



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

Date: June 28, 2020 Project #: 22857
 To: Cascades East Transit Master Plan Project Management Team
 Cc: City of Redmond
 From: Susan Wright and Miranda Barrus, Kittelson & Associates, Inc.
 Darci Rudzinski and Shayna Rehberg, Angelo Planning Group
 Subject: City of Redmond Overview and Implementation Plan for the 2040 TMP

TABLE OF CONTENTS

Introduction 1
 Current Transportation Services 1
 Transit needs 2
 Transit Service and Capital Plans 2
 Implementation Plan 2
 Attachment A – Redmond 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 Redmond. 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.

CURRENT TRANSPORTATION SERVICES

Today, Redmond is served by CET’s Community Connector routes 22, 24, 26, and 28 – which connect Redmond to Madras, Bend, Prineville, and Sisters, 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 Redmond include general services such as increasing frequency of weekday trips (especially between Bend and Redmond), adding Saturday service to the Community Connector routes, interlining Routes 24 and 26, providing service to COCC and RDM, expanding Dial-A-Ride coverage, and providing fixed-route service. 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 and 61**. Future transit needs were also identified for Redmond including early morning and afternoon service to the airport; a new Prineville-Redmond-Bend route; expanding Dial-A-Ride coverage to the County boundary; new Route 24 stops at the airport and west of US 97; and new Route 22 stops at the Hospital, Walmart, Downtown, Senior Center, and Swim Center. 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 Redmond were identified based on the needs assessment and alternatives analysis. Services include elements such as adding Community Connector stops to key destinations; increasing local circulation; adding weekend service to Community Connector routes; improving Community Connector connections with local service in Redmond to potentially transition to a flex/fixed-route service; service to RDM and COCC; and a new midday medical/shopper shuttle service between Redmond and Madras and Prineville; information on these planned services can be found in **Chapter 8, Section 1 on pages 82-85 and 98-100**. Note that a feasibility study is being conducted for Redmond separate from and in addition to the TMP to further evaluate local service in Redmond. Capital investments include enhanced transit stops on existing routes, a medium-scale mobility hub ("Major Activity Center"), a facility for vehicle storage and maintenance operations, and transit signal priority for US 97, OR 126, and Downtown (when local services are introduced) through Redmond. 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 Redmond can be found on **page 119**. To further assist in the TMP implementation, the recommendations for Redmond 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 129**. 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 – REDMOND POLICY AND CODE RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for the City of Redmond 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 Redmond 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 is 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 Redmond Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for Redmond echo the vision, goals, and objectives developed for CET early in this planning process. The Master Plan

vision and proposed local policy language for the city is presented below. It is recommended that Redmond 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 support higher-density and mixed land use around transit stops and in transit corridors to make transit service more feasible and effective.*
7. *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.*
8. *The City will support connections between transit and other transportation services and options.*
9. *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.*
10. *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 Redmond and if the strategy is reflected in existing code requirements (“yes,” “no,” or “partial”). Implementing code recommendations initially made for Redmond in the TOD Memorandum were refined after receiving input from the City and performing an evaluation of the City’s Development Code.

Code language is provided following Table 1.

- ▶ For some 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 that is recommended to be added is underlined and text that is 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. Suggestions about where in the Redmond Development Code this model language could be integrated are also provided.
- ▶ In some cases, consultation with City staff indicated that a recommended strategy has not had sufficient community discussion to be ready for implementation. For these cases, specific code amendments are not suggested, but model code language¹ or other guidance is provided to assist the community in further policy conversations.
- ▶ For each of the code strategies there are “notes” to provide further explanation and implementation guidance.

¹ Model code language has been derived from a combination of State of Oregon Transportation & Growth Management Model Development Code for Small Cities, 3rd Edition; Oregon Transportation Planning Rule (OAR 660-012-0045(4)); local code examples; and code language developed for other transit plans in the state.

Table 1. Transit-Supportive Code Implementation Recommendations: Redmond

	Transit-Supportive Code Strategies	Recommendation	Existing Code	Adoption-Ready Code Language Provided	Model Code Language or Guidance * Provided
1	Coordination with Transit Provider	Recommended	No	✓	
2	Transit Stop Improvements	Recommended	Partial	✓	
3	<i>Accessory Dwelling Units</i>	<i>Optional</i>	Yes		
4	<i>Mixed Use</i>	<i>Optional</i>	Yes		
5	<i>Major Trip Generator Uses</i>	<i>Optional</i>	Yes		
6	Limit Auto-Oriented and Auto-Dependent Uses	Recommended	Partial		✓
7	Limit Drive-Throughs	Recommended	Partial		✓
8	<i>Residential Density</i>	<i>Optional</i>	Yes		
9	<i>Min. FAR or Lot Coverage</i>	<i>Optional</i>	<i>Partial</i>		✓
10	Max. Front Yard Setbacks	Recommended	Partial		✓
11	Pedestrian Space in Front Setback	Recommended	Partial		✓
12	Pedestrian Orientation (Basic)	Recommended	Partial		✓
13	Pedestrian Orientation (Enhanced)	Recommended	Partial		✓
14	<i>Additional Height for Housing</i>	<i>Optional</i>	<i>Partial</i>		✓
15	Block Length	Recommended	Yes		
16	Accessways Through Long Blocks	Recommended	Yes		
17	No Vehicle Parking/Circulation in Front Setback	Recommended	Partial		✓
18	<i>Parking Maximums</i>	<i>Optional</i>	<i>No</i>		✓
19	Parking Reductions for Transit	Recommended	No		✓
20	Landscaping and Walkways in Parking Lots	Recommended	Partial		✓
21	Preferential Parking for Ridesharing	Recommended	No	✓	
22	Bicycle Parking	Recommended	Partial		✓
23	Transit-Related Uses in Parking Lots	Recommended	No	✓	
24	Definitions of Transit-Related Terms	Recommended	Partial		✓

* *Guidance, at a minimum, consists of narrative direction and suggestions. In some cases, it also includes model language and direction about how model language could be implemented.*

1. COORDINATION WITH TRANSIT PROVIDER

Notes: Existing code language does not reflect the recommendation. Sections 8.1310(1), 8.0300(3), and 8.1335(1) address application notices, Master Master Plan

review procedures, and hearing notices respectively but do not include transit agencies and services. Therefore, it is recommended that they be amended to include references to transit agencies and services.

Recommended code amendment:

8.0300 Master Master Plans. A Master Master Plan is required as a condition of annexation, or after annexation but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Master Plan are as follows...

[...]

3. Procedures for Review

C. Master Master Plan (MDP) or Partial Master Master Plan (PMDP) Submittal Requirements and Approval Process. An application for approval shall include the submittal requirements set forth in the City's Land Use Review application form as well as the elements described below.

[...]

10. Transportation Analysis and Diagram. Prepare a transportation impact analysis including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan* (TSP) and adopted Area Plans. Show the proposed classification for all streets down to collector roadways. Show the location of approved TSP improvement projects and any capital improvements that may need to be added to the TSP in order to serve the plan area. Show existing and planned transit routes and stops. Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

8.1310 Administrative Land Use Decisions with Prior Notice.

1. Notice of the application shall be sent within ten (10) days of acceptance of the application to persons, agencies, and neighborhood associations entitled to notice under Section 8.1335 herein.

Such notice shall include all the information specified under Section 8.1340 except for those items specified in Subsections (g) and (j) unless the decision is referred to a hearing.

8.1335 Notice of Hearing

1. Individual Mailed Notice. Except for a legislative action, notice of a hearing shall be provided twenty (20) days prior to the hearing and shall be sent by mail to the following persons:

A. The applicant.

B. Owners of record of property as shown on the most recent property assessment roll of property located within at least one hundred feet (100') of the property which is the subject of the application. For the purpose of determining property notification, intervening public and private ways and water courses shall not be considered.

C. All owners of property located within two hundred fifty feet (250') of the property which is the subject of a Plan Amendment application or zone change application.

D. Transportation and transit agencies whose facilities and services serve or are adjacent to the subject property or who the Community Development Director otherwise determines will potentially be affected by the proposed land use action.

[Note: The subsequent items in the existing code (D, E, and F) will need to be re-lettered.]

2. TRANSIT STOP IMPROVEMENTS

Notes: Adopted code partially reflects the recommendation. Master Master Plan requirements and Great Neighborhood Principles in Section 8.0300(3)(c) acknowledge connections to "possible future transit stops." In order to comprehensively address transit stop access and improvements for sites adjacent to existing and planned transit service, it is recommended that a new subsection be added to the supplementary provisions in Article I (Zoning Standards). Existing and planned transit service is shown in Chapter 8 of the CET Transit Master Plan, to be adopted by jurisdictions within the CET service area.

Recommended code amendment:

Section 8.0380 Transit Access and Transit Stop Improvements

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 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 that is closest to the street where the transit stop is located 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. ACCESSORY DWELLING UNITS

Notes: This strategy has been identified as optional. The City reported that accessory dwelling units are being permitted (more than one) as a result of code updates related to HB 2001. Therefore, no additional code language is recommended or provided.

4. MIXED USES

Notes: This strategy has been identified as optional. The City reported that mixed uses are permitted and promoted through mixed use zoning and are called for in Urban Framework Plans in Redmond. Therefore, no additional code language is recommended or provided.

5. MAJOR TRIP GENERATOR USES

Notes: The strategy has been identified as optional. Adopted code and zoning reflects this recommended strategy. A high-level review of the uses permitted in commercial, mixed-use, and public facility zones – through and adjacent to which CET service is recommended – found that major trip generating uses (e.g., large institutions, large employers, convenience commercial and other retail, food and drink services) are permitted in these zones. Therefore, code amendments are not deemed to be needed and are not recommended.

6. LIMIT AUTO-ORIENTED AND AUTO-DEPENDENT USES

Notes: The strategy has been identified as optional. Adopted code partially reflects this strategy and does not allow some auto-oriented businesses in the C-3 (Special Commercial) and C-5 (Tourist Commercial) zones (Section 8.0190, Table C).

Guidance:

The following additional guidance is provided in place of extensive adoption-ready or model code language that is not necessarily desired or warranted at this time.

- ▶ Consider prohibiting or limiting these uses along transit routes or in commercial nodes where there are existing or planned transit stops. These regulations could be codified as an overlay or, more simply, with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan.
- ▶ Code modifications would be made to the permitted use tables for commercial and mixed-use zones in Section 8.0190 (Table C), Section 8.0260 (Table G), and Section 8.0261. Examples of auto-dependent and -oriented uses include: fast food restaurants; convenience stores; gas stations; auto repair shops; auto sales and rentals; other auto services; stand-alone parking lots; and large-format retailers.
- ▶ In addition, consider expanding the development code's definitions section to include definitions of these auto-oriented land uses.

7. LIMIT DRIVE-THROUGHS

Notes: This strategy has been identified as optional. Existing code partially reflects this strategy and encourages orienting drive-up and drive-through windows away from the "principle street" (Section 8.3035(4)(D)(3)).

Guidance:

Consider prohibiting or limiting drive-throughs along transit routes or in commercial nodes where there are existing or planned transit stops. These regulations could be codified as an overlay or with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan. Where drive-throughs are allowed, the model code text below helps ensure that the drive-through is better integrated with other 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

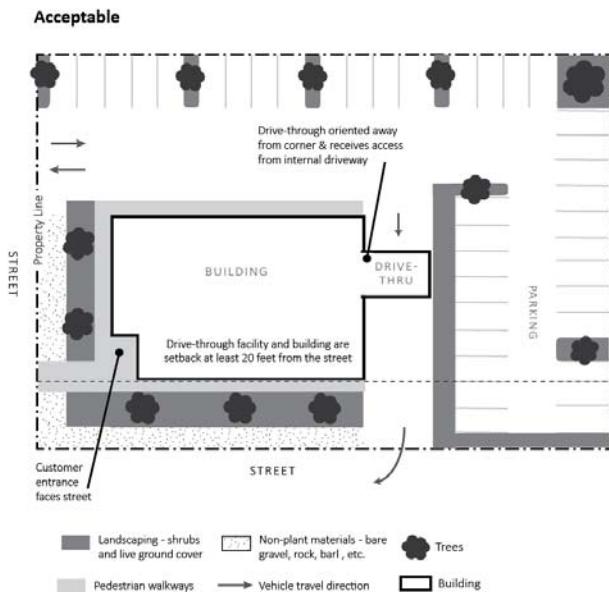
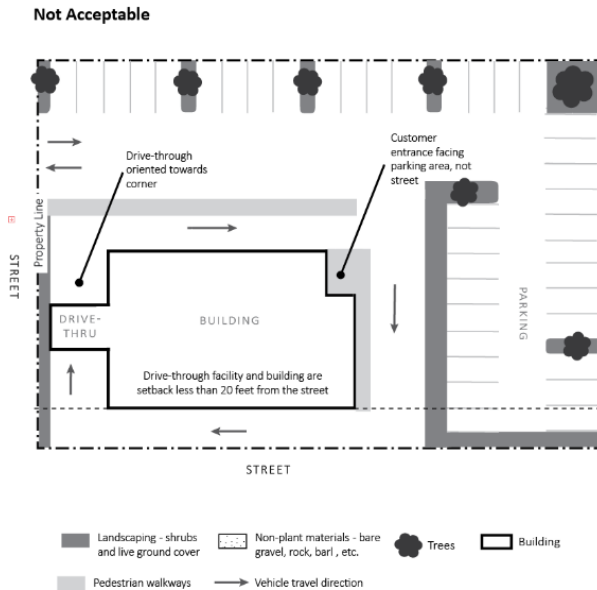


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



8. MINIMUM RESIDENTIAL DENSITY

Notes: This strategy has been identified as optional. Existing code reflects this strategy in multiple ways.

- ▶ Minimum lot size requirements are not established in commercial zones where housing other than detached single-family housing is permitted (Section 8.0195, Table D).
- ▶ There are no maximum residential density requirements in the C-2 (Central Commercial) zone, Downtown Overlay District, and R-5 (High-Density Residential) zone.
- ▶ There are significant amounts of higher density-zoned land, ranging from R-3 (Limited Residential) to R-5 zoning, in Redmond where densities of approximately 10 units/acre to 21 units/acre are permitted. Assuming 2.5 persons/household (2010 Census), those densities roughly translate into 25-52 people/acre, which exceeds the 20+ residents/acres guidance for robust transit in the Local Transit Service Design Policy Guidelines Summary (Figure 1) in the Existing Conditions Supplement Memorandum, produced earlier in this planning process and found in the Transit Master Plan Technical Appendix.
- ▶ The City is currently considering legislative code amendment proposals regarding increased residential density.

Given the City's zoning and development framework that allows transit-supportive density, additional code language is not needed or recommended.

9. MINIMUM FLOOR AREA RATIO (FAR) OR LOT COVERAGE

Notes: This strategy has been identified as optional. Adopted code partially reflects this strategy:

- ▶ There are no minimum lot size requirements in commercial zones (Section 8.0195, Table D).
- ▶ FAR requirements are established for the Downtown Overlay District (Section 8.0175(5)(C)(2)).
- ▶ A minimum lot coverage requirement of 50% is required for development in the C-2 zone (Section 8.0195, Table D).

However, the MUN (Mixed Use Neighborhood) and MUE (Mixed Use Employment) zones are subject to maximum lot coverage and minimum lot size regulations (Section 8.0265, Table H), thereby reducing development potential in these areas.

Guidance:

Consider lifting maximum lot coverage and minimum lot size restrictions in MUN and MUE zones adjacent to existing and planned transit routes. These regulations could be codified as an overlay or, more simply, with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan.

10. MAXIMUM FRONT YARD SETBACKS

Notes: Existing code partially reflects this recommended code strategy. Maximum setbacks of 10 feet and 15 feet are current requirements in the Downtown Overlay District and C-2 zone respectively (Section 8.0195, Table D).

Guidance:

It is recommended that a 10-foot to 15-foot maximum setback be considered for the following: mixed-use zones and the R-5 zone adjacent to existing and planned transit routes; and commercial zones (in addition to the C-2 zone) adjacent to existing and planned transit stops. These setbacks could be codified as an overlay or with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan.

11. PEDESTRIAN SPACE IN FRONT SETBACK

Notes: Adopted code language partially reflects this recommendation in that a larger

front setback is permitted in the MUN zone through Site and Design Review if the area incorporates pedestrian amenities (Section 8.0265, Table H).

Guidance:

Consider extending the MUN provision to all commercial and mixed-use zones that are adjacent to existing or planned transit routes. These provisions could be codified as an overlay or with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan.

12. PEDESTRIAN ORIENTATION (BASIC)

Notes: Existing code language partially addresses this recommended strategy. The Downtown Overlay District requires the main building entrance to be oriented to the primary street and a direct pedestrian connection from the entrance to the primary street sidewalk (Section 8.1075(4)). MUN and MUE zones have the same requirements, with an added provision that at least one pedestrian pathway connect to transit stops (Section 8.3035(4)(I)). These requirements fully reflect the recommended strategy but only apply to limited parts of the city.

Pursuant to regulations in Section 8.3035(4)(D), commercial buildings may be required to be oriented toward the “primary focal point on the site” but it is not guaranteed that the transit street would be the primary focal point. The same section requires that buildings connect to public sidewalks.

Guidance:

Adopting code language recommended for Strategy #2 (Transit Stop Improvements) will apply entrance orientation and pedestrian connection requirements to sites adjacent to transit stops and will address this strategy.

13. PEDESTRIAN ORIENTATION (ENHANCED)

Notes: Adopted code language largely reflects this strategy. Window coverage, building articulation, and weather protection standards are included in the Downtown Overlay District, MUN and MUE zones, and C-2 zones. The exceptions are window coverage requirements, which are not included in the C-2 zone, and weather protection requirements, which are not included in the MUE zone. Pedestrian-oriented code requirements are found in Sections 8.1075(4), 8.3035(4) and (7), 3.3040(7), and 3.3045(1) and (6)).

Guidance:

Consider adding ground floor window coverage requirements, as currently applied in the Downtown Overlay District, to the C-2 zone where proposed development is adjacent to existing and planned transit routes. Likewise, it is recommended that code language from the Downtown Overlay District regarding weather protection be extended to the MUE zone adjacent to existing and planned transit routes.

These regulations could be codified as an overlay or with code language specifying that the requirement applies to development adjacent to transit routes, as shown in an adopted in a transit plan.

14. ADDITIONAL HEIGHT FOR HOUSING

Notes: This code strategy was identified as optional. Existing code language partially reflects this strategy. A height bonus is allowed in the Downtown Overlay District for workforce housing (Section 8.0175(5)(C)(1)).

Guidance:

Consider extending this Downtown Overlay District provision to all commercial, mixed-use, and R-5 zones that are adjacent to existing and planned transit routes.

15. BLOCK LENGTH

Notes: Adopted code reflects this recommended code strategy. Block standards in Section 8.2705(1) are consistent with guidance in the State's Model Development Code for Small Cities. Therefore, no additional code language is needed or recommended.

16. ACCESSWAYS THROUGH LONG BLOCKS

Notes: Adopted code reflects this recommended code strategy. Section 8.2705(1)(B) and (D) require pedestrian and bicycle access through long blocks as well as from cul-de-sacs and dead-end streets where appropriate. Therefore, no additional code language is needed or recommended.

17. NO VEHICLE PARKING/CIRCULATION IN FRONT SETBACK

Notes: Existing code partially reflects this recommended code strategy. In the MUN and MUE zones, parking is expressly prohibited from being in front of the building (Section 8.3035(6)(B)). Otherwise, maximum setbacks established for the Downtown Overlay District and C-2 zone (Section 8.0195, Table D) effectively serve to prohibit parking in front of the building.

Guidance and model code language:

Adopting maximum setback code language recommended under Strategy #9 could assist the City in more fully addressing this code strategy. In addition, to reinforce maximum setback language, express language about prohibiting parking in the front of buildings under specified conditions could be added as a new subsection at the end of Section 8.0510 (Design and Improvement Standards for Parking Lots), following the subsection regarding parking restrictions in the front yards of industrial zones. This language could be modeled after requirements found in the Madras Development Code, which allow an exception for accessible parking at the Community Development Director's discretion.

Vehicle parking, with the exception of accessible parking, is not permitted between the front of the building and the street in mixed-use zones, the [central commercial] zone, and the [high-density residential] zone adjacent to existing and planned transit routes and other commercial zones adjacent to existing and planned transit stops unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area must be paved with a hard surface (concrete or unit pavers, not asphalt) and must incorporate seating and landscaping. A public entrance must be provided within [xx] feet of the right-of-way of an arterial or collector street.

18. PARKING MAXIMUMS

Notes: This code strategy was identified as optional. Existing code does not reflect this strategy.

Guidance and model code language:

Maximum parking requirements could be focused on mixed-use zones, the C-2 zone, and the Downtown Overlay District and added as a new subsection following the parking table in Section 8.0500 (Off-Street Parking). Language could be modeled after existing Bend Development Code language, customized to reflect Redmond's needs and setting.

Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this section by more than 50 percent. Parking spaces provided on-street or through "shared parking" agreements do not apply toward the maximum number.

19. PARKING REDUCTIONS FOR TRANSIT

Notes: Adopted code does not reflect this recommended code strategy.

Model code language:

The City should review the efficacy of the following language to meet the community's interests and consider how it could be modified and added as a new subsection following the parking table in Section 8.0500 (Off-Street Parking).

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section 8.0500, for review and action by the Community Development Director through a variance procedure, pursuant to Section 8.2830. 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 an existing or planned 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.

20. LANDSCAPING AND WALKWAYS IN PARKING LOTS

Notes: Existing code reflects the landscape element of this recommended code strategy and partially reflects the walkway element of this recommended code strategy.

Section 8.3035(5) establishes minimum standards for perimeter and interior parking lot landscaping, including a minimum 10% of the site's required landscaping that must be planted in or adjacent to the parking lot and minimum tree planting of one tree per 10 parking spaces, which are consistent with standards in the State's Model Development Code for Small Cities.

Standards for commercial and industrial buildings set a general requirement for safe and adequate pedestrian connections through parking areas (Section 8.3035(4)(D)(2)).

Guidance and model code language:

Landscaping

City questions about amounts of landscaping that other Oregon jurisdictions require is not readily available information. However, online forums such as Oregon Planners Network (OPN)² can provide that type of information in that it connects planners in jurisdictions across the state. There is also a growing body of research about the benefits of landscaping in residential and non-residential settings that the City could explore, depending on the level of interest in pursuing modifications to currently adopted landscaping standards.³

Walkways

To strengthen existing provisions about pedestrian connections through parking lots, the City could modify the following model language to reflect community needs and

² Instructions for subscribing to OPN are provided on the following web page hosted by the Oregon Chapter of the American Planning Association: <http://www.oregonapa.org/community-information/#>.

³ The following document presents links to research on the benefits of landscaping; the research addresses landscaping for residential and non-residential development: <https://greenplantsforgreenbuildings.org/wp-content/uploads/2014/01/BenefitofPlants.pdf>.

interests and add it as a new subsection in Section 8.0510 (Design and Improvement Standards for Parking Lots).

Pedestrian Access. A walkway shall be provided through a parking area, connecting building entrances to adjacent sidewalks and streets, in parking lots 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.

21. PREFERENTIAL PARKING FOR RIDESHARING

Notes: Adopted code does not reflect this recommended code strategy.

Model code language:

The City can modify the following model language and add it as a new subsection in the general provisions of Section 8.0505 (Off-Street Parking and Loading).

Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool, vanpool, or other rideshare parking spaces. These preferential parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA-accessible parking spaces.

22. BICYCLE PARKING

Notes: Existing code partially reflects this recommended code strategy. A securable bicycle parking space is currently required for new commercial uses (Section 8.0510(1)(D)). The same code subsection also offers vehicle parking space requirement credits (reductions) for bicycle parking.

Guidance:

It is recommended that bicycle parking requirements be enhanced, including requiring bicycle parking for more than commercial uses (including transit uses) and providing bicycle parking design guidance. The City should consider modifying the model

language below and adding it to the code as a new Section 8.0503 dedicated to bicycle parking.

Section 8.0510(1)(D) could be removed if a new bicycle parking code section is created and if new vehicle parking reductions related to bicycle parking, which are proposed earlier in this memo under Strategy #18, are adopted.

The City also requested images of covered bicycle parking, particularly in conjunction with transit stops. The following articles include images of covered ~~bicycle~~bicycle parking around Oregon, including parking developed by TriMet, the transit service provider in the Portland region.

- ▶ <https://bikeportland.org/2014/02/27/trimet-is-building-fewer-bike-lockers-and-more-covered-bike-racks-at-new-transit-stops-102146>
- ▶ <https://bikeportland.org/2019/01/30/first-look-at-trimets-new-bike-ride-parking-at-goose-hollow-294786>
- ▶ <https://www.portlandoregon.gov/transportation/article/339600>
- ▶ <https://fa.oregonstate.edu/transportation-services/biking/bike-theft-prevention>
- ▶ <https://www.corvallisoregon.gov/publicworks/page/bike-parking>
- ▶ https://horsegulchblog.com/2013/01/photo-essay-scenes-from-ashland-oregon/img_0872/

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 a vehicle parking standard, consistent 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,</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>Industrial</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>25% long term 75% short term</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 bicycle 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 [___].

23. TRANSIT-RELATED USES IN PARKING LOTS

Notes: Adopted code does not reflect this recommended code strategy.

Model code language:

The City can modify the following model language and add it to the code as a new

subsection under general provisions in Section 8.0505 (Off-Street Parking and Loading).

Parking spaces and parking areas may be used for transit-related uses such as transit stops, park-and-ride areas, and rideshare areas, provided minimum parking space requirements can still be met.

24. DEFINITIONS

Notes: Adopted code does not define key transit-related terms included in recommended code amendment language or model code language other than “transit center,” which is represented in adopted code as “public transportation station.”⁴ The City can modify the model language below and integrate it into its code definitions (Section 8.0020) to the extent language recommended in this memo is considered for adoption and new terms need to be defined. The City can reconcile the proposed definition of transit center and its existing definition of public transportation stations as appropriate.

Model code language:

Definitions

*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.

⁴ Existing code definition:

Public Transportation Station. *A place which includes a covered structure or a covered facility that is specifically designed to permit users to access public transit (such as buses). Such stations permit users to access one or more modes of public transit and incorporate public accommodations such as vehicle and bicycle parking, rest rooms, vending machines, benches and tables for the convenience of travelers.*

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 vending, water fountains, and/or 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.