the transit facility is better integrated into the local community.



- A** Limited or no crosswalk access to transit stop
- B** Broken sidewalk creates unimproved and disconnected pedestrian access; no streetscape or lighting amenities
- C** Bus signage is small and set back off of the street
- D** Poor, severed, or non-existent links to community space or assets



- 1** Crosswalks link to bus stop
- 2** Striping defines the bus pull-out
- 3** Bus signage clearly marks the stop
- 4** Shelter is simple and provides protection from the elements
- 5** Garbage cans and seating enhance rider amenities
- 6** Direct connection to key destination
- 7** Shade and paving enhance the pedestrian space

Image Source: ODOT TGM Transit for Small Cities

Regarding ADA accessibility of transit stops, the Federal Transit Administration (FTA) Circular 4710.1 (2015) provides FTA financial assistance recipients with ADA implementation guidance. Along with the ADA Accessibility Guidance (ADAAG) for Transportation Facilities, FTA guidance clarifies responsibilities for transit development activities including siting new stops, installing shelters, and modifying existing stops.

Access Management

The number, design, and location of street intersections and driveways has an impact on transit movement and the pedestrian experience. Limiting the number and spacing of vehicle access points to property reduces the number of driveways and conflict points between road and sidewalk users. Model policy language – in the Implementation section of this Toolkit and Appendix A – speaks to coordination between local government and CAT about transit stops and driveways.



ABOVE: A simple station includes shelter and signage. It does not impede pedestrian flow while remaining connected to the sidewalk. Contextually, it fits with the beach context of Seaside, Oregon. Photo credit: G. Araki.

Image Source: ODOT TGM Transit for Small Cities

ZONE 3: ADJACENT DEVELOPMENT

Land Uses

Land uses that serve as activity centers can be origin or destination points for transit and provide a welcoming environment for transit riders. Activity centers can result from the mix of uses permitted on a in an area, or from the permitted density or intensity of the development. In these areas, the development makes a place of a relatively large number of residents, employees, students, customers, and/or clients.

The types and frequency of transit service are often driven by the mix and intensity of adjacent and nearby development. Other county transit plans in Oregon have included land use- and population-based thresholds for volunteer driver, rideshare, dial-a-ride (demand-responsive), shuttle, flex or deviating route, and varying frequency of fixed-route service on a local and/or regional level.

Building Orientation

Building location and orientation is an essential element of creating a good pedestrian environment. Pedestrian-scale development can be encouraged by requiring buildings oriented towards the street with parking behind or to the side of the building. Development can engage pedestrians aesthetically, provide weather coverage, and be located closer to the street through reduced setbacks or zero lot line development.

These characteristics are referred to as “urban form” in the Implementation section and Appendix B of this Toolkit. Urban form is largely a product of development standards. Transit-supportive development standards include those that minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and do not allow parking between the building and street.

On-Site Circulation and Connections

The linkages between buildings and transit stops (or transit streets) is a site’s pedestrian circulation system. This “system” could consist of a short, straight walkway between a main building entrance that is close to the front property line and the sidewalk. Or, for sites with multiple buildings, it could consist of multiple pathways making (as direct as possible) connections between buildings, a parking area (if applicable), and to the transit street.

Direct connections to the transit street are vital. Development requirements about these connections are recommended and discussed in the Implementation section and Appendix B of this Toolkit.

Vehicle Parking

The amount and location of automobile parking is a key component of the physical environment and impacts how people chose to move around. Parking lot design can make the difference between an area

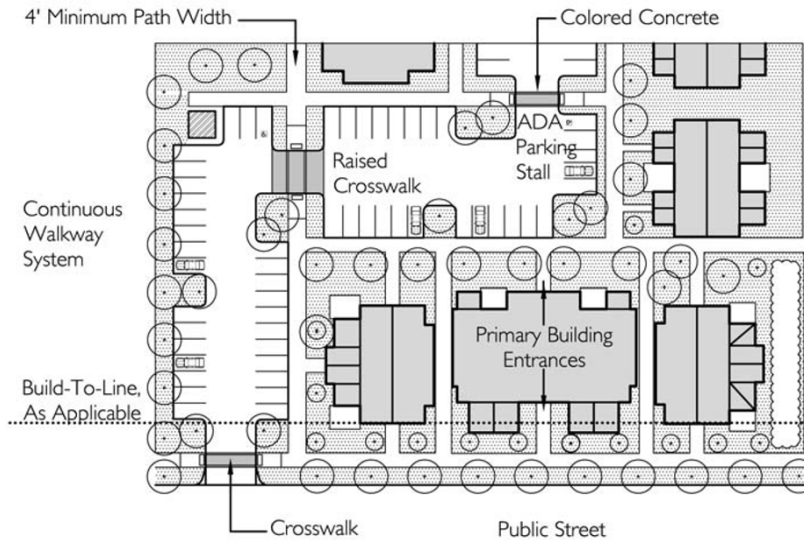


Image Source: ODOT TGM Model Development Code for Small Cities, 3rd Edition

that is highly supportive of active transportation and transit, and one that prioritizes automobiles over pedestrians.

Vehicle parking is also addressed in the Implementation section and Appendix B of this Toolkit. Transit-supportive vehicle provisions can take several forms such as prohibiting parking between a building and the transit street, adopting robust parking area landscaping requirements, setting maximum parking allowances, encouraging shared parking, and providing for parking requirement reductions based on transit proximity.

Bicycle Parking

Bicycle parking is an important convenience at transit stops, particularly for more significant stops. Adjacent land uses that provide bicycle parking can help fill this need, and can support riders who bring bicycles onto transit vehicles. Local development codes can guarantee minimum short-term and long-term bike parking for multi-family residential, commercial, industrial, institutional, and park uses. Development code language included in this document also provides design and location parameters for bike parking.

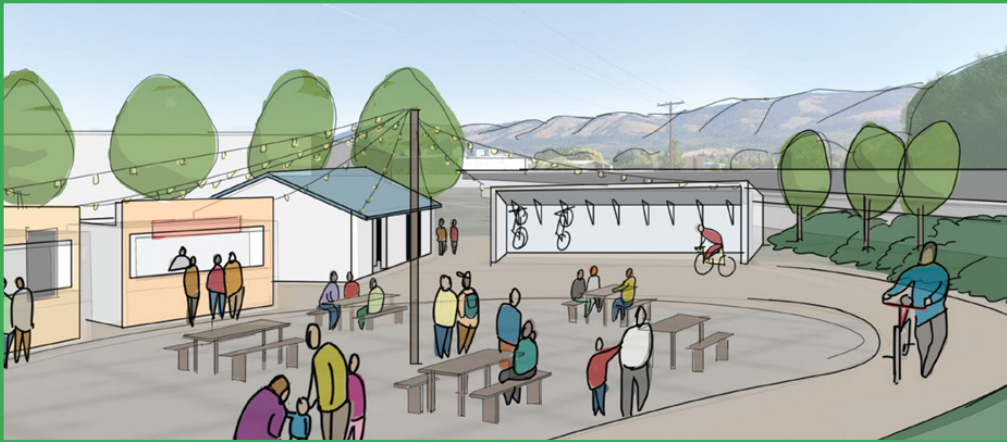
Like pedestrian accessibility described earlier in this section, on-site bike parking is part of the active transportation and pedestrian orientation of development that is adjacent or close to transit stops. This orientation can have a significant effect on the attractiveness and success of transit.



Artistic treatments of bicycle racks are opportunities for community expression. Photo credits: (top) breadbike.com, (bottom) Charleston Gazette



Image Source: ODOT TGM Transit for Small Cities



EXAMPLE TRANSIT SITES

The following pages include hypothetical layouts of transit-oriented development in various locations throughout Hood River County. These high-level concepts are intended to generate ideas and spark conversations about how development can integrate with transit, support community development goals, provide a focal point for transit within a community, and meet the local access and mobility goals identified through the Transit Master Planning process

DOWNTOWN HOOD RIVER: 18TH & MAY STREET

Sheltered Stop



DOWNTOWN HOOD RIVER: 4TH & STATE STREET

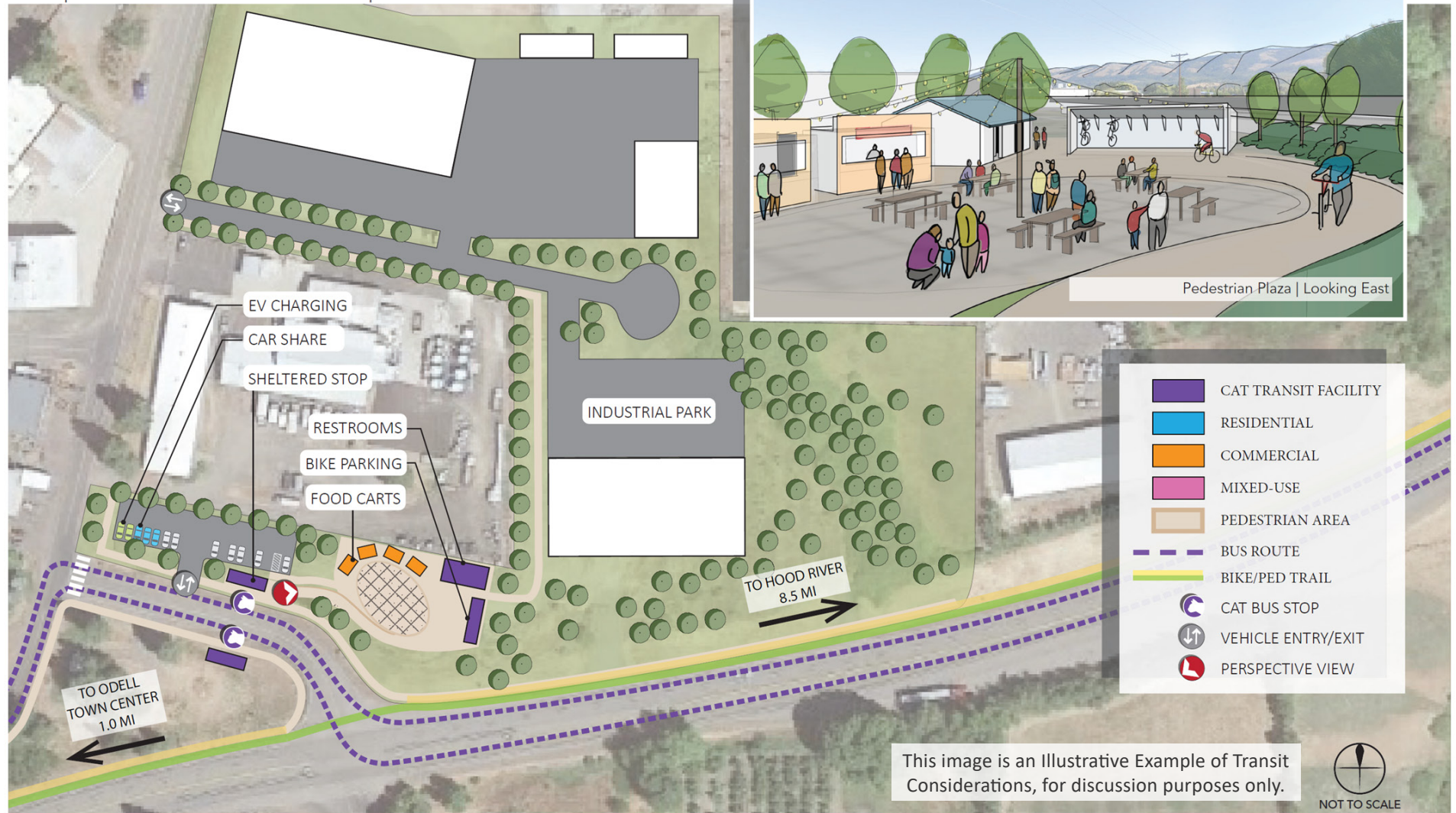
Standard Stop



ODELL: HIGHWAY 35

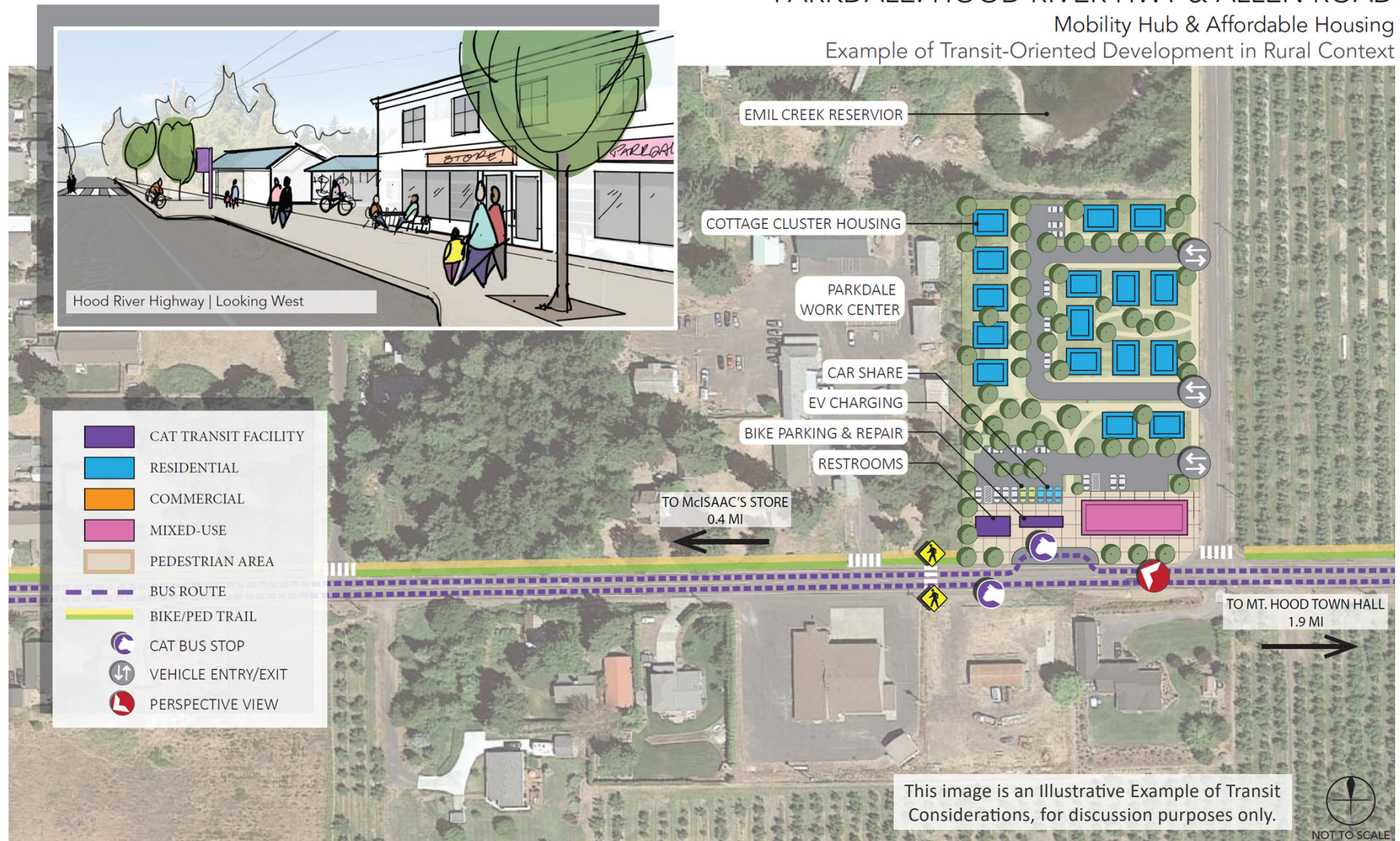
Mobility Hub & Industrial Development

Example of Transit-Oriented Development in Rural Context



PARKDALE: HOOD RIVER HWY & ALLEN ROAD

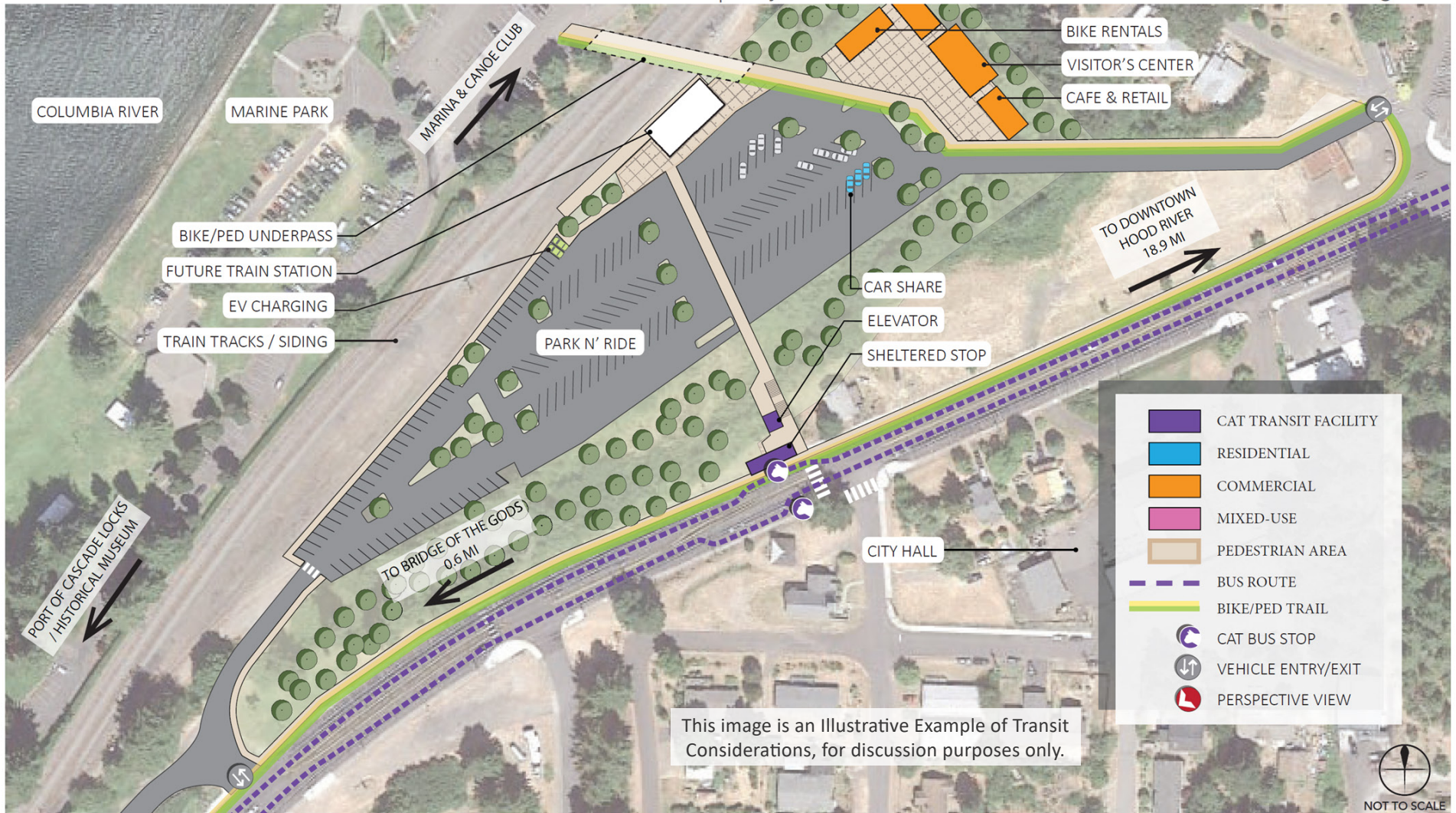
Mobility Hub & Affordable Housing
Example of Transit-Oriented Development in Rural Context



CASCADE LOCKS

Mobility Hub & Affordable Housing

Based on concepts by Port of Cascade Locks and Seder Architecture & Urban Design LLC



IMPLEMENTATION



CH 3

TRANSIT AS PART OF THE PLANNING AND DEVELOPMENT PROCESS

This section goes into further detail about how the principles of Transit-Supportive Development can be implemented by CAT and its partners. By incorporating these recommendations, new development and capital investments can be aligned with the goals of the Transit Master Plan to improve the viability and user experience of transit in Hood River County.

Cities and counties in Oregon complete long-range transportation and land use planning efforts that guide incremental decisions about specific developments and transportation projects. There are opportunities for CAT to participate as a stakeholder, convener, or lead agency at various stages of the planning and development process, as described in the following section.

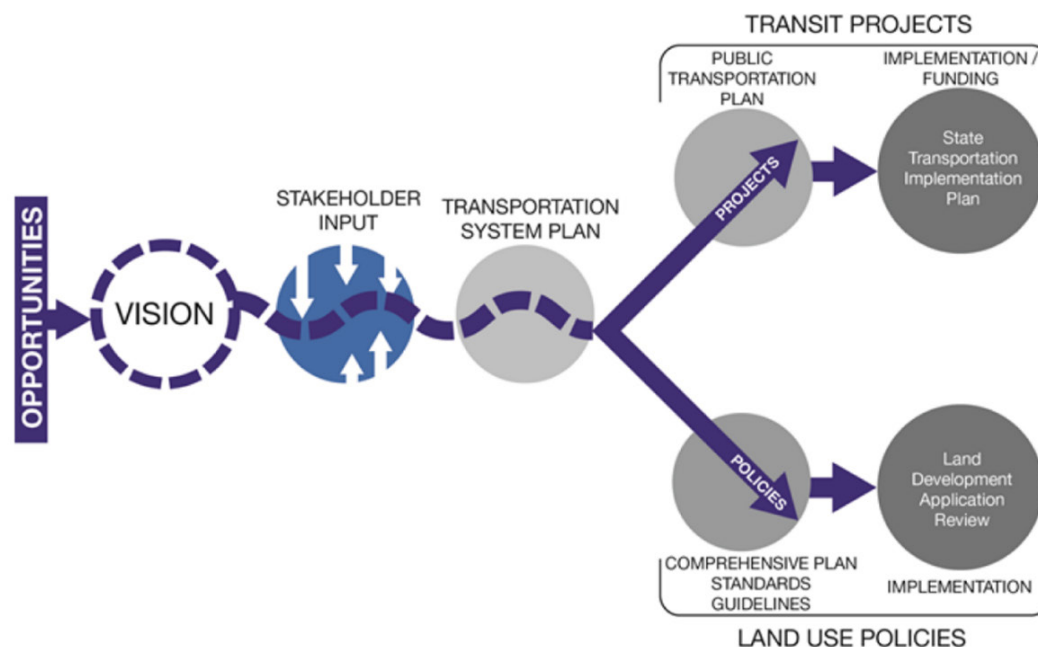


Image source: ODOT TGM Transit for Small Cities

THE PLANNING PROCESS

Comprehensive Planning

Cities and counties in Oregon are required to develop and maintain a Comprehensive Plan with policies that direct land use and transportation system planning. City and county actions and development codes must be consistent with policy statements laid out in their Comprehensive Plans. These policies can play an important role in supporting and implementing recommendations from the Transit Master Plan. In order to implement the Transit Master Plan countywide, jurisdictions ideally would adopt the service planning, capital planning, and policy recommendations from the Transit Master Plan as part of the transportation element of their Comprehensive Plans.

Updates of Comprehensive Plans, including Community Plans for rural communities such as Parkdale and Odell, are likewise opportunities to incorporate these Transit Master Plan recommendations. Cities and counties also periodically update their Transportation System Plans (TSPs) and may undertake specialized transportation plans such as Active Transportation Plans (ATPs), which are all part of their Comprehensive Plans.

Example language for Comprehensive Plan goals and policies (also called “model language”) is provided in Appendix A. This model language is intended to guide discussions with Hood River County, the cities of Hood River and Cascade Locks, and other partners in order to support the role of transit and find opportunities where transit can help meet other community objectives.

DEVELOPMENT PROCESS

Coordination

Coordination between jurisdictions and the transit service provider regarding proposed development is critical to ensuring transit-supportive development occurs. The periods during which an applicant is preparing a development application and when that application is under review by the jurisdiction present key opportunities for this coordination.

Ideally this coordination is codified to ensure it happens during each applicable development procedure, as addressed in the next section on development code provisions. However, absent codification, the very least that is recommended is to establish informal yet regular coordination practices between jurisdictions in Hood River County and CAT. To some extent, this may already be the case in some jurisdictions in the county. These informal practices can be modeled after the coordination code provisions discussed in the next section.

Transit-Supportive Development Code Provisions

Local development requirements are a key component of the success of transit by directing the development approval process. Local land use codes and ordinances should be updated to ensure future development will support transit, particularly access to transit and coordination with the transit service provider. Transit-supportive code or ordinance concepts and model language have evolved through

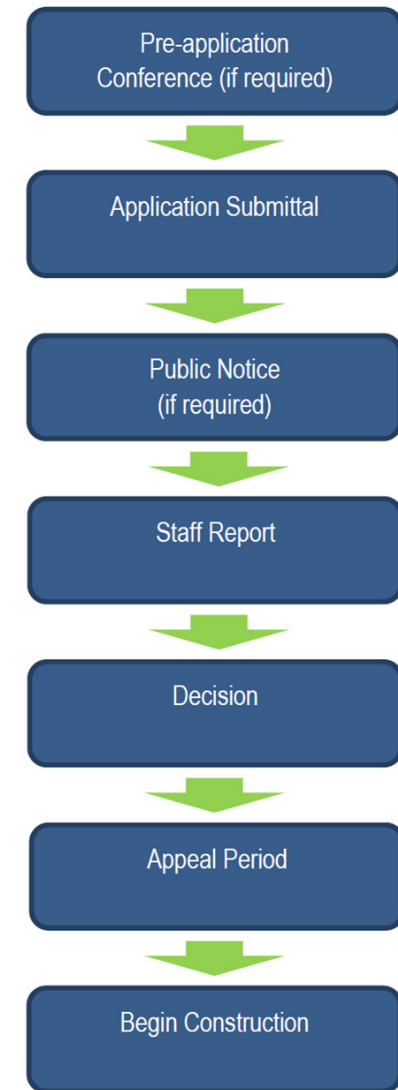


Image source: ODOT TGM Transit for Small Cities

Transit Master Planning processes throughout the state, drawing on sources such as the Oregon Public Transportation Plan, Oregon Transportation Planning Rule (TPR), the State of Oregon Transportation and Growth Management Model Development Code for Small Cities, 3rd Edition, and other transit plans.

Transit-supportive concepts that can be locally codified include:

- **Coordination** – Coordination between jurisdictions and the transit service provider regarding proposed development is critical to ensuring transit-supportive development occurs. Inviting CAT to participate in pre-application conferences (when a development proposal is still being prepared) and to review development applications once they have been submitted are key opportunities for this coordination.
- **Access to Transit and Supportive Improvements** – Providing safe and convenient access to transit and furnishing stops with supportive improvements (e.g., lighting and seating) will make transit easier and more attractive for the rider. In addition to requiring “site access” – access directly from buildings on a site to an existing or planned transit stop – transit-supportive access also consists of “area access” ensuring that transportation network connectivity is sufficient to easily reach transit stops by walking and rolling (e.g., biking, skating, scooting, and mobility devices). Development regulations can promote this connectivity through maximum block length standards and requiring access through long blocks.
- **Vehicle Parking** – Parking affects the transit orientation of development in several ways. In some settings, limiting the amount of vehicle parking permitted can help make alternatives to driving more attractive and create smaller parking areas for more pedestrian-oriented and transit-supportive development. The location and design of vehicle parking – e.g., restricting or prohibiting parking between buildings and the street and requiring landscaping and walkways – can also play a significant role



ABOVE: Improvements such as no-slip strips, crosswalk striping, and landscaping are small enhancements that add great value when connecting people to transit. Photo credit (bottom): City of Corvallis

Image source: ODOT TGM Transit for Small Cities

in making pedestrian access to transit attractive and convenient. Parking areas also provide potential locations for transit stops, park-and-rides, and ridesharing.

- **Bicycle Parking** – Providing sufficient and well-designed bicycle parking supports connections from transit to destinations by bike. Minimum bicycle parking requirements can help address “last mile” problems for transit users.
- **Building Orientation** – Urban form created by development requirements can be used to establish a pedestrian-friendly environment and support transit. Transit-supportive development standards include those that: minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and do not allow parking between the building and street.
- **Definitions** – Development codes should include transit-related definitions in order to clarify and support transit-supportive code provisions.

Additional detail is provided in the following table. Detailed language is included in Appendix A and Appendix B.

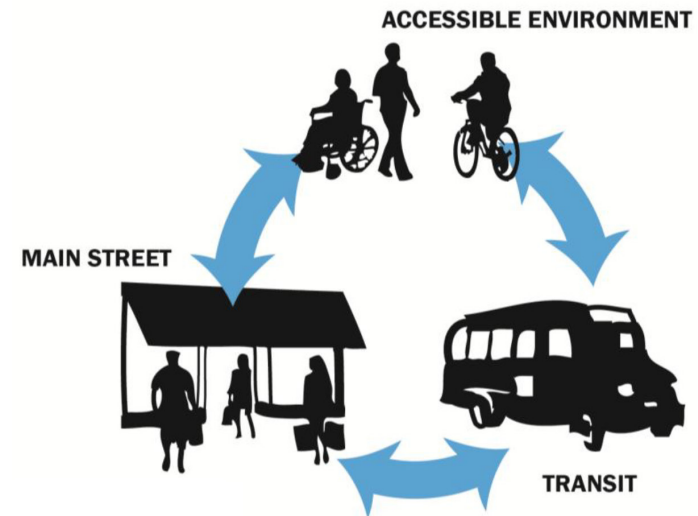


Image source: ODOT TGM Transit for Small Cities

Table 1. Transit-Supportive Development Code Provisions

	Code Concepts	Context Considerations	Notes
COORDINATION WITH TRANSIT AGENCIES			
1	Pre-application conference and/or complete application notice	Both Urban and Rural	Require transit provider involvement in pre-application conference and/or development application reviews
2.	Hearing notice	Both Urban and Rural	Require notice of development application hearings be sent to transit provider
ACCESS TO TRANSIT SUPPORTIVE IMPROVEMENTS			
SITE ACCESS			
3.	Access between the site and the street	Both Urban and Rural	Require pedestrian connections between primary building entrances and the sidewalk/street (on streets with existing or planned transit)
4.	Access to transit stop and transit-supportive improvements	Both Urban and Rural	Require pedestrian connections from the site to existing and/or planned transit stops Work with transit provider to provide seating, lighting, etc. at stops; improvements to be provided consistent with guidelines in TDP or other document(s) indicated, as applicable
AREA ACCESS			
5.	Access to transit stops from beyond the site	Primarily Urban	Block length: Establish maximum block length standards Accessway through long blocks: Require non-motorized accessways through blocks over a specified size
OTHER TRANSIT RELATED PROVISIONS			
VEHICLE PARKING			
6.	Transit facilities in parking areas	Both Urban and Rural	Allow for redevelopment of existing parking areas to accommodate transit-related uses (e.g., park-and-rides, transit-oriented buildings), granted other minimum parking standards can be met and the location of the use is appropriate and safe
7.	Preferential parking for employee ridesharing	Primarily Urban	Require rideshare (carpool) parking to be located closest to primary entrance, aside from Americans with Disabilities Act (ADA)-accessible parking

	Code Concepts	Context Considerations	Notes
8.	Maximum parking requirements	Primarily Urban	Reduce existing parking maximums (e.g., set maximum at 50% of minimum required parking)
9.	Reduced parking requirements	Primarily Urban	Establish reductions for locations within specified distance of transit
10.	Shared parking	Primarily Urban	Allow shared use of parking areas for uses that have different peak usage
11.	Parking area landscaping	Primarily Urban	Set minimum standards for perimeter landscaping, landscaping islands, and walkways through parking lots
12.	Parking area walkways	Primarily Urban	Set minimum standards for perimeter landscaping, landscaping islands, and walkways through parking lots
BICYCLE PARKING			
13.	Minimum space and design requirements	Primarily Urban	Establish minimum bicycle parking space and design requirements
URBAN FORM			
14.	Maximum building setbacks	Primarily Urban	Establish maximum setbacks, e.g., no minimum setback and maximum 10-foot setback
15.	Pedestrian amenities in front yard setbacks	Primarily Urban	Allow for greater front setback when pedestrian space (seating, etc.) is provided (e.g., up to 20-foot setback for up to 50% of building face)
16.	Parking between the building and the street	Primarily Urban	Prohibit parking and circulation in front setback (Provision related to maximum front setback)
DEFINITIONS			
17.	Transit-related terms	Both Urban and Rural	Establish definitions for terms such as park-and-ride, transit center, and transit improvements, as needed to support new code language

ATTACHMENTS

CH 4



Appendix A: Model Plan Policies

Comprehensive Plan Policies

These model goals and policies should be considered for inclusion in the comprehensive plans and/or Transportation System Plans of Hood River County and the cities of Hood River and Cascade Locks to support the goals of the Transit Master Plan.

The model policies below are adapted from similar transit planning processes in Oregon, as well as the goals and objectives developed for this Transit Master Plan. These policies provide a robust set of transit-supportive statements that can strengthen existing multimodal transportation policy, as well as address environmental protection, transportation network function, and recreational development.

In addition to comprehensive plans and TSPs, this policy language may be appropriate for urban renewal districts, downtown redevelopment plans, and other long-range planning efforts in Hood River County.

Policies indicated in **bold** are considered to be “easier lifts” and more appropriate for smaller jurisdictions, while other policies tend to be more appropriate for more urban areas.

A. General

A1. The [City/County] will facilitate access to transit service for all community members, with particular attention to community members who may be transportation-disadvantaged due to age, abilities, and/or income.

A2. The [City/County] will partner with transit service providers in promoting transit and increasing transit ridership.

A3. The [City/County] will work to improve safety for transit riders through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings (e.g., marked, with rapid flashing beacons and/or crossing refuges).

A4. The [City/County] will coordinate with the transit service provider on the location of transit stops and when new driveways are proposed near transit stops.

A5. The [City/County] will support transit services to promote economic development and tourism, enhancing access to employment and local and regional attractions.

B. Accessibility and Connectivity

B1. The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle crossings and ADA-accessible, complete, and low-stress walking and rolling (e.g., biking, skating, and mobility device riding) connections to transit stops.

B2. The [City/County] will support first- and last-mile connections to transit stops, such as collaborating with and facilitating permitting for shared mobility (e.g., taxis, shuttles, bike sharing, and other mobility sharing) facilities and services.

B3. The [City/County] will collaborate with the transit service provider to improve access to housing, employment, training and education, commercial services, human and health services, recreation, and other destinations that are determined to be important to community members, particularly those who are transportation-disadvantaged.

B4. The [City/County] will collaborate with the transit service provider to increase access to unincorporated communities in the county, particularly rural employment centers.

B5. The [City/County] will coordinate with the transit service provider on potential park-and-ride and transit hubs, where multiple modes could connect.¹

B6. The [City/County] will support improvements in access and connections to transit that are appropriate for the context and size of the community and its existing and planned transit service.

C. Coordination

C1. The [City/County] will invite transit service providers to participate in the review of land use proposals that may impact transit service or existing or planned transit facilities.

C2. The [City/County] will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.

C3. The [City/County] will help facilitate connections between transit and other existing and potential transportation services – such as taxis and ride hailing services – as well as emerging technologies, such as micromobility services (e.g., scooter and bike sharing).

¹ Ways that a jurisdiction can support establishment of park-and-ride areas include the following: helping CAT identify potential sites; and adopting development code provisions that allow parking lots to be used, in part, for transit purposes such as park-and-rides. The latter idea is discussed further in Appendix B (Model Development Code Provisions).

C4. The [City/County] will support and, when appropriate, help facilitate collaborations between Columbia Area Transit service providers and other transit service providers in the region, human and health service providers, and major employers in order to expand the efficiency and reach of transit service.

C5. The [City/County] will promote transportation demand management measures including increasing opportunities for active transportation (walking and rolling), transit, and transportation services such as employer vanpools, medical service transportation, and taxi and rideshare companies.

C6. The [City/County] will seek ways to prioritize and promote low-impact and sustainable development adjacent to existing and planned transit corridors.

D. Health

D1. The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide safe and complete walking and rolling connections to existing and planned transit stops so that community members and visitors have active transportation options to access transit.

D2. The [City/County] will support improved transit access to health-supporting destinations such as grocery stores and farmers markets, parks and open spaces, community spaces, health care, and social services.

D3. The [City/County] will participate in integrating transit into emergency response planning to bolster the resiliency of the community.

E. Sustainability

E1. The [City/County] will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.

E2. The [City/County] will support strategies and projects that promote fuel efficiency, including transit and active transportation access to transit.

E3. The [City/County] will encourage the use of transit as a land conservation strategy, including as a way to reduce land needed for parking and to manage existing parking.

E4. The [City/County] will support transit service to help regulate access to recreation destinations, particularly ones that are experiencing over-use.

E5. The [City/County] will promote transit service as a tool in economic development and sustainability, including business and employee recruitment and retention, community revitalization, and tourism enhancement.

E6. The [City/County] will support the transit service provider in establishing efficient service with stable funding to the extent practicable.

Appendix B: Model Development Code Provisions

This appendix provides model development code provisions intended to support the safety and utility of public transit as property development occurs incrementally. Some of the model development requirements may not necessarily be appropriate or applicable for jurisdictions in Hood River County. Factors in determining the appropriateness and applicability of transit-supportive development regulations consist primarily of the type of transit service recommended in each community, community size, and level of urban development.

Development requirements that are most universally needed and impactful for any jurisdiction are those regarding the following:

1. Coordination between the jurisdiction and CAT
2. Site access to transit
3. Transit stop improvements
4. Allowing for transit uses in parking areas
5. Definitions of transit terms

For unincorporated Hood River County, where populations are relatively small and development is not dense or urban, transit-supportive development regulations related to parking and urban form may not be as appropriate or applicable.

Coordination with Transit Agencies

1. Pre-Application Conference and/or Application Review

Pre-application requirements:

The [City/County Community Development/Planning Director/City Manager or designee] [shall/must] invite [City/County] staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

Referrals [requests to review and comment on the application] [shall/must] be sent to interested and affected agencies. Interested agencies include but are not limited to [City/County] departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Hood River County transit service providers.

2. Hearing Notice

The [City/County Community Development/Planning Department] must give notice of a pending quasi-judicial public hearing in the following manner:

At least [twenty] days prior to the scheduled hearing date, notice [shall/must] be sent by mail to:

Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g., counterpart County or City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Hood River County transit service providers.

Access to Transit and Supportive Facilities

SITE ACCESS

3. Access Between the Site and the Street

Pedestrian and Bicycle Access. Proposed development [shall/must] conform to the following standards for pedestrian and bicycle access:

- A. **Continuous Pathway System.** A pathway system [shall/must] extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.

4. Access to the Transit Stop and Supportive Improvements

Proposed uses should be required to address planned transit stops and improvements. The following suggested requirements can be modified so that the space and/or easements for the improvements and connection(s) to transit stops must be part of the development. However, the physical improvements themselves would not be required if the transit agency is providing them.

Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, [shall/must] provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. **Reasonably direct connection.** Connections between the transit stop and primary entrances of the buildings on site [shall/must] 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.

1. For commercial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections [shall/must] be provided to the main employee entrance.
2. For residential buildings, the “primary entrance” is the front door (i.e., facing the street).
3. For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

B. Safe and convenient connection. Bicycle and pedestrian routes [shall/must] be free from hazards and provide a reasonably direct route of travel between destinations.

C. Pathways [shall/must] be concrete, asphalt, brick/masonry pavers, or another [City/County]-approved durable surface meeting ADA requirements.

D. The primary entrance of the building closest to the transit street is oriented to that street.

E. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan.

AREA ACCESS

5. Access to Transit Stops from Beyond the Site

Access ways:

Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. A proposed access way [shall/must] connect the end of the street to another right-of-way or a public access easement. The access way [shall/must] be contained within a public right-of-way or public access easement, as required by the [City/County]. An access way [shall/must] be a minimum of [10]-feet-wide and [shall/must] provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City/County decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout [the city/unincorporated communities in the county], subdivisions and site developments [shall/must] be served by an interconnected street network,

pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way). Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar restrictions, where practicable, a pedestrian access way connection [shall/must] be provided pursuant to [_____].

- A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter*
- B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter²*
- C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter*
- D. Not applicable in General Industrial zone*

Other Transit-Related Development Code Provisions

VEHICLE PARKING

6. Transit Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met. Development required to provide park-and-rides [shall/must] be consistent with the location and design specifications and guidelines in the CAT Transit Master Plan.

7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces [shall/must] provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces [shall/must] be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

² For unincorporated communities, the County may wish to adopt block length standards, but modifying this standard to specify commercial zones along arterial roads.

8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [____], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or*
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or*
- C. A factor determined according to a parking analysis.*

9. Reduced Parking Requirements

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [____], for review and action by the [Community Development Director] through a [variance procedure], pursuant to [____]. The applicant's proposal [shall/must] consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, [shall/must] assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off-street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;*
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;*
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;*
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.*
- E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.*

10. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests [shall/must] be subject to review and approval through Site Plan Review.

11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards [shall/must] be met for each parking lot or each parking bay where a development contains multiple parking areas:

- A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, [shall/must] be landscaped. Such landscaping [shall/must] consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees [shall/must] be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average [shall/must] be planted over and around the parking area.*
- B. All parking areas with more than [20] spaces [shall/must] provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters [shall/must] have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;*
- C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50-75] percent of that area is covered with living plants; and*
- D. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees [shall/must] be planted not less than [2] feet from any such barrier.*
- E. Trees planted in tree wells within sidewalks or other paved areas [shall/must] be installed with root barriers, consistent with applicable nursery standards.*

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City/County decision body]. Landscaping [shall/must] be provided pursuant with the standards of subsections _ - _, below:

A. *Parking Lots.* The edges of parking lots [shall/must] be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway [shall/must] be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping [shall/must] be maintained in good condition, or otherwise replaced by the property owner.

12. *Parking Area Walkway*

In parking areas that have more than 20 parking spaces, a walkway [shall/must] be provided through a parking area, connecting building entrances to adjacent sidewalks and streets.

Where a walkway crosses a parking area or driveway, it [shall/must] be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing [shall/must] include ADA accessible ramps. Painted striping, thermoplastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

BICYCLE PARKING

13. *Minimum Bicycle Parking Requirements*

The recommended language below is a comprehensive set of provisions that establishes not just requirements for the minimum number of bicycle parking spaces but direction for location and design. There is also the option to establish standards specific to short-term parking (where design and location are oriented more towards visitors) and long-term parking (intended for residents and employees).

Bicycle Parking

A. *Standards.* Bicycle parking spaces [shall/must] be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table _____. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [____], the [City/County decision body] may require bicycle parking spaces in addition to those in Table _____.

Long-term bicycle parking is intended for building and site occupants, and others who need bicycle parking for several hours or longer and is provided in secure, weather-protected facilities. Short-term bicycle parking is intended for building and site visitors and is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street.

Table ____ Minimum Required Bicycle Parking Spaces		Long- and Short-Term Bicycle Parking
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Multi-Family Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long-term 25% short-term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long-term 75% short-term
Industrial	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	25% long-term 75% short-term
Schools (all types)	2 spaces per classroom	50% long-term 50% short-term
Institutional Uses and Places of Worship	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term
Parks (active recreation areas only)	4 spaces	100% short-term
Transit Stops	2 spaces	100% short-term
Transit Centers	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term

Table ____		Long- and Short-Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term

B. Design and Location.

1. All bicycle parking [shall/must] be securely anchored to the ground or to a structure.
2. All bicycle parking [shall/must] be well lighted [to specified lighting level].
3. All bicycle parking [shall/must] be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces [shall/must] be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]
4. Bicycle parking racks [shall/must] accommodate locking the frame and both wheels using either a cable or U-shaped lock.
5. Direct access from the bicycle parking area to the public right-of-way [shall/must] be provided at-grade or by ramp access, and pedestrian access [shall/must] be provided from the bicycle parking area to the building entrance.
6. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] not conflict with the vision clearance standards of Section [____].
7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.
8. Short-term bicycle parking.
 - a. Short-term bicycle parking [shall/must] consist of a stationary rack or other approved structure to which the bicycle can be locked securely.

b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*

c. *Short-term bicycle parking [shall/must] be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.*

9. *Long-term bicycle parking. Long-term bicycle parking [shall/must] consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.*

C. *Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City/County decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.*

D. *Hazards. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] be located so as to not conflict with the vision clearance standards of Section [____].*

URBAN FORM

The following development provisions will be more applicable to and appropriate in: more populous communities and in central downtown or commercial zones within those communities; where there is denser development; and where a mixture of commercial, employment, institutional, and multi-family residential uses are permitted.

14. Maximum Building Setbacks

Development Standards.

Setback Requirements.

1. *Minimum front yard setback: none*
2. *Maximum front yard setback: [0-10] feet*

15. Pedestrian Amenities in Front Yard Setbacks

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

16. Parking Between the Building and the Street

Parking and Loading Area Development Requirements. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, [shall/must] be developed and maintained as follows:

- A. Location on site. Required yards adjacent to a street [shall/must] not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.*

DEFINITIONS

Consistent definitions are important to ensure clarity and enforceability of code provisions. Existing definitions for these items should be amended to include these points, and new definitions should be added where needed.

Access way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR Access way. Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

Park-and-ride. A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted Transit Master Plan.

Rideshare. A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Transit center. A type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

Transit improvements [or Transit amenities]. Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops [shall/must] be consistent with an adopted transit plan.

Transit-related uses or transit uses. Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park-and-rides.

Transit stops. An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop [shall/must] be consistent with an adopted transit plan.