

**Nonmotorized Transportation Code Committee
Recommended Street Policies
Draft 7/1/10**

Existing policy normal black font

Previously reviewed proposed changes underline blue font

New changes in red italic underline

Comments in green

GENERAL

Most of the existing street standards and street details remain unchanged. Some of the unchanged standards are included here to give a more complete picture of the policy. If the recommended policy changes included in this document are accepted, the standards will be re-drafted to incorporate the changes and adopted by the Council in ordinance form.

Redevelopment: In accordance with existing code, previously constructed street sections not in conformance with these design standards are grandfathered. When re-development meeting a certain threshold occurs, the streetscape design should conform to these standards, unless criteria for a variance are met. *Exception through Historic District.*

Blocks: "Blocks shall be as established in the public works development standards. Blocks shall be wide enough to allow two tiers of lots, except where fronting on major streets, or prevented by topographical conditions, or size of property," (EMC 12.08.160(B)(3)).

Driveways: "Driveways shall be located on the lowest classification of roadway abutting the property." (Street Standards pg 8). *Driveway locations, widths, and design requirements are specified in standards and meet current ADA recommendations.* (added language)

Accessible Curb Ramps: New sidewalks and walkways shall include accessible curb ramps at street intersections. (citation?)

Gated Communities: *Subdivisions with private streets enclosed by locked gates are permitted, provided all streets appearing on the Road Classification map are preserved.*

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Street trees: *Planting of approved street trees is required according to specifications found in Public Works Street Details.* (June meeting consensus)

Multi-purpose paths: In situations where pedestrian access to adjacent properties is not necessary, a multi-purpose path near the street may be substituted for abutting sidewalks upon approval of the Director of Public Works. (new proposal from Nancy)

Replace the Road Classification map and the Bike Route map in the Street Standards.

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ARTERIAL STREETS

Definition *Principal* Arterial Street: “Streets and highways that contain the greatest portion of through or long-distance travel. Such facilities serve high-volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to major rural highways entering the urban area. Generally, principal arterials include high traffic volume streets,” (2006 Comprehensive Plan).

Designated *Principal* Arterial Streets:

Canyon Road, Main Street (to University Way), Water Street (to University Way), University Way, State Route 97, Manitoba Avenue (Main Street to Water Street) and Vantage Highway.

Definition *Minor Arterial* – “Streets and highways that connect with remaining arterial and collector roads extending into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor,” (2006 Comprehensive Plan).

Designated *Minor Arterial* Streets:

Water Street (University Way to Bowers Rd), Main Street (University Way to 14th Avenue), Railroad Avenue, Anderson Road, Alder Street, Reecer Creek Road, Dolarway Road, Highway 10, Mountain View Avenue, Kittitas Highway, Umptanum Road, Helena Avenue and Bowers Road.

Function: Mobility. Facilitates movement of traffic through the City and to regional and community destinations. Access to property may be limited to accommodate traffic flow.

ROW:

Major Arterials: 5 lane, 94 feet commercial/industrial/multi-family, 106 feet single-family residential, or 116 feet where a bike lane is designated (see NMT plan for designations)

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Minor Arterials: 3 lane, 70 feet commercial/industrial/multi-family, 82 feet single-family residential or 92 feet where a bike route is designated (12 feet per lane travelway, 10 feet bikes, 16 feet parking, 20 feet planting/stormwater, 10 feet sidewalk). (Current standard in Street Details SC40)

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Pavement Width:

Major Arterials: (5 lanes), 60 feet in commercial, industrial and multi-family residential zones, 76 feet in single-family residential zones.

Minor arterials: (3 lanes), 36 feet in commercial, industrial and multi-family residential zones, 52 feet in single-family residential zones. (Current standard in Street Details SC40)

Traffic Control: Traffic lights and stop signs as needed at major intersections. ~~Traffic lights as needed~~ to facilitate pedestrian crossing in high pedestrian traffic areas.

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Bicycles: Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets. "Designer shall account for routes located on designated Non-Motorized paths. Bicycle lanes located on streets shall construct an additional 10' of roadway and grant an additional 10' of right of way. Should designer desire, separate paths may be constructed off roadway, designed to current WSDOT standards." (Street Standards pg 3)

Pedestrians: 7 foot sidewalks on both sides of the street (Street Details SC40)

Arterial Street Spacing: As designated.

Arterial Street Length: Generally, Arterial streets will carry through the City to regional destinations or will terminate at an arterial street or transition to a collector street.

Radii: Curb radii 30 feet; centerline radii 40 mph design speed. (Street Standards pg 10)

Curbs: Full height curb and gutter required. (Street Standards pg 10)

Planting/Snow Strips: Both sides of the street, 10 feet

Parking: No parking in commercial, industrial and multi-family residential zones; both sides in single-family residential zones.

Streetscape Design:

Design 1: For Commercial (except CC1), industrial, multi-family residential.

1. Travelway 5 lane 60 feet, 3 lane 36 feet
2. Bike lane 5 feet each way on designated routes
3. Planting strip with street trees from City's approved list; strip can serve as storm water detention facility; adjacent property owner is responsible for maintenance
4. Sidewalk 7 feet
5. Where a parking lot or internal driveway is adjacent to the sidewalk, a 10 foot landscape easement abutting sidewalk is required on private property to screen pedestrians from parked cars. This landscaping easement counts toward landscaping requirements for

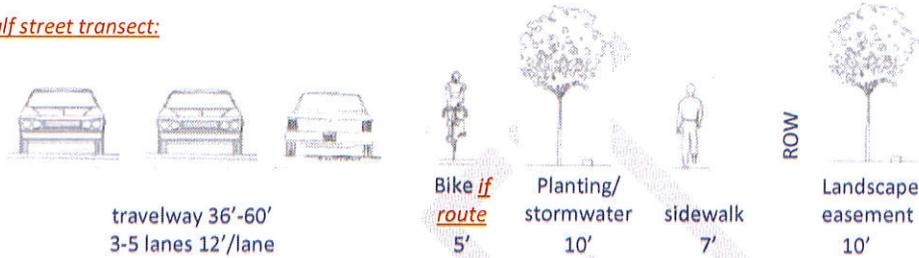
the zone (see EMC Ch 4.38 and Design Standards for the City of Ellensburg for existing landscaping standards). Fences are prohibited within the required landscaping area. The landscaping easement is NOT required where a building or pedestrian plaza abuts the sidewalk.

Recommended Design #1 for Commercial (except CC1), industrial, multi-family residential zones
 70-94 ROW plus 10' landscaping each side; add 10 feet if designated bike route

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Half street transect:



Design 2: For Single-family residential zones

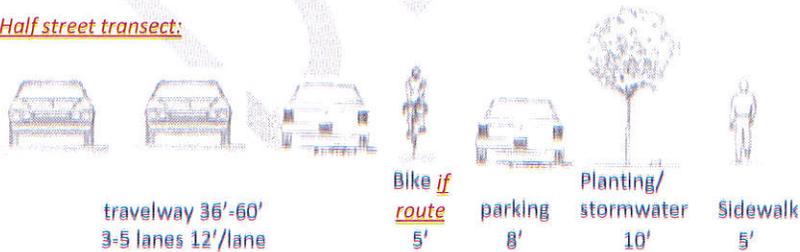
1. Travelway: 5 lane 60 ft, 3 lane 36 ft
2. Bike lane 5 ft each way on designated routes
3. Parking 8 ft each side
4. Planting strip with street trees from City's approved list; strip can serve as storm water detention facility; adjacent property owner or homeowners association is responsible for maintenance.
5. Sidewalk 5 ft

Recommended Design #2 for single-family residential zones

82-106 ROW plus 10' landscaping each side; add 10 feet if designated bike route

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Half street transect:



Orientation: The City seeks to balance an attractive, safe pedestrian streetscape characterized by buildings that face the street with safety *and traffic flow* issues associated with autos *backing* from driveways *onto high traffic streets*.

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Existing landscape and design policies encourage buildings to face front in non-residential zones. (Ellensburg Design Standards) To encourage limited access points with interior parking, commercial, industrial and multi-family land uses are encouraged along arterials where appropriate. In those zones, the minimum distance between curb-cut for driveways is 500 feet unless a shorter distance is needed to prevent traffic queuing or to access existing smaller parcels.

To avoid long, boring stretches, no more than 50% of any arterial street frontage for any plat may be fenced in single family residential zones. Driveways entering onto an arterial street are discouraged, except to meet the 50% fence requirement, and to the greatest extent possible in plat design access should be organized along neighborhood streets that may intersect arterials. (Street Standards pg 8) (added language from Standards) Sites must be designed so cars can enter traffic driving forward. Options for interrupting fencing include:

1. Face buildings/homes to arterial; provide alley or local-street access from rear
2. Homes on corner lots face arterial, with garage side-loaded from local street.
3. Buildings/homes on corner lots face local street; only back yard fenced.
4. Shared driveways with on-site turn-arounds (hammer-head)

COLLECTOR STREETS

Definition Collector Street: An intermediate street connecting local streets to the arterial street system and to activity centers.

Function: Balance between mobility and access. Encourages flow of traffic from neighborhoods and provides access to property.

ROW: Right-of-way shall be sixty (60) feet (Street Standards pg 10)

Pavement Width: Surface area shall be thirty-eight (38) feet from face of curb to face of curb. At intersections with arterial streets, collector streets shall be widened to 50 feet to include a left hand turn lane.

Traffic Control: Collector streets should not generally be encumbered with stop signs except at intersections with streets of equal or greater ADT or where protected pedestrian crossing is warranted.

Bicycles: Collector streets officially designated as bicycle routes shall require an additional five (5) feet of pavement width each direction (10 feet total) for marked bike lanes or sharrow markings; where not designated bicycles may share the street with cars. “Designer shall account for routes located on designated Non-Motorized paths. Bicycle lanes located on streets shall construct an additional 10’ of roadway and grant an additional 10’ of right of way. Should designer desire, separate paths may be constructed off roadway, designed to current WSDOT standards.” (Street Standards)

Pedestrians: Sidewalks are required on both sides of street, and shall be six (6) feet wide if adjacent to street, or five (5) feet wide when separated from street with planting strip.

Collector Street Spacing: Collector streets should be located at roughly quarter mile intervals, unless obstacles such as waterways, steep slopes, railroads, canals, or regional trails are present, and unless an arterial street is present at that interval. Where obstacles exist, the next nearest opportunity to provide a through route should be utilized. The City will identify preferred collector street locations on Comprehensive Plan maps.

Collector Street length: To discourage regional and cross-city traffic, Collector streets should not exceed one mile along a single alignment before coming to a T onto an arterial or collector street. (language revised from June draft)

Radii: Face of curb radii's shall be to the lowest street classification of the intersection and shall be a minimum 25' radius on Collector Streets. Street centerline radii shall be designed to a minimum 40mph design speed or as approved by City Engineer. (Street Standards pg 10)

Curbs: Full height curb and gutter required. (Street Standards pg 10)

Planting/snow Strips: Six (6) foot *minimum* planting strips will be provided on the south side of east-west oriented and west side of north-south oriented new streets; where a single landowner controls both sides of the planned street for the full length of the block, that landowner may decide which side to plant street trees. Planting strips may be used for snow storage and for stormwater management.

Parking: Parking is allowed on both sides of the street.

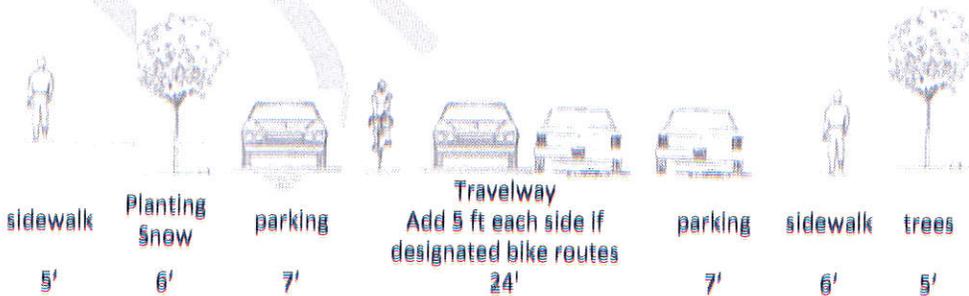
Driveways: "Driveway access onto collector streets must be designed in a manner that provides adequate driveway turnaround space to allow for front end entry onto the collector street." (Street Standards pg 8) (This section of existing policy added)

NMT Code Committee: June's discussion of which of the below options to recommend was left unresolved (see minutes). Re-vote needed with all members present.

Option 1: Landscaping/trees on property side of sidewalk

Collector Street Propose Standard, 60 ft ROW, 38 ft pavement

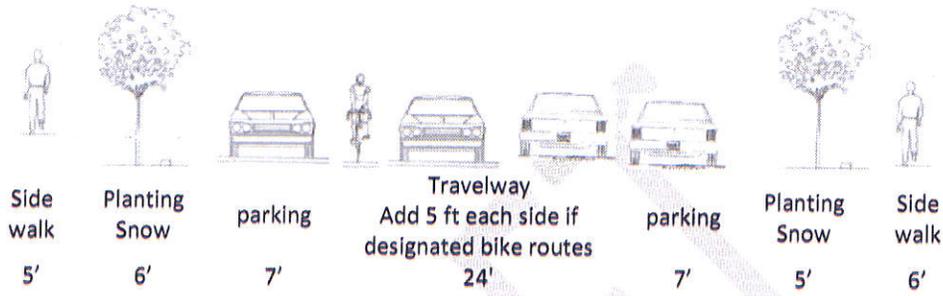
Add 10 feet ROW and pavement if designated Bike Route



Option 2: Planting strip/trees on parking side of sidewalk

Collector Street Propose Standard, 60 ft ROW, 38 ft pavement

Add 10 feet ROW and pavement if designated Bike Route



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LOCAL STREETS

Definition Local/Private Access Street: A short street, cul-de-sac, court or a street with branching places or lanes. A Local Access Street is a minor residential street, and usually there is not through traffic between two streets of a higher classification. (Street Standards pg 10)

Function: Property access and local multi-modal circulation have the highest priority.

ROW: Right of way shall be sixty (60) feet.

Pavement Width: Four optional street designs of twenty (20), twenty-four (24), thirty (30), or thirty-four (34) foot surface area measured from face of curb to face of curb.

Traffic Control: Stops signs at intersections with collector and arterial streets and as appropriate.

Bicycles: Bicycle and autos share the street; bicycle facilities are generally not marked.

Pedestrians: Sidewalks are required on both sides of street, five (5) feet wide when separated from street with planting strip, six (6) feet wide if adjacent to street.

Local Street Spacing: Local residential streets or pedestrian walkways shall be spaced not less than 300 and no more than 660 feet (1/8 mile) from adjacent streets except where access is blocked by established critical areas or previous development.

Pedestrian Walkways: A pedestrian walkway may be dedicated in lieu of a local street to achieve pedestrian circulation in blocks longer than 660 feet. Pedestrian walkways shall be 20 feet wide and paved for the entire width and length with a permanent surface if fenced on both sides, or 10 feet wide paved surface if fenced on one side. Bollards may be placed at the ends of the walkway to prevent auto traffic.

Deleted: access

Local Street length: Local residential streets should be less than 1/4 mile without interruption to minimize through traffic from arterials and collectors. New local streets should be laid out to minimize opportunities for cut-through traffic from collectors and arterials.

Connectivity: Proposed subdivisions will include street or pedestrian walkway connections to any streets that abut, are adjacent to, or terminate at the development site. Proposed subdivisions will include streets or pedestrian walkways that extend to undeveloped or partially

developed land that is adjacent to the development site or that is separated from the development site by a drainage channel, transmission easement, survey gap, or similar property condition at 660 feet intervals or less. Each *major* subdivision shall, *plan for* at least two places of access, except for those subdivisions in which the only dedicated street is a cul-de-sac.

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(A major subdivision is 10 or more dwelling units; this would exempt short plats from the 2 access points. But a series of adjacent short plats could cumulatively have many houses. How would flag lots be treated?)

Cul-de-sacs: Cul-de-sacs are *prohibited* except where it is demonstrated that development of a through street is constrained by natural features or existing plats and development. "Cul-de-Sacs shall be limited to serve a maximum of 40 lots and shall not exceed 500 feet in length. Any Cul-de-Sacs, or developments greater than 150 ft. in length will require a turnaround. Refer to City of Ellensburg Standard Drawings at the end of this section for turnaround requirements. Where it is not feasible to construct a cul-de-sac turnaround, City may allow use of an "L" or "Hammerhead" turnaround upon approval. " (Street Standards pg 11)

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Alleys: "Alleys, where provided at the rear of lots, shall have a minimum right-of-way width of twenty (20) feet, and shall be per City of Ellensburg Standard Details. Dead-end alleys and alleys with sharp changes in direction are prohibited. For existing lots that have no alternative access or for newly created lots that front on arterials and collectors, the City Engineer may allow alley access as the primary access." (Street Standards pg 5)

Private Streets: "Private roads shall meet the definition as given in this section and shall be allowed only when part of a planned unit development (PUD). Such private roads shall be permanently established by plat or easement providing legal access to serve two, three, or four single family dwelling units and shall be designed to the Local Access road standard, provided, however, that such private roads may be constructed to an all weather surface and shall not require curbing. Refer to City of Ellensburg Standard Details... Such private roads shall be accessible at all times for emergency and public service use. Private roads shall have covenants which provide for the maintenance of the private roads by the owners, homeowners association, or other legal entity, and are recorded with the Kittitas County Auditor's Office." (Street Standards pg 9) (Full text of standard provided)

Radii: Face of curb radii's shall be to the lowest street classification of the intersection and shall be a minimum 20' radius on Local Access Streets. Street centerline radii shall be designed to a minimum 30mph design speed or as approved by City Engineer. (Street Standards pg 10)

Curbs: Full curb and gutter required. (June committee consensus)

Deleted: Rolled curb and gutter will be allowed on residential streets where the sidewalk is adjacent to the street; full curb height is needed where a planting strip is adjacent to the street. At intersections with collectors or arterial streets, rolled curb shall be transitioned to full height curb ten feet prior to the radius point of the intersection.

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Planting/snow Strips: Ten (10) foot planting strips will be provided on both sides of 20 foot streets, and the south side of east-west oriented and west side of north-south oriented new 24 foot and 30 foot streets; no planting strip is required for 34 foot streets). Where a single landowner controls both sides of the planned street for the full length of the block, that landowner may decide which side to plant street trees. (The same suggested policy as for collectors). Planting strips may be used for snow storage and for stormwater management.

Parking: Parking will be allowed on both sides of the street for 30 and 34 foot street widths; one side for 24 foot street width; and no parking for 20 foot street width.

Redevelopment: Infill on existing streets will conform to the adjacent streetscape and width. In neighborhoods where existing street width is ample, neighbors may choose to create a Local Improvement District to redevelop the streetscape to narrow pavement width to calm traffic or for other purposes.

Summary of Options for Local Residential Streets:

Local Residential Street Options	20 foot	24 foot	30 foot	34 foot
Vehicle Volume	<1500 ADT	<1500 ADT	<1500 ADT	+/- 1500 ADT
Right-of-way	60'	60'	60'	60'
Queuing	yes	yes	yes	no
Bicycles	shared	shared	shared	shared
Sidewalks	5' separated 6' adjacent	5' separated 6' adjacent	5' separated 6' adjacent	5' separated 6' adjacent
Parking	None	North and east side	Both sides	Both sides
Planting/snow strip	10 ft Both sides	10 ft South and west side	10 ft South and west side	None
Curb	Full curb	Full curb	Full curb	Full curb
Curb radii	25'	25'	25'	25'

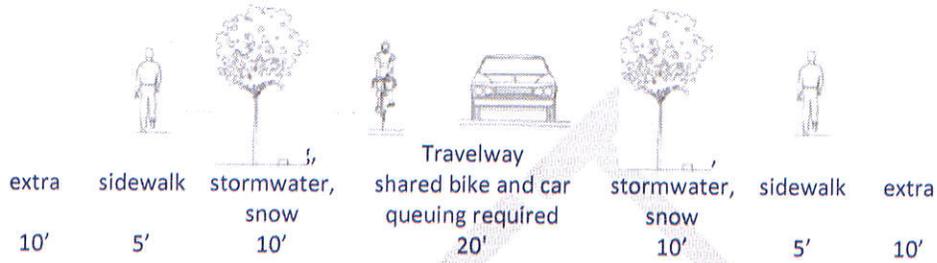
Description of Options for Local Residential Streets:

Option #1 -- 20' pavement no parking:

This option includes a 20 ft paved travel surface and no on-street parking, with planting strips and sidewalks on both sides of the street. Paved off-street guest parking, at the rate of one

space per dwelling unit, must be provided within the development in addition to the standard off-street parking requirements.

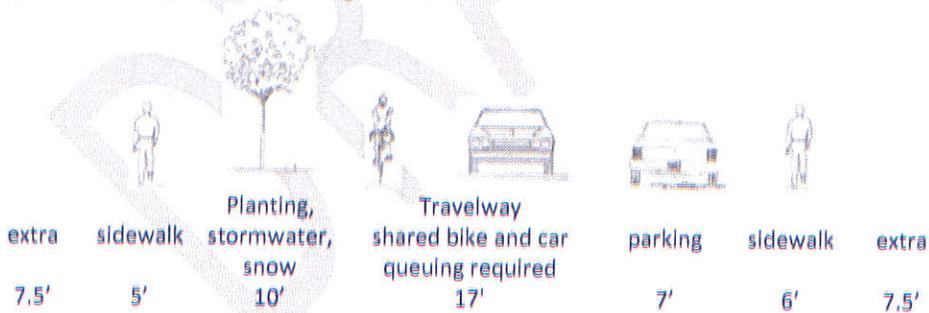
Option #1 -- 20' pavement no parking



Option #2 -- 24' pavement parking one side:

This option includes a 24 ft paved surface with parking on one side (north and east), a planting strip on the other side (south and west), and sidewalks both sides.

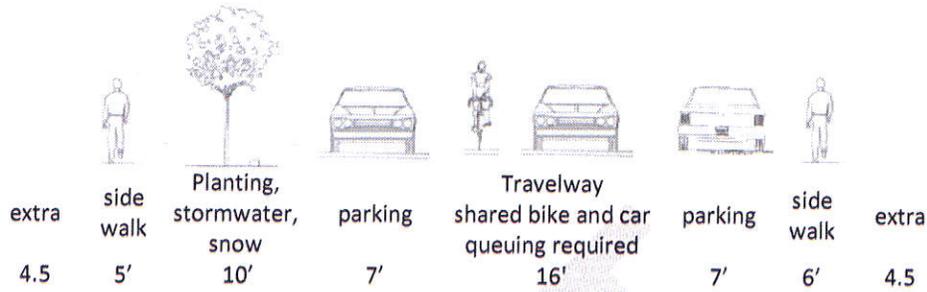
Option #2 -- 24' pavement parking one side



Option #3 = 30' pavement parking both sides:

This option includes a 30 ft paved surface providing parking for both sides of the street, a planting strip on one side (south and west), and sidewalks on both sides.

Option #3 -- 30' pavement parking both sides

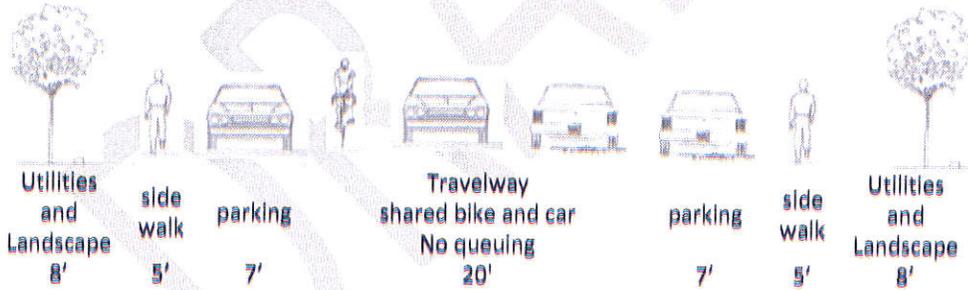


(Need to continue discussion of whether to eliminate 34 ft option)

Option #4 – 34' pavement no queuing, no planting strip

This option includes a 34 ft paved surface with parking on both sides of the street, sidewalks adjacent to the street on both sides, and no planting strip.

Recommended Design #4 for local residential streets 34' pavement no queuing, no planting



Can the "extra" ROW be counted toward building setback? For utilities in lieu of easement?

**Nonmotorized Transportation Code Committee
Recommended Street Policy Summary**

Black: existing. Blue underline: proposed.

	Major Arterial	Minor Arterial	Collector	Local Residential
Function	<u>Mobility</u> <u>Regional network</u>	<u>Mobility</u> <u>Community network</u>	<u>Mobility/Access</u> <u>Neighborhood</u> <u>network</u>	<u>Access to property</u> <u>Through traffic</u> <u>discouraged</u>
ROW	80 ft <u>5 lane: 94 feet</u> <u>commercial-</u> <u>industrial-MF Res;</u> <u>106 feet SF</u> <u>residential</u>	80 ft 3 lane: <u>70 feet commercial-</u> <u>industrial-MF Res;</u> <u>82 feet SF residential</u>	60 ft	50 ft <u>60 ft</u>
Pavement width	48 ft <u>5 lane: 60 ft</u> <u>commercial-</u> <u>industrial-MF Res</u> <u>76 ft SF Residential</u>	48 ft <u>3 lane: 36 ft Com-</u> <u>ind-MF Res</u> <u>52 ft SF Res</u>	44 ft <u>38 ft</u>	38 ft <u>Options: 20 ft, 24 ft,</u> <u>30 ft, 34 ft</u>
Spacing	As designated	As designated	<u>¼ mile except where</u> <u>prevented by</u> <u>natural barriers or</u> <u>existing</u> <u>development</u>	<u>300 ft to 1/8 mile</u> <u>(660 ft) except</u> <u>where prevented by</u> <u>natural barriers or</u> <u>existing</u> <u>development</u>
Block length/ Intersection spacing	>400 <1200 ft <u>>300 <660 ft</u>	>400 <1200 ft <u>>300 <660 ft</u>	>400 <1200 ft <u>>300 <660 ft</u>	>400 <1200 ft <u>>300 <660 ft</u>
Posted Speed	<u>40</u>	<u>35</u>	<u>35</u>	<u>25</u>
Design Speed	<u>45</u>	<u>40</u>	<u>40</u>	<u>30</u>
Street Length	<u>Through city to</u> <u>regional</u> <u>destinations</u>	<u>Through city to local</u> <u>destinations</u>	<u>≤1 mile</u>	<u>≤1/2 mile</u> Cul-de-sacs (<u>limited</u> <u>circumstances</u>) <500 ft and <40 lots
Radii	Curb radii 30 ft Centerline 40 mph	Curb radii 30 ft Centerline 40 mph	Curb radii 25 ft Centerline 40 mph	Curb radii 20 ft Centerline 30 mph
Curbs	Full curb and gutter	Full curb and gutter	Full curb and gutter	<u>Full curb and gutter</u>
Driveways	Discouraged; see standards for design requirements <u>≥500 ft</u>	Discouraged; see standards for design requirements <u>≥500 ft</u>	Permitted but backing prohibited, must provide turnaround; see standards for design requirements	See standards for design requirements
Bicycles	Add 10 ft ROW and	Add 10 ft ROW and	Add 10 ft ROW and	Shared use

	pavement on designated routes or optional separated paths; shared use on undesignated streets	pavement on designated routes or optional separated paths; shared use on undesignated streets	pavement on designated routes or optional separated paths; shared use on undesignated streets	
Pedestrians	Sidewalk both sides 7 ft	Sidewalk both sides 7 ft	Sidewalk both sides 6 ft <u>5 ft separated</u> <u>6 ft adjacent</u>	Sidewalk both sides 5 ft <u>5 ft separated</u> <u>6 ft adjacent</u>
Accessibility	Accessible curb ramp at intersections			
Planting strips	Optional 6-10 ft <u>Both sides 10 ft</u>	Optional 6-10 ft <u>Both sides 10 ft</u>	Optional 6-10 ft <u>Minimum 6 ft south and west sides</u>	Optional 6-10 ft <u>10 ft on south and west sides of 20 ft, 24 ft, and 30 ft street options</u>
Parking	Both sides <u>No Parking Com-Ind-RM Res Zones</u> <u>Both sides SF Res</u>	Both sides <u>No Parking Com-Ind-RM Res Zones</u> <u>Both sides SF Res</u>	Both Sides	Both sides <u>20 ft – No parking</u> <u>24 ft – One side</u> <u>30 ft – Both sides</u> <u>34 ft – Both sides</u>
Orientation	<u><50% frontage fenced</u>	<u><50% frontage fenced</u>	<u>Front facing encouraged</u>	<u>Front facing encouraged</u>

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NON-RESIDENTIAL/COMMERCIAL PEDESTRIAN RECOMMENDATIONS:

1. Recommendation: In CC zones, encourage additional setback for outdoor seating and pedestrian plazas while maintaining sense of enclosure along commercial streets and visual interest for passing pedestrians. *I'm having trouble with this – from the conversation I understood there to be a zero lot line standard that required a variance; this seems like there is no setback, and clear guidance in the design standards.*
 - a. **13.28.100 Yards.** There are no minimum yard requirements in the C-C zone. [Ord. 2810 § 14.08, 1970.]
 - b. Ellensburg Design Standard 1.24.540 B-2: Limit the depth of front setbacks to encourage pedestrian activity and strengthen the sense of enclosure along commercial streets. To reinforce the pattern of continuous street frontage in the downtown, limit building setbacks in the C-C and C-C II Zones to at least 25% of the building to no more than 10' from the property line and the remaining 75% of the building must be within 20' of the property line.
 - c. (Eugene Shopping Street Standards) "Buildings must occupy at least 80 percent of the frontage on both sides of the street. The maximum front yard setback may be exceeded if the area between the building and the street is landscaped and/or paved for use by pedestrians. The area must be an enhanced pedestrian space."
2. Recommendation: Require pedestrian circulation plans for parking lots above a certain size. Provide incentives for pedestrian circulation for smaller lots.

Proposed:

- a. New construction having a parking lot 35 or greater parking spaces shall submit a pedestrian circulation plan to the Landmarks and Design Commission for review. Parking lot design should
 - i. Reduce the visual impact of parking lots and parking structures.
 - ii. Create clear and safe pedestrian pathways from the sidewalks to the building's entrance.
 - iii. Provide pedestrian access from parking areas and vehicle circulation through parking areas that is safe and clearly defined.
 - iv. Link proposed development to walkways, trails, and bicycle systems in the surrounding area by connecting and lining up directly to existing linkages.
- b. New construction having parking lots less than 35 parking spaces is encouraged to submit a pedestrian circulation plan meeting the above criteria. (What is a meaningful incentive? Reduced parking spaces required?)

3. Recommendation: Apply landscaping sight triangles to driveways.

a. Proposed: Add driveways to Street Detail SC-20

BICYCLE PARKING AND FACILITIES

Committee recommendations:

1. Require bicycle parking as a percentage of off-street parking requirements
2. Require large employers to provide covered long-term bicycle parking.
3. Create a fund for projects in the CC zone and small projects that would have fractions of spaces required.
4. Provide guidance for bicycle parking design and placement.

Proposed language:

A: Purpose.

Bicycle parking is required for developing or redeveloping properties to encourage the use of bicycles by providing safe and convenient places to park bicycles.

1. Bicycle parking facilities shall be provided for any new use according the following table:
(Table based on ITE and Eugene and my best guess)

<u>Zone</u>	<u>Short-Term (uncovered) Bicycle Parking Required</u>	<u>Long-Term (Covered) Bicycle Parking Required</u>
<u>Central Commercial (CC)</u>	<u>Pay to bike fund one space per 3,000 sq ft</u>	<u>NA</u>
<u>Central Commercial (CCII)</u>	<u>5% of the number of vehicle spaces</u>	<u>2% of the number of vehicle spaces</u>
<u>CH</u>	<u>2% of the number of vehicle spaces</u>	<u>2% of the number of vehicle spaces</u>
<u>CT</u>	<u>2% of the number of vehicle spaces</u>	<u>2% of the number of vehicle spaces</u>
<u>CN</u>	<u>5% of the number of vehicle spaces</u>	<u>2% of the number of vehicle spaces</u>
<u>Residential High (RH)</u>	<u>One 4-space rack per 20 dwelling units</u>	<u>1 space per dwelling unit</u>
<u>PR</u>	<u>2% of the number of vehicle spaces</u>	<u>5% of the number of vehicle spaces</u>
<u>IL</u>	<u>2% of the number of vehicle spaces</u>	<u>3% of the number of vehicle spaces</u>
<u>IH</u>	<u>NA</u>	<u>3% of the number of vehicle spaces</u>

(standards below from Eugene)

2. Short-term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclists own locking device. Short term bicycle parking shall be provided within a convenient distance of, and clearly visible from the main entrance to the building as determined by the City, but it shall not be farther than the closest automobile parking space (except disabled parking).
3. Long-term bicycle parking shall be protected from the weather by an overhang or covered walkway, a special covering, weatherproof outdoor bicycle lockers, or an indoor storage area.
 - a. Long-term bicycle parking required in association with a commercial, industrial, or institutional use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance. A secure location is defined as one in which the bicycle parking is:
 - i. A bicycle locker,
 - ii. A lockable bicycle enclosure
 - iii. Provided within a lockable room, or
 - iv. Clearly visible from, and within 30 feet of the employee's work station.
 - b. Bicycle parking provided in outdoor locations shall not be farther from the closest automobile parking space (except disabled parking).
 - c. Long term bicycle parking required in association with a multiple-family residential use shall be provided in a well-lighted, secure ground level location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a garage a lockable room, a lockable bicycle enclosure, or a bicycle locker.
4. Bicycle parking dimensions. A bicycle parking space shall be at least 6 feet long and 2 feet wide with an overhead clearance of at least 7 feet, and with a 5 foot access aisle. This minimum required width for a bicycle parking space may be reduced to 18" if designed using a hoop rack. Bicycles may be tipped vertically for storage, but not hung above the floor.
5. Use of Public ROW. Bicycle parking utilizing the street right-of-way shall conform to City Public Works standards. And obtain a street use permit? (from Spokane)

6. **Bicycle Parking Fund.** (partially based on Portland code) A contribution to the Bicycle Parking Fund may be made in-lieu of provision of on-site bicycle parking in the following cases:

- a. The project is located in the CC zone.
- b. The project is not large enough to require a full bicycle parking space, in which case, a fraction of the cost of the space will be contributed to the fund.
- c. It is not possible to meet the above requirements when redeveloping a property.

Calculation of the required fund contributions will be based on the cost to purchase, install, and maintain bicycle parking and associated improvements. The cost will be adjusted annually by the city. The fund will be used by the city to provide bicycle parking in the CC zone and in other locations within the City.

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