



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 Prineville
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Subject: City of Prineville Overview and Implementation Plan for the 2040 TMP

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INTRODUCTION

This memorandum serves as a guide to CET’s 2040 Transit Master Plan (TMP) for the City of Prineville. 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 Prineville adopt a policy statement expressing support for the Cascades East Transit (CET) Transit Master Plan, which includes service and capital recommendations specific to Prineville 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, Prineville is served by CET’s Community Connector Route 26, which connects Prineville to Redmond, 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 26-29 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 Prineville include general services such as adding Saturday service to the Community Connector route or providing local circulation services within Prineville. 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 55-57**. Future transit needs were also identified for Prineville including a new fixed-route/deviated-route services, dispersing vanpools to employment sites, and a new Community Connector route between Prineville and Bend. 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 Prineville were identified based on the needs assessment and alternatives analysis. Services include elements such as re-routing Community Connector Route 26 to include the Redmond Airport and COCC, adding weekend service and additional weekday trips to the Community Connector, 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 100**. Capital investments include enhanced transit stops on existing routes, a small-scale transit center, and a small facility for vehicle storage. Information on these planned capital investments can be found in **Chapter 8, Section 2 on pages 101-103**.

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 108-110 and 112-116**. The estimated costs and potential funding to implement the services planned for Prineville can be found on **page 119**. To further assist in the TMP implementation, the recommendations for Prineville 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 – PRINEVILLE POLICY AND CODE RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for the City of Prineville 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 Prineville 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 Prineville Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for Prineville 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 Prineville 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 Prineville 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: Prineville

	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	Limit Auto-Oriented and Auto-Dependent Uses	<i>Optional</i>			✓ ⁱ
4	Limit Drive-Throughs	<i>Optional</i>			✓
5	Max. Front Yard Setbacks (No Min. Setbacks)	Recommended	Yes		
6	Pedestrian Space in Front Setback	Recommended	Yes		
7	Pedestrian Orientation (Basic)	Recommended	Partial		✓
8	Pedestrian Orientation (Enhanced)	<i>Optional</i>			✓
9	Block Length	<i>Optional</i>			✓
10	Accessways Through Long Blocks	<i>Optional</i>			✓
11	No Vehicle Parking/Circulation in Front Setback	Recommended	No		✓
12	Parking Reductions for Transit	Recommended	No		✓
13	Landscaping and Walkways in Parking Lots	Recommended	Partial		✓
14	Preferential Parking for Ridesharing	Recommended	No		✓
15	Bicycle Parking	Recommended	Partial		✓
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: Current code language partially reflects the recommendation. Section 153.020 addresses the pre-application and 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 Development Review Committee for development on sites adjacent to existing or planned transit routes and stops (in Section 153.251.015).

Recommended code amendment:

153.251.015 Development Review Committee

(A) Within 10 days of the submittal of a land use application, notice shall be sent to the following persons, parties and agencies which shall constitute the membership of the City Development Review Committee.

- (1) City Superintendent of Public Works.
- (2) City Engineer.
- (3) City Superintendent of Streets.
- (4) City Police and County Sherrif as applicable
- (5) Crook County Fire and Rescue
- (6) Public utility representatives.
- (7) Ochoco Irrigation District as applicable.
- (8) School district representatives.
- (9) County Roadmaster as applicable.
- (10) County Planning representative.
- (11) Parks and Recreation District Director.

(12) Cascades East Transit and transportation service and facility providers for applications on sites that include or are adjacent to existing or planned transit routes and stops.

~~(13)~~ Any other person, party or agency deemed by City staff to be affected by the land use proposal or to have specific knowledge or expertise in regard to the specific proposal.

153.254.030 Administrative land use decisions with prior notice.

(A) Notice of a complete application shall be sent within 10 days of submittal of the application to persons entitled to notice under 153.255.030.

2. TRANSIT STOP IMPROVEMENTS

Notes: Current code partially reflects the standard in the mixed-use zone (Section 153.063.I.8). Typically, transit stops would be constructed within the right-of-way, so the City would have control over development of the stop. An updated transit map could be added to the TSP to indicate when development presents improvement opportunities adjacent to an existing or planned transit stop. Standards for transit access and stop improvements are provided in the recommended code amendment.

Recommended code amendment:

Section 153.194 STREETS AND OTHER PUBLIC FACILITIES.

(AA) Transit Access and Supportive Improvements. Retail, office, industrial, and institutional developments that are proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive facilities 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) The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.

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

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

(5) Lighting at the transit stop.

(6) Other improvements identified in an adopted plan.

3. LIMIT AUTO-ORIENTED AND AUTO-DEPENDENT USES

Notes: The transit-supportive 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 made to Section 153.037 (Commercial & Industrial Use Table). In addition, consider expanding the code definitions section to include definitions of these auto-oriented land uses.

4. LIMIT DRIVE-THROUGHS

Notes: The transit-supportive 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:

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

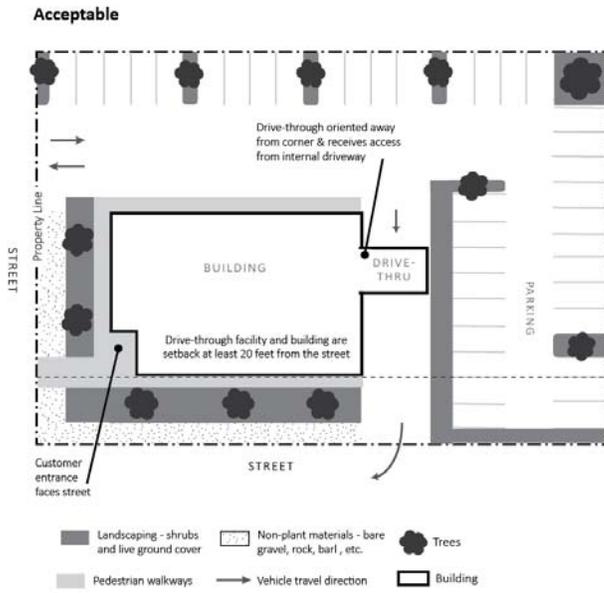
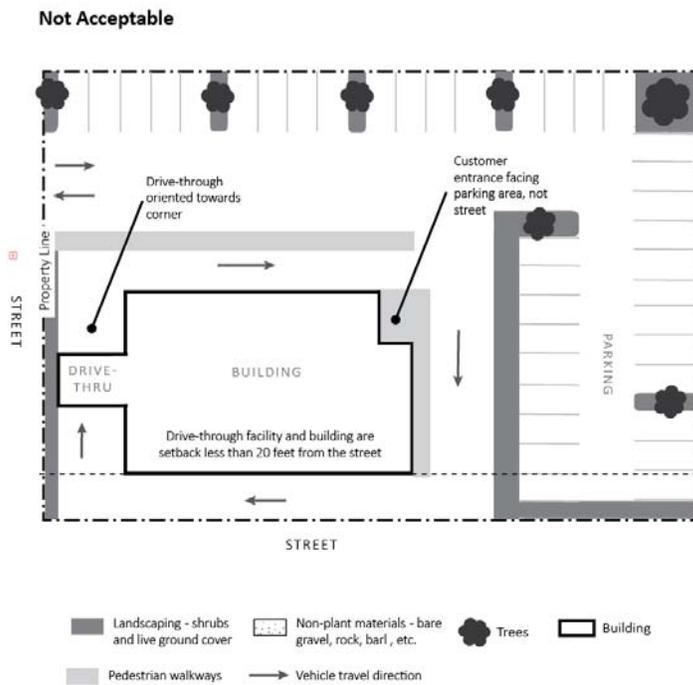


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



5. MAXIMUM FRONT YARD SETBACKS

Notes: Adopted code reflects this code strategy. There are 0-foot minimum setbacks for C-1 and C-2 zones (Table 153.038 Commercial & Industrial Dimensional Standards). Setbacks are based on Master Plans in Mixed-Use zones. No additional setback requirements are recommended.

6. PEDESTRIAN SPACE IN FRONT SETBACK

Notes: Existing code language addresses pedestrian amenities for large buildings (Section 153.021(D)). This is considered sufficient for flex transit routes. The City has also noted that current landscape requirements are difficult to maintain. No additional code language is recommended.

7. PEDESTRIAN ORIENTATION (BASIC)

Note: Adopted code language (Section 153.063 Mixed Use (MU) Zone) partially reflects this recommended code strategy. Pedestrian orientation and connection to transit is also addressed in the new transit subsection recommended above related to the Transit Stop Improvements code strategy (#2).

Recommended code language:

[See code language recommended under Strategy #2 - Transit Stop Improvements]

8. PEDESTRIAN ORIENTATION (ENHANCED)

Notes: This transit-supportive code strategy for enhanced pedestrian orientation standards has been identified as optional for Prineville. 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 for maximum block length standards has been identified as

optional for Prineville. 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 for requiring non-motorized accessways has been identified as optional for Prineville. 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 does not address this recommended code strategy. Code language could be added to Section 153.086 (Off-Street Parking and Loading: Design/Improvement Standards). Model code language is provided for future consideration.

Model code language:

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 be developed and maintained as follows:

A. Location on site. Required yards adjacent to a street shall 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.

12. PARKING REDUCTIONS FOR TRANSIT

Notes: Existing code language does not reflect this recommended strategy. Potential code language could be added as a new subsection to Section 153.085 (Off-Street Parking And Loading: Provisions and Requirements). 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 Section [___]. 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 partially reflects this recommended code strategy, in that landscaping is required in parking areas. Model language could be customized and added as a new subsection in Section 153.086(F) (Off-Street Parking and Loading: Design/Improvement Standards) to require pedestrian connections through parking areas.

Model code language:

Pedestrian Circulation. A walkway shall be provided through a parking area, connecting building entrances to adjacent sidewalks and streets, in parking areas that have more than 20 parking spaces.

Where a walkway crosses a parking area or driveway, it shall 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 include ADA accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

14. PREFERENTIAL PARKING FOR RIDESHARING

Notes: Adopted code language does not address this recommended strategy. Potential code language could be added to Section 153.0860.F (Off-Street Parking and

Loading: Design/Improvement Standards).

Model code language:

Parking areas that have designated employee parking and more than 20 automobile parking spaces shall 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 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: Existing code language partially addresses this recommended strategy (Section 153.085.D.3.e and 153.085.D.4.b.). Model code language for bicycle parking requirements for transit centers and park-and-rides and bicycle parking design can be refined and combined into a new bicycle parking code subsection in Section 153.085 (Off-Street Parking and Loading).

Model code language:

Bicycle Parking

A. Standards. Bicycle parking spaces shall 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 decision body] may require bicycle parking spaces in addition to those in Table _____.

<i>Table _____ Minimum Required Bicycle Parking Spaces</i>		<i>Long and Short Term Bicycle Parking</i>
<i>Use</i>	<i>Minimum Number of Spaces</i>	<i>(As % of Minimum Required Bicycle Parking Spaces)</i>
<i>Multifamily Residential (required for 4 or more dwelling units)</i>	<i>2 spaces per 4 dwelling units</i>	<i>75% long term 25% short term</i>
<i>Commercial</i>	<i>2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater</i>	<i>25% long term 75% short term</i>
<i>Industrial</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces,</i>	<i>25% long term 75% short term</i>

<i>Table ____ Minimum Required Bicycle Parking Spaces</i>		<i>Long and Short Term Bicycle Parking</i>
<i>Use</i>	<i>Minimum Number of Spaces</i>	<i>(As % of Minimum Required Bicycle Parking Spaces)</i>
	<i>whichever is greater</i>	
<i>Schools (all types)</i>	<i>2 spaces per classroom</i>	<i>50% long term 50% short term</i>
<i>Institutional Uses and Places of Worship</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>
<i>Parks (active recreation areas only)</i>	<i>4 spaces</i>	<i>100% short term</i>
<i>Transit Stops</i>	<i>2 spaces</i>	<i>100% short term</i>
<i>Transit Centers and Park- and-Rides</i>	<i>4 spaces or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>
<i>Other Uses</i>	<i>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>

B. Design and Location.

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.*
- 2. All bicycle parking shall be well lighted [to specified lighting level].*
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces shall 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 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 be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*

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

16. TRANSIT-RELATED USES IN PARKING LOTS

Notes: Adopted code language does not reflect this recommended code strategy. Potential code language could be refined and added to Section 153.085 (Off-Street Parking and Loading).

Model code language:

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: Terms included in recommended code amendment language or model code language may not be defined. 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 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 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.