



CET 2040 TRANSIT MASTER PLAN (TMP) LOCAL AGENCY OVERVIEW AND IMPLEMENTATION PLAN

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To: Cascades East Transit Master Plan Project Management Team
Cc: City of Madras
From: Susan Wright and Miranda Barrus, Kittelson & Associates, Inc.
Darci Rudzinski and Shayna Rehberg, Angelo Planning Group
Subject: City of Madras Overview and Implementation Plan for the 2040 TMP

TABLE OF CONTENTS

Introduction 1
Current Transportation Services 2
Transit needs 2
Transit Service and Capital Plans 2
Implementation Plan 2
Attachment A – Madras Policy and Code Recommendations..... A-1

INTRODUCTION

This memorandum serves as a guide to CET’s 2040 Transit Master Plan (TMP) for the City of Madras. In this document, the City will find the section references and page numbers within the TMP that pertain to the City for ease of review and implementation. For implementation in the near term, it is recommended that Madras adopt a policy statement expressing support for the Cascades East Transit (CET) Transit Master Plan, which includes service and capital recommendations specific to Madras identified in this memo. It is recommended that subsequent implementation actions address adoption of transit-supportive policies and development requirements presented in Attachment A.

CURRENT TRANSPORTATION SERVICES

Today, Madras is served by CET's Community Connector routes 20 and 22 – which connect Madras to Warm Springs and Redmond, respectively – and a local Dial-A-Ride demand-response service. Information on these existing services (e.g. key destinations, service boundaries, hours of service, ridership, and travel patterns) can be found in **Chapter 4, Section 2 on pages 26-28 and 31-33**.

TRANSIT NEEDS

Transit service needs were identified through analysis and stakeholder engagement including a project advisory committee made up of local community members and multiple outreach efforts including in-person open houses, online virtual workshops, and operator and rider surveys. A summary of the current needs for Madras include general services such as adding Saturday service to the Community Connector routes or providing local circulation services within Madras. More information on these current needs, as well as transit capital and transit program needs can be found in **Chapter 5, Section 1 on pages 55-56**. Future transit needs were also identified for Madras including an expansion of its current flex-route service via Community Connector Route 20, new stops for Community Connector routes 20 and 22, and a transit hub near the future Health and Wellness Campus. Information on these future transit needs can be found in **Chapter 5, Section 2 on pages 62-64**.

TRANSIT SERVICE AND CAPITAL PLANS

Transit services and capital investments for Madras were identified based on the needs assessment and alternatives analysis. Services include elements such as adding weekend service and additional weekday trips to existing Community Connector routes and providing a new midday medical/shopper shuttle service; information on these planned services can be found in **Chapter 8, Section 1 on pages 82-85 and 99-100**. Capital investments include enhanced transit stops on existing routes, a small-scale transit center, a small facility for vehicle storage, and transit signal priority for US 97 through Madras. Information on these planned capital investments can be found in **Chapter 8, Section 2 on pages 101-104**.

IMPLEMENTATION PLAN

A phased implementation plan of the planned transit services and capital investments was developed by community based on available and potential funding. Information on the transit service and capital implementation plans for the City can be found in **Chapter 9, Section 1 on pages 108-116**. The estimated costs and potential funding to implement the services planned

for Madras can be found on **page 119**. To further assist in the TMP implementation, the recommendations for Madras to incorporate policies and development requirements supportive of transit and CET's 2040 Transit Master Plan into their comprehensive plan and development code can be found in **Chapter 9, Section 2 on pages 130**. Detailed recommendations on how the City can help implement the TMP through their comprehensive plan and development code are included in **Attachment A**.

ATTACHMENT A – MADRAS POLICY AND CODE RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for the City of Madras to assist the City in implementing the Cascades East Transit (CET) Master Plan, including incorporating transit-supportive policy and development provisions in its Comprehensive Plan and Development Code.

To implement the CET Master Plan, it is recommended that the City consider the following adoption actions:

1. **Comprehensive Plan** – The City should have policies in its adopted plans that support Master Plan recommendations. **Recommended transit-supportive policy statements** are addressed in the *Comprehensive Plan Integration* section. It is recommended that the City adopt new or updated transit policies as part of the transportation element of the Comprehensive Plan. This can be accomplished as an amendment to the adopted Comprehensive Plan document or through an update of its Transportation System Plan, the transportation element of the Comprehensive Plan.
2. **Development Code** – Transit-supportive development requirements help further regional and local transit policy objectives and implement Master Plan recommendations. To assist Madras in implementing the CET Master Plan, the *Development Code Implementation* section summarizes **code amendment recommendations** for the City. Based on these recommendations and input from the City, specific development code language has been produced and included in this memorandum.

The following sections provide more detail – including jurisdiction-specific guidance – related to transit-supportive policy and development code recommendations.

COMPREHENSIVE PLAN INTEGRATION

Recommended transit-supportive policy statements should be reflected in the Madras Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for Madras echo the vision, goals, and objectives developed for CET early in this planning process. The Master Plan vision and

proposed policy language for the city is presented below. It is recommended that Madras review its existing plan policies to assess if the vision and transit policies below are reflected or if policy enhancements could be made, using the language below as a guide.

VISION: Provide transit for all users that is safe, accessible, and efficient and that supports a balanced transportation network in our community, which is needed for mobility, equity, and economic growth.

1. *The City will facilitate provision of transit service to its community members, with particular attention to members who may be “transit-dependent” due to factors such as age, income, or disabilities.*
2. *The Cascades East Transit (CET) Master Plan provides policy and implementation direction for transit planning in jurisdictions within the district’s service area, including route development, financing, and physical improvements necessary to maintain and improve public transit service for jurisdiction residents, businesses, institutions, and visitors.*
3. *The City will continue to engage in long-range planning and implementation efforts led by CET.*
4. *The City will invite transit service providers to participate in the development of long-range plans and review of land use applications that may have implications for transit service.*
5. *The City 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.*
6. *The City will provide or will acquire through future development adopted transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements, given nexus and proportionality can be demonstrated for private development.*
7. *The City will support connections between transit and other transportation services and options.*
8. *The City will support improved transit access to benefit public health, including providing access to active transportation options and health-supporting destinations such as health care, groceries, and recreation.*
9. *The City will support strategies to reduce single-occupancy vehicle trips, greenhouse gas emissions, and other pollution.*

DEVELOPMENT CODE IMPLEMENTATION

The implementing development code recommendations reflect recommendations made in the Transit-Supportive Development Strategies Memorandum, found in the Transit Master Plan Technical Appendix. Transit-supportive development, or transit-oriented development (“TOD”), strategies focus on code language that institutionalizes coordination between transit agencies and developers and supports transit- and pedestrian-oriented density and design. The TOD Memorandum code strategy recommendations were tailored to each jurisdiction based on jurisdiction size and preliminary transit service plan and transit capital plan recommendations.

Table 1 includes the list of code strategies and indicates whether they were considered recommended or optional for Madras and if the strategy is reflected in existing code requirements (“yes,” “no,” or “partial”).¹ Implementing code recommendations were initially based on an evaluation of the City’s Development Code and later refined after receiving input from the City.

Code language is provided following Table 1. For strategies noted as recommended in the table and not reflected or only partially reflected in adopted code, proposed language is shown as “adoption-ready;” text recommended to be added is underlined and text recommended to be deleted is ~~struck through~~. For “optional” strategies, model code language is provided in *italics* as an example of how the transit-supportive strategy could be implemented.² For each of the numbered code strategies there are “notes” to provide further explanation and implementation guidance.

¹ Not every strategy presented in the original TOD Memorandum is reflected in Table 1. Some strategies, such as high minimum residential density requirements and minimum floor area ratio requirements for commercial development, were deemed more appropriate for larger and more populated cities in the CET service area and not included in this implementation memorandum.

² Note that adopted code language was not reviewed to determine whether it reflects optional strategies.

Table 1. Transit-Supportive Code Implementation Recommendations: Madras

	Transit-Supportive Code Strategies	Recommendation	Existing Code	Adoption-Ready Code Language Provided	Model Code Language Provided
1	Coordination with Transit Provider	Recommended	Partial	✓	
2	Transit Stop Improvements	Recommended	Partial	✓	
3	<i>Limit Auto-Oriented and Auto-Dependent Uses</i>	<i>Optional</i>			✓ ⁱ
4	<i>Limit Drive-Throughs</i>	<i>Optional</i>			✓
5	Max. Front Yard Setbacks (No Min. Setbacks)	Recommended	Partial	✓	
6	Pedestrian Space in Front Setback	Recommended	Yes	✓	
7	Pedestrian Orientation (Basic)	Recommended	Yes		
8	<i>Pedestrian Orientation (Enhanced)</i>	<i>Optional</i>			✓
9	<i>Block Length</i>	<i>Optional</i>			✓
10	<i>Accessways Through Long Blocks</i>	<i>Optional</i>			✓
11	No Vehicle Parking/Circulation in Front Setback	Recommended	Yes		
12	<i>Parking Reductions for Transit</i>	<i>Optional</i>			✓
13	Landscaping and Walkways in Parking Lots	Recommended	Yes		
14	Preferential Parking for Ridesharing	Recommended	No	✓	
15	Bicycle Parking	Recommended	Yes		
16	Transit-Related Uses in Parking Lots	Recommended	No	✓	
17	Definitions of Transit-Related Terms	Recommended	No		✓

ⁱ Guidance is provided regarding implementing this strategy; however, due to the number of types of uses that will need to be considered before implementing this strategy and the implications of limiting uses specific to the jurisdiction, no model language has been provided.

1. COORDINATION WITH TRANSIT PROVIDER

Notes: Adopted code language partially reflects this recommendation. Section 16.11 addresses the notification provisions for design review. Code identifies notification of certain agencies regarding pre-application and complete applications but does not specify transit agencies. Coordination with CET and transit service providers is recommended. The recommended code amendment adds CET to the agencies for notification on sites adjacent to existing or planned transit routes and stops (in Section 16.11).

Recommended code amendment:

SECTION 16.11 NOTICE OF APPLICATION

- A. No notice is required for the receipt of an application for a Type I decision.
- B. Notice of an application for a Type II decision shall be mailed within 10 days after City's acceptance of a complete application. Written notice shall also be mailed to the following persons:
 1. The applicant.
 2. Unless specified elsewhere in this Development Code, to all owners of property within a distance of 250 feet of the subject property at the owner's address of record with the Jefferson County Tax Assessor.
 3. Affected public agencies, including the following:
 - a. Division of State Lands. The City shall notify the Oregon Division of State Lands (DSL) of any application that involves lands that are wholly or partially within areas that are identified as wetlands. Notice shall be in writing using the DSL Wetland Land Use Notification Form and shall be sent within five (5) working days of acceptance of a complete application (ORS 227.350).
 - b. Department of Fish and Wildlife. The City shall notify the Oregon Department of Fish and Wildlife (ODFW) in writing of any application for development activities within the riparian corridor. A mitigation recommendation shall be obtained from ODFW. Approval of the proposed development shall include a condition requiring compliance with the ODFW mitigation recommendations (OAR 635-415).
 - c. Other Agencies. The City shall notify other affected or interested public agencies, as appropriate, that have statutory or administrative rule authority to review or issue state permits associated with local development applications. Interested agencies include but are not limited to City 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 Cascades East Transit for applications on sites that include or are adjacent to existing or planned transit routes and stops.

2. TRANSIT STOP IMPROVEMENTS

Notes: Current code – Section 8.2 (Site Plan Review) – partially reflects this recommended code strategy. Standards for transit access and improvements are

provided in the recommended code amendment.

Recommended code amendment:

SECTION 8.2 SITE PLAN REVIEW

C. Procedures.

7. To ensure a development proposal satisfies applicable criteria, and mitigates identified impacts, the City may impose conditions of approval including, but not limited to, the following:

[...]

k. Transit facility or an easement for bus pullout if on a mass transit route. Retail, office, industrial, and institutional developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop (as designated in an adopted transportation or transit plan) shall provide the following transit access and supportive improvements consistent with the adopted plan and in coordination with the transit service provider:

(1) Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.

(2) A transit passenger landing pad that is ADA-accessible.

(3) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.

(4) Lighting at the transit stop.

(5) Other improvements identified in an adopted plan.

l. Location or orientation of buildings and entrances closer to the street to serve pedestrians, bicyclists, and/or mass transit use.

3. LIMIT AUTO-ORIENTED AND AUTO-DEPENDENT USES

Notes: The transit-oriented design strategy to limit auto-oriented and auto-dependent uses has been identified as optional. Examples of uses reliant on vehicular traffic include: fast food restaurants, convenience stores, gas stations, auto repair shops, landscaping and aggregate materials sales, and large-format retailers. Consider prohibiting or limiting these uses along transit lines or in commercial nodes where transit

stops exist or are planned. Related code modifications would be to Table 3.7-1: Uses in the C-1, C-2, and C-3 Zones. In addition, consider expanding the development code's definitions section to include definitions of these auto-oriented land uses.

4. LIMIT DRIVE-THROUGHS

Notes: This code strategy to restrict or prohibit drive-throughs has been identified as optional. Consider prohibiting or limiting drive-throughs along transit routes or in commercial nodes where transit stops exist or are planned. Where drive-throughs are allowed, the model code text below was developed to ensure that the use is better integrated with active modes of transportation. Model code language could be added to Section 6.16 (Drive-through and drive-up facilities).

Model code language:

Drive-through design.

A. Applicability. Proposed development that includes a drive-up and/or drive-through facility (i.e. driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) is subject to all of the following standards:

- (1) The drive-up or drive-through facility must be located at least 50 feet from any existing residential zoned property.*
- (2) The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated in Figure X.*
- (3) The drive-up or drive-through facility shall not be oriented to a street corner.*
- (4) The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.*
- (5) Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.*
- (6) If ATMs are provided, at least one ATM shall be located adjacent to and accessible from a planned or existing sidewalk.*
- (7) Bicycle and pedestrian access to the drive-up or drive-through facility shall be allowed and indicated with signage and pavement markings.*

Figure X. Drive-up and Drive-through Facilities Example - Acceptable

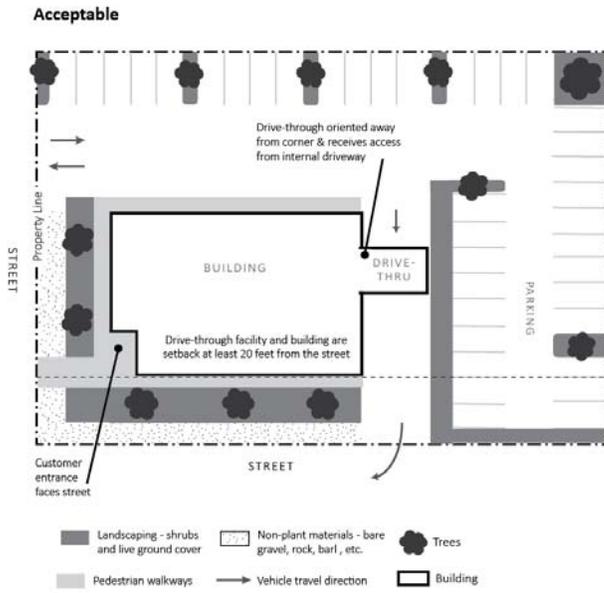
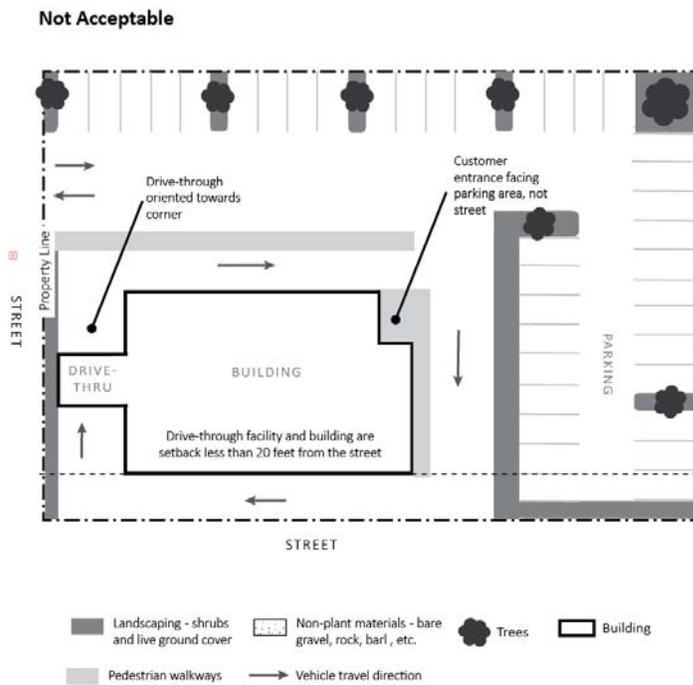


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



5. MAXIMUM FRONT YARD SETBACKS

Notes: Adopted code partially reflects this recommended code strategy. Existing code has a maximum setback in the C-2 (Downtown Commercial) zone and no minimum setback in C-1 (Corridor Commercial) and C-3 (Community Commercial) zones unless they abut residential-zoned parcels. Consider setback options according to transit service routing and zoning. Note, however, that the flex routing recommended for Madras is by its nature variable. One suggested refinement is adding a maximum 10-foot setback for development in the MUE (Mixed-Use Employment) zone that is adjacent to existing or planned transit stops (Table 3.10-2).

Recommended code amendment:

Table 3.10-2. Development Standards in the Mixed-Use Employment Zone

Lot Standards	
Minimum size	5,000 sq. ft.
Maximum size	None
Street frontage	50 ft. minimum
Site Development	
Setbacks	
Front minimum	10 feet
Front maximum: **	
Building <5,000 sq. ft.	60 feet
>5,000 but <20,000	75 feet
>20,000 sq. ft.	None
Side*	None
Rear*	None
Lot coverage	
Maximum	85%
Landscaping	Compliance with landscaping standards

[...]

*When development abuts residential uses, a landscaped side yard/rear yard and a minimum 15-foot setback is required.

**When development abuts an existing or planned transit stop, the front maximum setback is 10 feet.

6. PEDESTRIAN SPACE IN FRONT SETBACK

Notes: Current code language addresses pedestrian amenities for large buildings (Section 3.7.C.2). This is considered sufficient for flex transit routes. The code could be strengthened by adding language that specific types of pedestrian spaces are encouraged adjacent to existing and planned transit stops

Recommended code amendment:

SECTION 3.7 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2), AND COMMUNITY COMMERCIAL (C-3)

C. Setback Requirements.

2. Maximum Setback. The maximum setback requirement applies only in the Downtown Commercial Zone (C-2). The maximum allowable front yard setback in the C-2 Zone is five feet (5'). This standard is met when 100% of the front building elevation is placed no more than five feet (5') back from the front property line. On parcels with more than one building, this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g. extra-wide sidewalk, plaza, pocket park, outdoor dining area, or seating area) is provided between the building and front property line, especially for sites adjacent to existing and planned transit stops. On through-lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

SECTION 4.9 SPECIAL SETBACKS

A. If special building setback lines are to be established as part of a development, they must be shown on the tentative plan or other submittal document and memorialized on the final plat or in other deed restrictions satisfactory to the City.

B. If development is proposed along a street with sub-standard right-of-way, development on the subject property must be setback a distance from the centerline of the right-of-way equal to one-half (1/2) of the applicable minimum right-of-way width based on street classification as identified in the Transportation System Plan, plus the applicable set-back for the zone in which the subject property is located.

C. Where a development is proposed within 500 feet of an existing or planned transit route, the setback may be increased when an active public space with pedestrian amenities is provided between the building and front property line. On through-lots (lots

with front and rear frontage on a street), this standard applies only to the designated front setback. For purposes of this code section, pedestrian amenities may include a sidewalks that exceeds width requirements, plazas, pocket parks, outdoor dining areas, and seating areas.

7. PEDESTRIAN ORIENTATION (BASIC)

Notes: Current code language addresses this recommended code strategy (Section 5.2 Internal Pedestrian Circulation and Section 8.2 Site Plan Review).

8. PEDESTRIAN ORIENTATION (ENHANCED)

Notes: This code strategy was identified as optional for Madras. Model code language is provided for future consideration.

Model code language:

A. Primary Entrances and Windows.

(1) *Street Level Entrances.* All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided. Primary entrances shall have weather protection provided.

(2) *Windows – General.* Except as approved for parking structures or accessory structures, the ground floor, street-facing elevation(s) of all buildings shall comprise at least [60] percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or [30] inches above the sidewalk grade, whichever is less) and a plane [72] inches above the sidewalk grade.

(3) *Articulation.* All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every [30] feet of building length or width, as applicable, as follows:

a. A “break” for the purposes of this subsection is a change in wall plane of not less than [24] inches in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.

b. The [decision-making body] through Site Design Review may approve detailing that does not meet the [24-]inch break-in-wall-plane standard

where it finds that proposed detailing is more consistent with the architecture of [historically significant or historic-contributing] buildings existing in the vicinity.

- c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the [24-]inch break-in-wall-plane standard.*
- d. Building elevations that do not orient to a street or civic space need not comply with the [24-]inch break-in-wall-plane standard but should complement the overall building design.*

(4) Weather Protection. On building façades facing a Storefront Street, weather protection for pedestrians must be provided along at least 75 percent of the façade. Weather protection may be an awning, canopy, arcade, colonnade, recessed entry, or some combination of these elements. Where provided, weather protection shall meet the following standards:

- a. Be constructed of glass, metal, or a combination of these materials;*
- b. Project at least 5 feet from the building façade;*
- c. Have at least 10 feet clearance above the sidewalk;*
- d. Match the width of the storefront or the window opening(s); and*
- e. Not obscure any existing or proposed transom windows.*

9. BLOCK LENGTH

Notes: This code strategy regarding maximum block length standards was identified as optional for Madras. Model code language is provided for future consideration.

Model code language:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall 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 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 perimeter

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.*

10. ACCESSWAYS THROUGH LONG BLOCKS

Notes: This code strategy to require non-motorized accessways was identified as optional for Madras. Model code language is provided for future consideration.

Model code language:

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

11. NO VEHICLE PARKING/CIRCULATION IN FRONT SETBACK

Notes: Adopted code language addresses this recommended code strategy in Section 5.5 (Off-Street Parking).

12. PARKING REDUCTIONS FOR TRANSIT

Notes: This code strategy, which allows for reductions of parking requirements related to transit and other transportation options, has been identified as optional for Madras. Model code language is provided for future consideration.

Model code language:

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 consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall 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 transit service 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 [10-20] 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 [10-20] percent reduction to the number of automobile parking spaces.

13. LANDSCAPING AND WALKWAYS IN PARKING LOTS

Notes: Adopted code language addresses this recommended code strategy in Section 5.5 (Off-Street Parking) and Section 5.17 (Landscaping Standards).

14. PREFERENTIAL PARKING FOR RIDESHARING

Notes: Existing code language does not address this recommended code strategy. Recommended code language could be added to Section 5.5 (Off-Street Parking).

Recommended code amendment:

SECTION 5.5 OFF-STREET PARKING

At the time a building is constructed or enlarged by 50% or more, off-street parking

spaces must be provided as set forth in this section.

B. Location.

6. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces or two spaces, whichever is greater, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

15. BICYCLE PARKING

Notes: Current code language addresses this recommended code strategy (Section 5.7 Bicycle Parking).

16. TRANSIT-RELATED USES IN PARKING LOTS

Notes: Current code language does not address this recommended code strategy. The following adoption-ready language is recommended as a new item under General Provisions in Section 5.4 (Off-Street Parking and Loading).

Recommended code amendment:

SECTION 5.4 OFF-STREET PARKING AND LOADING

[...]

E. 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.

17. DEFINITIONS

Notes: Transit-related terms included in recommended code amendment language or model code language may not be defined in existing code. Consider strengthening existing codified definitions or adopting new definitions drawing on model language provided below.

Model code language:

Definitions

Accessway. 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 stop improvements . 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 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 be consistent with an adopted transit plan.