

To: TSP Public Advisory Committee

From: TSP Project Management Team

Date: 18 June 2013

RE: **Summary of Process for Developing and Incorporating Policies into the Transportation Section of the Comprehensive Plan**

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## BACKGROUND

The TSP Policy Working Group (PWG) reviewed existing policies and draft new policies for possible inclusion in the Transportation section (Chapter 5) of the County's Comprehensive Plan as part of the TSP Update process. The PWG, a 12-member subcommittee of the TSP Public Advisory Committee (PAC), met nine times to discuss the draft policies and recommend changes. Policy recommendations resulting from those meetings were reviewed by the Technical Advisory Committee (TAC) and the Project Management Team (PMT) before they were edited to produce draft Comprehensive Plan language.

In addition, the countywide and rural policies were reviewed by the entire PAC at its November 2012 meeting. The urban policies will be reviewed by the PAC at its June 2013 meeting.

## POLICY TOPICS

### Countywide

- A. Freight, Rail, Airports, Pipelines, Water Transportation, Intelligent Transportation Systems (ITS) and Economic Development

### Rural

- B. Rural Roads and Rural Land Use
- C. Rural Land Use and Rural Transportation
- D. Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

### Urban

- E. Urban Equity, Health and Sustainability
- F. Urban Land Use and Transportation
- G. Urban Roads and Travel
- H. Additional policies relating to the project lists and roadway functional class

## TURNING THE POLICY RECOMMENDATIONS INTO COMPREHENSIVE PLAN LANGUAGE

The Policy Working Group reviewed the applicability of the proposed TSP policies to rural areas and urban areas. At the onset of this policy review, it was agreed that it was important to distinguish between policies for urban areas and policies for rural areas because of the different transportation needs and opportunities in each area. (Urban areas are those inside the Portland metropolitan urban growth boundary [UGB] and rural areas are outside the UGB.) The first sets of policy documents that the PWG, TAC, and PAC reviewed included some countywide policies (document A) and the three documents with rural area policies (documents B, C and D). The last four documents (documents E, F, G and H) are focused on urban area policies.

All the policy discussions to date have resulted in review and comment on 268 existing, revised and new policies. In many cases, however, the same policy or a similar policy was separately discussed in both an urban and a rural context. Frequently this discussion did not result in a substantially different policy for each area. Therefore, the total number of policies included in the Comprehensive Plan is expected to be much lower than the number of policies reviewed in this process.

Following are the major steps being taken to transform the policy recommendations into meaningful, workable Comprehensive Plan language.

- **Edit into policy language:** All policy recommendations have been forwarded to the PMT and Planning & Zoning Division staff for final editing into recommended policy language to incorporate into the update of the TSP (Chapter 5 of the County's Comprehensive Plan). A revised outline for Chapter 5 has been created, with the draft policies being sorted by travel mode or major topic.
- **Create policy version tables:** The draft policies, grouped by mode/topic, are being listed in a set of policy version tables. The tables will allow staff and citizens to compare original, draft and the final, recommended language for both rural and urban policies. As an example, the policy tables for TRANSIT and PARKING are attached. Staff will review each set for similar urban and rural policies and recommend whether one policy will suffice (combining language if needed) or if separate rural and urban policies will be needed.
- **Feasibility review:** Finally, staff is reviewing each draft policy to ensure implementation is feasible through the land use application and/or development process, and to ensure it is in compliance with regional and state requirements.
- **Final edits:** These draft policies will then be moved from the tables into a draft update of Chapter 5 of the Comprehensive Plan. Necessary edits to introductory language and/or goals in each subsection also will be made.
- **Check for needed ZDO revisions:** As the draft policies become finalized, the Planning & Zoning staff is reviewing the Zoning & Development Ordinance (ZDO) to identify necessary changes to these regulations. Any ZDO amendments which are needed to implement the TSP update will be drafted and forwarded to the Planning Commission along with the revisions to the TSP.

## OPPORTUNITIES FOR REVIEW AND COMMENT

The entire package of documents will be available for review by the Oregon Department of Land Conservation and Development (DLCD), the public and the various TSP advisory groups. These draft documents are expected to be available in August 2013. At that time, the materials will be sent to the PAC and posted on the County TSP website. An informal "brown bag" meeting will be scheduled before the August 20, 2013, PAC meeting for anyone who would like to have chance to discuss the materials in more detail.

At its final meeting on August 20, the PAC will review and discuss the package of policies and projects that make up the updated TSP. That package will then move forward to public hearings before the Planning Commission and the Board of County Commissioners.

Notice of these proposed amendments to the County Comprehensive Plan will be sent to DLCD in September. Public hearings to adopt the set of policies into Chapter 5 of the Comprehensive Plan are scheduled to take place between October and December 2013, with final action by the Board of County Commissioners expected in December 2013.

**TABLE 1: Incorporating Transportation Policies into Chapter 5 of the Comprehensive Plan**

Column 1: Policy reference numbers used in Document A through Document G, which were discussed by the Policy Working Group (PWG), Technical Advisory Committee (TAC), and the Public Advisory Committee (PAC).

- Policies numbered 1 through 129 are Rural Area policies (Documents B, C and D).
- Policies numbered 130 through 250, **and shaded light green**, are Urban Area policies (Documents E, F and G).

Column 2: Existing policy topic and number.

Column 3: Existing policy language.

Column 4: Amended policy language that came out of discussions/meeting among the three advisory groups.

Column 5: Amended policy language recommended by county staff for inclusion in the Transportation section (Chapter 5) of the Comprehensive Plan.

*Comments & questions are shown in blue italics.*

The policies are grouped by the existing policy topic/number (Column 2). Where the staff recommendation (Column 5) includes merging two rows into one, it was determined that there was no need to have separate rural and urban policies for that specific topic, generally because the policies were identical or nearly identical when discussed in an urban or rural context. These policies will be considered “countywide” policies.

**TRANSIT**

Reference # from Documents A-G	Existing Comp. Plan Policy #	Existing Policy	PWG, PAC*, TAC Policy Recommendation (*Not all policies have been reviewed yet by PAC – this column may change after June 2013 PAC mtg.)	<b>DRAFT</b> Staff Recommended Policy (06/18/2013)
<b>COUNTYWIDE TRANSIT POLICIES</b>				
110 (rural)	Transit 1.0	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and park and ride lots to increase the accessibility of transit services.	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and <u>additional</u> park-and-ride lots <u>needed</u> to increase the accessibility of transit services <u>to potential users and rural centers</u> .	<b>COUNTYWIDE:</b> Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and <u>additional</u> park and ride lots <u>needed</u> to increase the accessibility of transit services <u>to potential users</u> .
200 (urban)	Transit 1.0	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and park and ride lots to increase the accessibility of transit services	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and <u>additional</u> park-and-ride lots <u>needed</u> to increase the accessibility of transit services <u>to potential users</u> .	

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Reference # from Documents A-G	Existing Comp. Plan Policy #	Existing Policy	PWG, PAC*, TAC Policy Recommendation (*Not all policies have been reviewed yet by PAC – this column may change after June 2013 PAC mtg.)	<b>DRAFT</b> Staff Recommended Policy (06/18/2013)
112 (rural)	Transit 4.0	Emphasize corridor or roadway improvements to increase transit speed, convenience and comfort.	Emphasize corridor or roadway improvements to <u>improve the reliability of transit service in the county.</u> <del>increase transit speed, convenience and comfort</del>	<b>COUNTYWIDE:</b> Emphasize corridor or roadway improvements that <u>help ensure reliable and on-time transit service in the County.</u>
203 (urban)	Transit 4.0	Emphasize corridor or roadway improvements to increase transit speed, convenience and comfort	Emphasize corridor or roadway improvements to <u>improve the reliability of transit service in the county.</u> <del>increase transit speed, convenience and comfort</del>	
211 (urban)	Transit 12.0	Encourage Tri-Met to restructure transit service to efficiently serve local as well as regional needs.	Encourage <u>transit providers</u> <del>Tri-Met</del> to restructure transit service to efficiently serve local as well as regional needs.	<b>COUNTYWIDE:</b> Encourage <u>transit providers</u> to restructure transit service to efficiently serve local as well as regional needs.
115 (rural)	Transit 7.0	Emphasize transit improvements that best meet the needs of the County, including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.	Emphasize transit improvements that best meet the needs of <u>all County residents, employees and employers, regardless of race, age, ability, income level and geographic location,</u> including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.	<b>COUNTYWIDE:</b> Emphasize transit improvements that best meet the needs of all County <u>residents, employees and employers, regardless of race, age, ability, income level and geographic location,</u> more east-west connections and <u>improved</u> service between the County's industrial and commercial areas and <u>neighborhoods.</u>
206 (urban)	Transit 7.0	Emphasize transit improvements that best meet the needs of the County, including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.	Emphasize transit improvements that best meet the needs of <del>the</del> all County <u>residents, employees and employers, regardless of race, age, ability, income level and geographic location.</u> <del>including</del> <u>Transit improvements shall include</u> more east-west connections and <u>improved</u> service between the County's industrial and commercial areas & medium to high density neighborhood areas.	

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209 (urban)	Transit 10.0	Coordinate with Tri-Met on all new residential, commercial or industrial developments to ensure appropriate integration of transit into the developments.	Coordinate with Tri-Met on all new residential, commercial or industrial developments to ensure appropriate integration of transit <u>and pedestrian facilities for providing transit access</u> into the developments.	<b>COUNTYWIDE:</b> Coordinate with TriMet <u>and other transit agencies</u> on all new residential, commercial and industrial developments to ensure appropriate integration of transit <u>and pedestrian facilities to access transit.</u>
111 (rural)	Transit 2.0	Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts where appropriate.	<b>No change</b> <i>Applies to urban and rural areas.</i>	<b>COUNTYWIDE:</b> Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts, where appropriate.
201 (urban)	Transit 2.0	Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts where appropriate.	<b>No change</b> <i>Applies to urban and rural areas.</i>	
114 (rural)	Transit 6.0	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit.	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit. <u>Coordinate the location of these facilities with other land uses to promote shared parking and pedestrian-oriented transit nodes.</u>	<b>COUNTYWIDE:</b> Promote (?) park-and-ride lots, bus shelters and pedestrian/bikeway connections to transit. <u>Coordinate the location of these facilities with other land uses to promote shared parking and bicycle/ pedestrian-oriented transit nodes.</u>
205 (urban)	Transit 6.0	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transi	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit. <u>Coordinate the location of these facilities with other land uses to promote shared parking and pedestrian-oriented transit nodes.</u>	

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204 (urban)	Transit 5.0	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities.	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation <del>to the elderly</del> <u>for seniors, people with disabilities, and other transportation disadvantaged groups.</u>	<b>COUNTYWIDE:</b> Coordinate and cooperate with TriMet and other transit agencies to provide (?) transportation for seniors, people with disabilities, and other transportation-disadvantaged populations ( <i>need definition</i> ). Provide continued support for para-transit services, as required ( <i>by whom?</i> ) within a 3/4-mile of all fixed-route transit stops.
113 (rural)	Transit 5.0	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities.	Coordinate and cooperate with <u>all transit agencies</u> to provide transportation services for <u>seniors, people with disabilities, and other transportation disadvantaged groups.</u>  <i>Comment: Transportation disadvantaged groups do include youth. Do we need to spell it all out or simply say "transportation disadvantaged groups" instead of seniors, people with disabilities and other...</i>	
116 (rural)	Transit 8.0	Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation.	Protect neighborhoods, recreation areas and pedestrian/bikeways and sensitive land uses ( <u>such as, daycare centers, schools and senior centers whose users are more vulnerable to pollution</u> ) from transportation-related environmental degradation. <u>Coordinate transportation and land use planning to minimize proximity of these land uses to high traffic roads, and employ mitigation strategies such as physical barriers and design features to minimize transmission of air, noise and water pollution from roads to neighboring land uses</u>	<b>COUNTYWIDE:</b> Protect neighborhoods, recreation areas, and pedestrian <u>facilities / bikeways and sensitive land uses (such as schools, daycare centers and senior centers whose users are more vulnerable to pollution)</u> from transportation-related environmental degradation. <u>Coordinate transportation and land use planning to minimize the proximity of sensitive land uses to high traffic roads, and use mitigation strategies such as physical barriers and design features to minimize transmission of air, noise and water pollution from roads to neighboring land uses. (Not transit-specific - move to general equity policies??)</u>
207 (urban)	Transit 8.0	Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation.	Protect neighborhoods, recreation areas, <del>and</del> pedestrian <u>facilities / bikeways, and sensitive land uses (such as schools and senior centers whose users are more vulnerable to pollution)</u> from transportation related environmental degradation. <u>Coordinate transportation and land use planning to minimize proximity of these land uses to high traffic roads, and employ mitigation strategies such as physical barriers and design features to minimize transmission of air, noise, and water pollution from roads to neighboring land uses.</u>	

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208 (urban)	Transit 9.0	<p>Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process.</p> <p>Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Parking should be at the rear or sides of buildings. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance.</p>	<p><u>In the urban area</u>, require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process.</p> <p>Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Parking should be at the rear or sides of buildings. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance.</p>	<p><b>COUNTYWIDE:</b> Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process.</p> <p>Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance. Pedestrian access should be provided to connect transit centers or transit stops on bus routes with centers of employment, shopping or medium-to-high density residential areas within one-quarter mile of these routes.</p>
217 (urban)	Transit 17.0	Pedestrian access should be provided connecting transit centers or transit stops on bus routes, with centers of employment, shopping or medium to high density residential areas within one-quarter mile of these routes	<i>No change?</i>	<i>Edit and include with above policy (#208)</i>
210 (urban)	Transit 11.0	Bus routes will be improved and coordinated with financing & implementation of necessary roadway improvements and in cooperation with transit service providers.	<i>No change?</i>	<b>COUNTYWIDE:</b> Roadway improvements to support transit will be coordinated with the transit providers to ensure financing and implementation of such improvements.
213 (urban)	Transit 14.0	Provide high capacity transit to the Oregon City and Tualatin areas, and in the I-205 corridor including the Gateway Transit Center. The purpose is to relieve traffic congestion, provide for transportation alternatives to the automobile, and to promote the economy of the Oregon City and Tualatin areas and the I-205 Corridor.	<i>Delete</i>	<b>COUNTYWIDE:</b> <u>Support</u> high capacity transit to the Oregon City and Tualatin areas, and in the I-205 corridor to relieve traffic congestion, provide for transportation alternatives to the automobile, and to promote the economy of the Oregon City and Tualatin areas and the I-205 Corridor.

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<b>URBAN TRANSIT POLICIES</b>				
202 (urban)	Transit 3.0	Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers and Corridors.	Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers, Town Centers, Station Communities, and Corridors and Main Streets.	<b>URBAN:</b> Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers, Town Centers, Station Communities, and Corridors and Main Streets.
212 (urban)	Transit 13.0	Work with federal, state, and regional agencies to implement high capacity transit in the downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.	Work with federal, state, and regional agencies to implement high capacity transit in <u>the regional High Capacity Transit System Plan</u> , to help relieve traffic congestion, provide transportation alternatives to the automobile, and promote the County's economy. <del>the downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.</del> <i>Implements RTFP Provisions</i>	<b>URBAN:</b> Work with federal, state and regional agencies to implement high capacity transit in <u>the Regional High Capacity Transit (HCT) System Plan</u> , to help relieve traffic congestion, provide for transportation alternatives to the automobile and promote the County's economy and support implementation of the HCT System Plan.
214 (urban)	Transit 15.0	<b>Major Transit Streets</b> , for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak.	<i>No change?</i> <i>Implements RTFP Provisions</i>	<b>URBAN: Major Transit Streets</b> for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak.
215 (urban)	Transit 16.0	<b>Major Transit Stops</b> shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street.  <i>Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines.</i>	<i>No change?</i> <i>Implements RTFP Provisions</i>	<b>URBAN: Major Transit Stops</b> shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street. Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines. <i>Definition may change pending outcome of staff research on compliance issues with RTFP and TPR.</i>



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216 (urban)	New		<p>The following <b>site design standards shall apply for new retail, office, multi-family and institutional buildings</b> located near or at major transit stops:</p> <ul style="list-style-type: none"> <li>• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;</li> <li>• Provide safe, direct and logical pedestrian crossings at all transit stops where practicable;</li> <li>• At major transit stops, require the following: <ul style="list-style-type: none"> <li>• Buildings located within 20 feet of the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection.</li> <li>• Transit passenger landing pads accessible to disabled persons to transit agency standards;</li> <li>• An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider.</li> <li>• Lighting to transit agency standards at the major transit stop.</li> <li>• Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.</li> </ul> </li> </ul> <p><i>This may be more appropriate for the ZDO. Implements RTFP Provisions</i></p>	<p><i>Do not include in Comprehensive plan.</i></p> <p><i>These provisions implement several of the policies found above and are already included (primarily) in ZDO Sections 1007 and 1005.</i></p>
<b>RURAL TRANSIT POLICIES</b>				
---	New	---	---	<b>RURAL:</b> Focus safety improvements in rural areas near existing of planned transit stops.

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**PARKING**

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<b>COUNTYWIDE PARKING POLICIES</b>				
79 (rural)	Parking 1.0	<b>Other Land Use Topics</b> Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	<u>Set rural standards for allowed off-street parking of motor vehicles and bicycles</u> relative to building size, location and use, and adjacent land uses.	<p><b>COUNTYWIDE:</b> Set minimum and maximum limits on allowed off-street parking <u>of motor vehicles</u> relative to building size, location and use, and adjacent land uses. <u>In the urban area, parking standards shall be coordinated with regional requirements.</u></p> <p><i>See Policy #177 for bicycle parking requirements</i></p>
91 (rural)	Parking 1.0		Set minimum and maximum limits on allowed off-street parking for motor vehicles <u>and minimum parking for bicycles</u> relative to building size, location and use, and adjacent land uses. <i>This may not be needed in the Rural Policies</i>	
159 (urban)	Parking 1.0	<b>OTHER URBAN ROAD TOPICS</b> Set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	<u>In urban areas</u> set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses. <b>Different standards in Rural area?</b> <i>Express as square footage? Get parking structure. Preservation of historic place, change in use, parking impact on neighborhood.</i>	
247 (urban)	Parking 1.0	Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, <del>and</del> adjacent land uses, <u>and in coordination with regional requirements.</u>	

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80 (rural)	Parking 8.0	<b>Other Land Use Topics</b> On-street parking may be prohibited in front of schools as needed to assure student safety and school security, and shall be reviewed on a school by school basis.	<b>No change</b> <i>There was discussion about whether or not to include in rural policies. The draft “rural” policy ended up the same as the draft “urban” policy.</i>	<b>COUNTYWIDE:</b> On-street parking may be prohibited in front of schools as needed to <u>ensure</u> student safety and school security, and shall be reviewed on a school by school basis.
92 (rural)	Parking 8.0	On-street parking may be prohibited in front of schools as needed to assure student safety and school security, and shall be reviewed on a school by school basis.	In rural areas, on-street parking may be prohibited in front of schools as needed to <u>ensure</u> student safety and school security, and shall be reviewed on a school by school basis.	
160 (urban)	Parking 8.0	OTHER URBAN ROAD TOPICS On-street parking may be prohibited in front of schools as needed to assure student safety and school security, and shall be reviewed on a school by school basis.	In urban areas, on-street parking may be prohibited in front of schools as needed to <u>ensure</u> student safety and school security, and shall be reviewed on a school by school basis <i>It was recommended not to include in Rural policies.</i>	
254 (urban)	Parking 8.0	On-street parking may be	<b>No change</b>	
	New - Rural	BICYCLE PARKING <b>Existing Ped/Bike Policy 14.0 (Revised policy #177)</b> Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.	Require new development to provide <u>both short- and long-term</u> bicycle parking, <u>as appropriate</u> , and initiate a program for adding bicycle parking in areas frequented by bicyclists.	
255 (urban)	New - Urban	BICYCLE PARKING <b>Existing Ped/Bike Policy 14.0</b>	Require new development to provide <u>both short- and long-term</u> bicycle parking, <u>as appropriate</u> , and initiate a program for adding bicycle parking in areas frequented by bicyclists.	<b>COUNTYWIDE:</b> Require new <u>multi-family, retail, office and institutional</u> development to provide <u>short-term</u> and long-term bicycle parking, <u>as appropriate</u> , and initiate a program for adding bicycle parking in areas frequented by bicyclists. <u>For development inside the UGB, bicycle parking standards shall comply with Title 4 of the RTFP.</u>

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<b>URBAN PARKING POLICIES</b>				
248 (urban)	Parking 2.0	Encourage off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.	<del>Require</del> Encourage off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.	<b>URBAN:</b> Encourage <del>Require</del> the location of off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening. <i>Deleted section is not a parking policy.</i>
249 (urban)	Parking 3.0	Existing curbside parking along arterials and collectors may be removed to allow the striping of bike lanes, construction of travel or turning lane improvements or for increasing sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply.	<b>No change</b>	<b>URBAN:</b> Existing, <u>on-street</u> <del>curbside</del> parking along arterials and collectors may be removed to allow the striping of <u>stripe</u> bike lanes, <del>construction of</del> <u>construct</u> travel or turning lanes improvements or for increasing or increase sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply. <i>Deleted sentence is a separate policy.</i>
250 (urban)	Parking 4.0	Allow developments along transit routes to decrease their parking area requirements if they provide pedestrian and transit amenities.	<b>No change</b>	<b>URBAN:</b> Allow developments along transit routes to decrease their parking area requirements if they provide pedestrian and transit amenities.
251 (urban)	Parking 5.0	Allow commercial and industrial developments to decrease their parking area requirements if they provide and maintain ridesharing programs.	Allow commercial and industrial developments to decrease <del>their</del> parking area requirements if they provide and maintain ridesharing programs.	<b>URBAN:</b> <del>Allow commercial and industrial developments to</del> Allow for decreased <u>their</u> parking area requirements for commercial and industrial development if they provide and maintain ridesharing programs.
252 (urban)	Parking 6.0	Allow shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of parking can be used to help satisfy compliance with parking standards.	<del>Require</del> Allow shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of parking can be used to help satisfy compliance with parking standards.	<b>URBAN:</b> <del>Allow</del> <u>Require</u> shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. <del>Such sharing of</del> <u>Shared</u> parking can be used to <del>help satisfy compliance</del> <u>comply</u> with parking standards.
253 (urban)	Parking 7.0	Increase on-street parking in residential areas by minimizing the width of driveway curb cuts.	<b>No change</b>	<b>URBAN:</b> Increase on-street parking in residential areas by minimizing the width of driveway curb cuts.

**TABLE 1: Incorporating Transportation Policies into Chapter 5 of the Comprehensive Plan**

There are no separate parking policies for the Rural Area
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