



Date: May 12, 2016
 To: Planning Commission
 From: Haley Meisenholder (RARE Participant), City of Pendleton
 George Clough (Interim City Planner), City of Pendleton
 cc:
 Re: Pendleton Transportation System Plan (TSP) Active
 Transportation and Transit Update – Adoption Draft
 Development Code Amendments

I. Unified Development Code Changes

Table 1 presents proposed language that corresponds to recommended amendments to the Unified Development Code (UDC) suggested in the companion memorandum, “Adoption Draft Implementation Plan/Plan and Development Code Amendment Recommendations.”

The sample language in Table 1 is currently shown in tracked-change format. Below are proposed changes made by City staff to the Unified Development Code in correspondence with the Active Transportation and Transit Plan as part of the Transportation System Plan update.

	Topic	UDC Section	New Language
1.	Transportation uses as Conditional uses	Sections 3.02, 3.03, 3.04, 4.01, 4.02, 4.03, 5.01, 5.04, 5.07	<p>3.02 R-1 Low Density Residential 3.02.3 Conditional Uses. The following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11 of this Ordinance: P. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>3.03 R-2 Medium Density Residential 3.03.3 Conditional Uses. The following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11 of this Ordinance: M. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>3.04 R-3 High Density Residential 3.04.3 Conditional Uses. The following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11 of this Ordinance: L. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>4.01 C-MU Central Mixed Use 4.01.3 Conditional Uses. Any permitted use with a gross floor area of more than 25,000</p>

			<p>square feet and the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11: M. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>4.02 C-2 Tourist Commercial 4.02.3 Conditional Uses. Any permitted use with a gross floor area of more than 25,000 square feet and the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11: D. Transportation uses consistent with the adopted Transportation System Plan and OAR 660—012-0045</p> <p>4.03 C-3 Service Commercial 4.03.3 Conditional Uses. Any permitted use with a gross floor area of more than 25,000 square feet and the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11: D. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>5.01 M-1 Light Industrial 5.01.3 Conditional Uses. Except as modified within applicable subdistricts, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Article 11: P. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p> <p>5.07 Heavy Industrial Zone (M-2) 5.07.3 Conditional Uses. The following uses and their accessory uses are permitted when authorized in accordance with the Article 11: J. Transportation uses consistent with the adopted Transportation System Plan and OAR 660-012-0045</p>
2.	Automobile and Bicycle parking	Section 8.03.2	<p>8.03.2 Provision of Off-Street <u>Auto and Bicycle</u> Parking. The following off-street automobile and bicycle parking MINIMUMS are hereby established. PARKING MAXIMUMS ARE SET AT 125 PERCENT OF THE MINIMUMS for automobile parking; parking maximums do not apply to bicycle parking. City Engineer/designee may consider alternatives if presented in writing prior to plan approval.</p> <p>C. Institutional: 9. High school: One (1) space per classroom, plus one (1) space per employee, plus one (1) space for each six (6) students or one (1) space for each four (4) seats or eight (8') feet of bench length in</p>

			<p>the main auditorium, whichever is greater; a. plus bicycle spaces equal to one (1) per twenty (20) vehicle parking spaces;</p> <p>10. College or commercial school for adults: One (1) space per five (5) seats in classrooms, plus one (1) space per employee; a. plus bicycle parking equal to one (1) per twenty (20) vehicle parking spaces;</p> <p>16. Parks: Four (4) bicycle spaces, or more determined through conditional review process;</p> <p>17. Transit centers and park-n-rides: Eight (8) bicycle spaces, or more as determined through conditional review process;</p> <p>D. Commercial</p> <p>3. Bank or office (except medical and dental): One (1) space per six hundred (600) square feet of floor area, plus one (1) space per two (2) employees <u>per shift</u>; a. one (1) bicycle parking space if place of business has off-street parking, then one (1) bicycle parking space per twenty (20) parking spaces;</p> <p><i>Formatting changes to delineate auto and bicycle parking have been made.</i></p>
3.	Transit access and supportive facilities	Section 8.05.1	8.05.1 A sidewalk or walkway connection shall be provided between the primary entrance of each commercial building and the adjacent or frontage street. Where there is an existing or planned transit stop adjacent to a residential, commercial, industrial, or institutional development, a walkway shall be provided between the primary entrance of buildings on the site and the transit stop....
4.	Transit access and supportive facilities	Section 8.06.7	8.06.7 Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks in conducting the business or use. Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/park-and-rideshare areas, provided minimum parking space requirements can still be met.
5.	Pedestrian environment	Section 8.06.8	<p>8.06.8 Design requirements for parking lots.</p> <p>J. All parking areas shall be adequately landscaped at the rate of at least forty (40) square feet per required off-street parking space, unless otherwise approved by the Planning Commission. Parking areas with 25 or more spaces shall provide landscape islands with trees that break up into rows of not more than 15 contiguous parking spaces. All parking</p>

			<u>areas shall be adequately landscaped at the rate of at least forty (40) square feet per required off-street parking space. This may include hardscape, landscape, lawns, shrubbery and trees. When trees are planned as part of the landscaping – excluding landscape islands- , the owner may exchange one (1) tree for one hundred (100) square feet of on the ground hardscape or landscape thus reducing the required ground landscaping proportionally, unless other conditions are imposed by the Planning Commission.</u>
6.	Bicycle parking	Section 8.06.8	O. Bicycle parking facilities shall be provided in accordance with the provisions below: <u>13. Required bicycle parking may be provided in planting strips or curb extensions in right-of-way adjacent to development, provided the other design and location requirements in this Section can be met and that bicycle parking area is adjacent to sidewalks, made of impervious materials, and in an area accessible to business</u>
7.	Carpool and vanpool parking	Section 8.06.8 (new subsection)	<u>P. Parking areas that have designated employee parking and more than twenty-five (25) automobile parking spaces shall provide a minimum of two (2) 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.</u>
8.	Transit access and supportive facilities	Section 8.12 (new section)	<u>8.12 Transit Access and Supportive Facilities</u> <u>Development that is 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:</u> <u>A. 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.</u> <u>B. A transit passenger landing pad that is ADA accessible.</u> <u>C. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.</u> <u>D. Lighting at the transit stop.</u> <u>E. Other improvements identified in an adopted plan.</u>
9.	Sidewalk policy	Section 9.08.2	<u>9.06.2 9.08.2 Sidewalks shall be included within the dedicated rights-of-way of all streets, unless a variance is approved by the Planning Commission at the tentative plat stage. Sidewalks shall be designed in accordance with street design standards in the Table 9.1. With the approval of the City Engineer, requirements</u>

			<p><u>for sidewalks can also be met by providing a multi-use pathway consistent with the City of Pendleton Transportation System Plan.</u></p> <p>A. Minor Street: five foot wide sidewalks on both sides in residential or nonresidential zones;</p> <p>B. Collector Street: five foot wide sidewalks on both sides in residential or nonresidential zones;</p> <p>C. Arterial Street: five foot wide sidewalks on both sides in residential zones and on both sides from the curb line to the private property line in nonresidential zones, for a maximum of 8' in width.</p>
10.	Sidewalk policy	Section 9.08.3	<p>9.0608.3 Variances for sidewalks on both sides may be granted by the Planning Commission if:</p> <p>A. The topography of the site does not permit the reasonable use of a sidewalk; or</p> <p>B. Some other existing or proposed access way, sidewalk or other facility exists that provides a safe and convenient bicycle and pedestrian route (e.g. pedestrian and bicycle pathways along the rear or side of the lot, easements, bridle paths).</p>
11.	Multi-Use Trails and Pathways design standards	Section 9.10 (new section)	<p><u>9.10 Multi-Use Trails and Pathways</u></p> <p><u>Multi-use trails should conform to the design standards outlines in the 2016 Transportation System Plan Update – Active Transportation and Transit Update. Location and construction of trails must be approved by City Engineer.</u></p>
12.	Street design standards	Section 9.11.1	<p>9.11.1 <u>Streets shall be designed consistent with the standards in Table 9.1.</u> Streets shall be designed consistent with American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) standards. Consideration shall also be given to the National Association of City Transportation Officials (NACTO Urban Street Design Guide). Bicycle facilities may be designed according to the NACTO Urban Bikeway Design Guide. This Code recognizes that some other jurisdictions in Oregon and elsewhere may have more progressive design standards than those contained in the adopted AASHTO, MUTCD and NACTO guides. Developers have the option of proposing treatments that have been approved in other jurisdictions, subject to review and recommendation by the Community Development Director and/or City Engineer. <u>With the approval of the City Engineer, requirements for sidewalks and bike lanes can also be met by providing a multi-use pathway consistent with the City of Pendleton Transportation System Plan.</u></p>
13.	Street design standards	Table 9.1	<p>Table 9.1 <i>*Moved to end 9.12*</i></p> <p>Added text box to table with the following text:</p> <p><u>These design standards are consistent with American Association</u></p>

			<p>of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD). For additional design guidelines, reference National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and NACTO's Urban Bikeway Design Guide.</p>
14.	Sidewalk policy and street design standards	Sections 11.01.4(D), (E)	<p>11.01.4 Development Permit Required. The following requirements shall pertain to all development and major improvements within the jurisdiction of the City of Pendleton:</p> <p>D. Where the development site abuts existing curb and gutter, sidewalks in conformance with City standards (see Table 9.1) shall be constructed in conjunction with the development. If sidewalks exist on none of the abutting properties, the developer may be required to irrevocably consent to participate in an improvement district to install the sidewalk in the future. This requirement may be waived by the City Manager if sidewalks are impractical due to topography. Additionally, with the approval of the City Engineer, requirements for sidewalks can also be met by providing a multi-use pathway consistent with the City of Pendleton Transportation System Plan.</p> <p>E. If City standard public facilities do not exist at the time of development, the developer shall be required to irrevocably consent to participate in a future improvement district to construct and dedicate all public facilities, such as water, sewer, storm drainage, pavement, curb, gutter, sidewalk and street right-of-way adjacent to the development in conformance with City standards (see Table 9.1 for street design standards; requirements for sidewalks and/or bikeways may be met by providing a multi-use pathway consistent with the City Transportation System Plan) and provide easement or deeds to the City for all such public facilities. However, where it is determined by the City Manager that delaying the design and construction of any or all such facilities is not appropriate and logical, or causes an adverse impact on surrounding properties, the City may require the developer to construct and dedicate all such improvements as a condition of development. For water, sewer, and storm drainage facility improvements, the City Manager may waive certain improvement requirements based on topography or other locational factors that make provision of the improvement(s) impractical. For transportation improvements, the City Manager may waive or deviate from public facility improvement requirements for reasons such as:</p> <ul style="list-style-type: none"> a. steep slopes; b. identified natural or cultural resources (in a Goal 5 inventory); c. existing development;

			<p>d. existing legal agreement.</p> <p>e. an alternative design better serves the designated street functional classification and surrounding land use</p>
15.	Street design standards	Section 11.01.4(H)	<p>H. Where Required. Bike lanes shall be included in the reconstruction or new construction of any arterial or collector street if bike lanes are indicated in the Transportation System Plan Map or as required by the Public Works Director City Manager.</p> <p>1. Signage and Markings. Bike lanes shall include signage and pavement markings in conformance with the Manual on Uniform Traffic Control Devices.</p> <p>2. Vertical Clearance. Bike facilities shall have an unobstructed vertical clearance of not less than eight (8) feet.</p> <p>3. Reference Design Standards. Bikeway lanes shall be designed in accordance with Table 9.1 design standards in the Transportation System Plan. Deviations from these standards may be permitted by the City Manager pursuant to Subsections 11.01.04 (E). Standards for bikeways consist of (but are not limited to) the following:</p> <p>a. Portland Bureau of Transportation Bikeway Facility Design guide</p> <p>b. National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide</p> <p>c. Manual on Uniform Traffic Control Devices (MUTCD)</p> <p>d. USDOT, and Federal Highway Administration</p>
16.	Transportation terms and definitions	Article XVI	<p>Accessways. A transportation facility connecting two rights-of-way that is designed for pedestrian and bicycle access. An accessway may also provide emergency vehicle access.</p> <p>Active Transportation. Any form of human-powered transportation including walking, cycling, using a wheelchair, in-line skating, skateboarding, etc.</p> <p>Bikeways. Any facility within a roadway right-of-way that is intended for and suitable for bicycle use.</p> <p>Major Improvements. Additions or renovations that would increase the property value by 30% or site value by 50%.</p> <p>Multi-use pathways. A transportation facility within the roadway right-of-way but outside of the roadway that can be used and shared by multiple modes of transportation including bicycles and pedestrians.</p> <p>Multi-use trails. An off-street transportation facility that can be used and shared by multiple modes of transportation, including bicycles, pedestrians, and other non-motorized modes. Multi-use trails accommodate two-way travel.</p> <p>Transportation uses. Facilities that move or assist in the movement of people or goods, which include access ways, bikeways, multi-use pathways and trails, sidewalks, and streets.</p>

17.	Development Design Standards – Title Change	Article IX.Title	Development Design Standards for Land Divisions
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