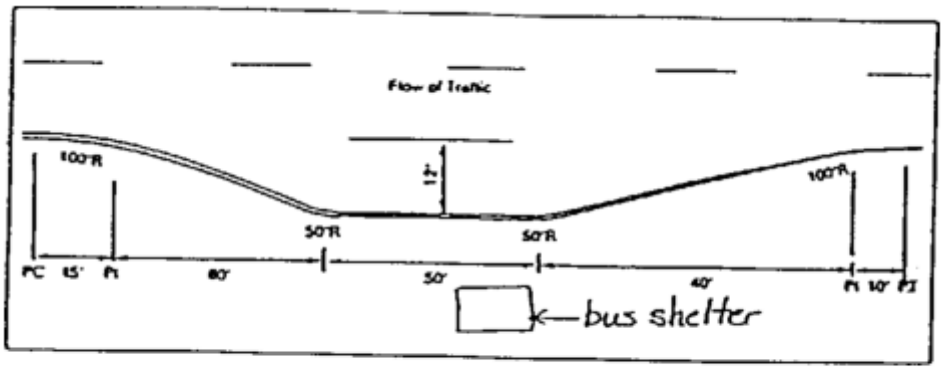
Transit-compatible design standards and development checklist.

The design standards for development that is compatible with transit operations and the goals and policies of this transportation plan are found on the following pages. These design standards should be used in conjunction with the “Design Standard Policy Matrix,” goals and policies, in order to implement the standards. Implementation should occur through the following ways: (1) County ordinances, such as zoning and land divisions; (2) development project review, such as SEPA and building permits; and (3) six (6) year transportation improvement program. The transit-compatible development review checklist should be used as a guide to assist in reviewing development projects to ensure conformity with the design standards and policy matrix of the transportation element.

Transit Compatible Development Design Standards

Parking and Bus Access from Road

1. Bus turnouts should be dedicated from County right-of-way and/or private development to a standard turnout area according to road class if Clallam transit System Comprehensive Plan shows an existing bus route or future bus service on the road, when:



One bus pullout

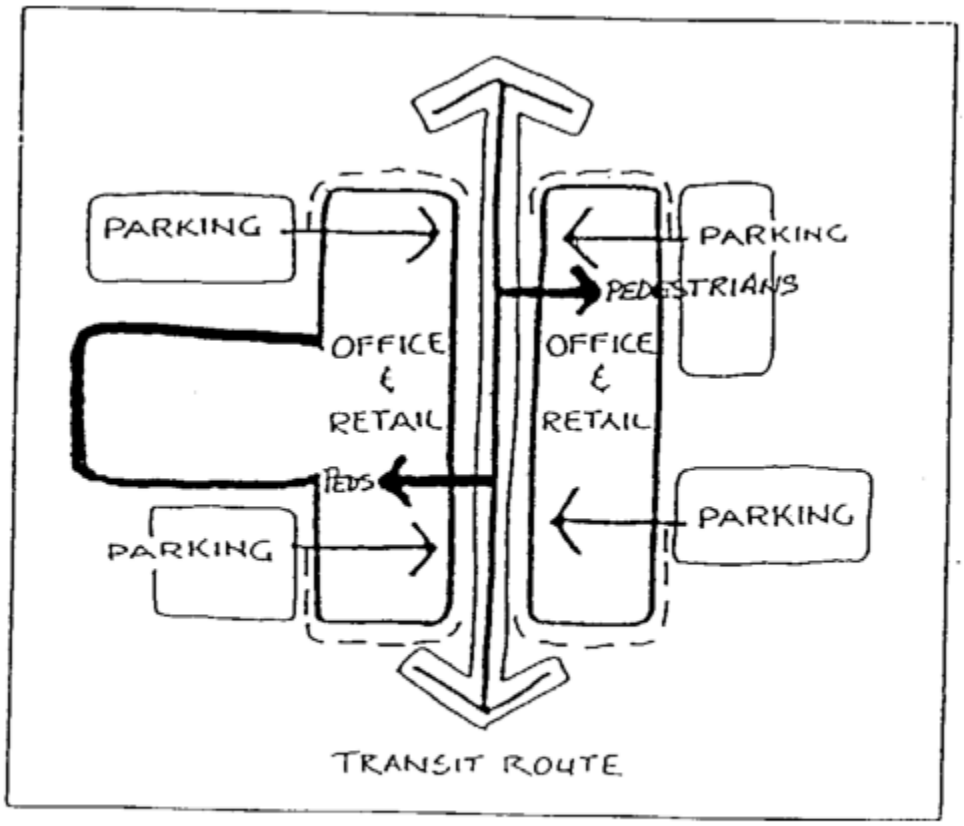
Source: Bus Facilities: Design Guidelines, Orange County Transit District

a. The County road is improved,

or

b. Building permit process occurs.

2. Pedestrians should have easy access from a transit corridor to building entrances.

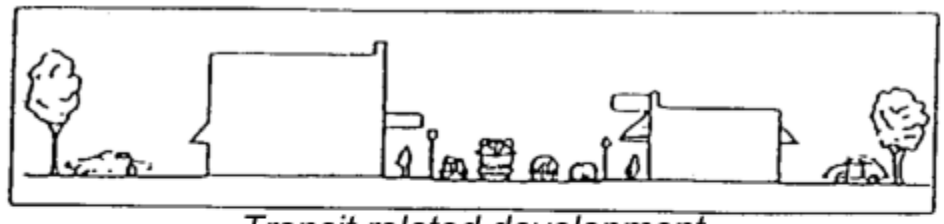


Parking is located to the rear

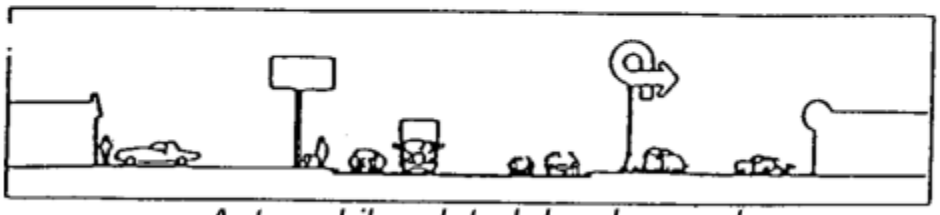
Source: Market Based Transit Facility Design, Harvey Z. Rabinowitz, et al., (February 1989)

Building Orientation

3. Commercial corridors should orient buildings adjacent to the road.



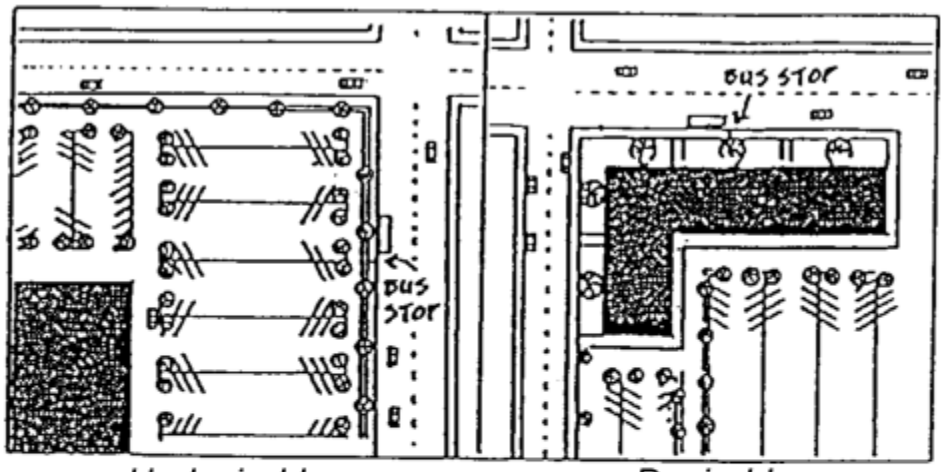
Transit related development



Automobile related development

Source: Public Streets for Public Use, Portland's Arterial Street Classification, Dottemer, (1987)

4a. Corner lot buildings should occupy the corner.



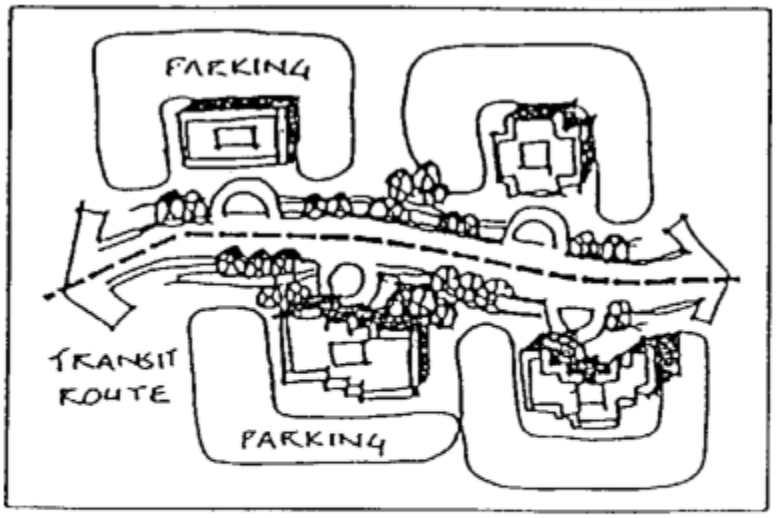
Undesirable
Buildings separated from street by parking

Desirable
Parking behind building

Source: Guidelines for Public Transit in Small Communities, Small Community Systems Branch, Urban Transit Authority of British Columbia, (1980)

4b. Distances from bus stop to building entrance should be minimized.

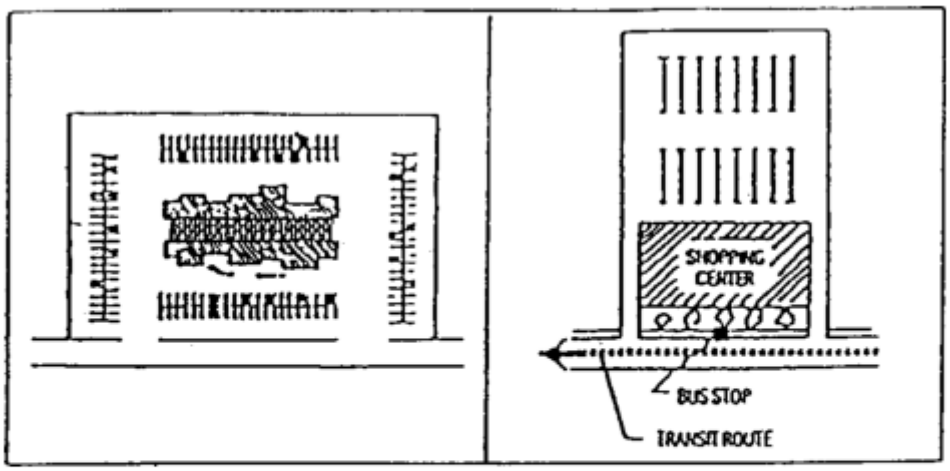
5. Parking should wrap around the building and not impede pedestrian circulation or access to building entrances.



Typical design concept in which buildings are oriented along streets with sidewalks

Source: Planning and Implementing Pedestrian Facilities in Suburban and Developing Areas

6. The building should not be situated in the middle of the lot or near the posterior property line from the street.



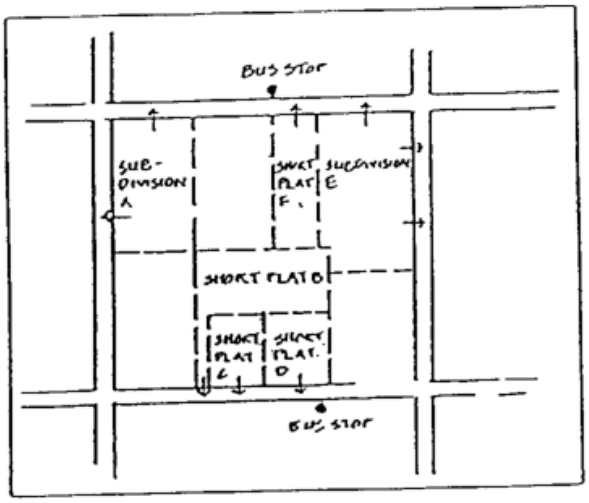
Undesirable
No pedestrian connection provided, distance between building and bus is too far

Desirable
Parking behind, bus stop close to entrance walkways to entrance

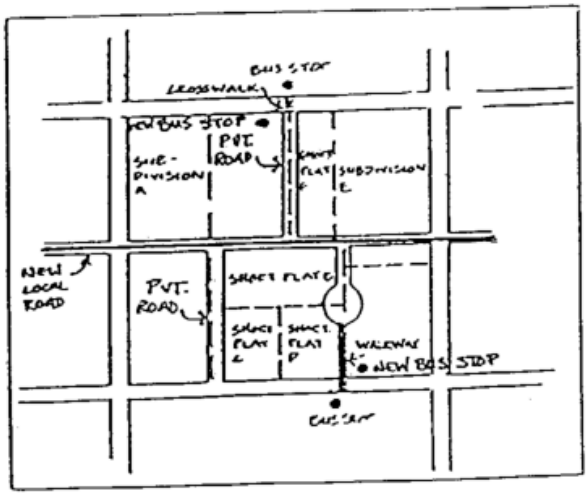
Source: Design for Bus Facilities, Orange County Transit District, (1987)

Pedestrian Facilities to Transit Stops

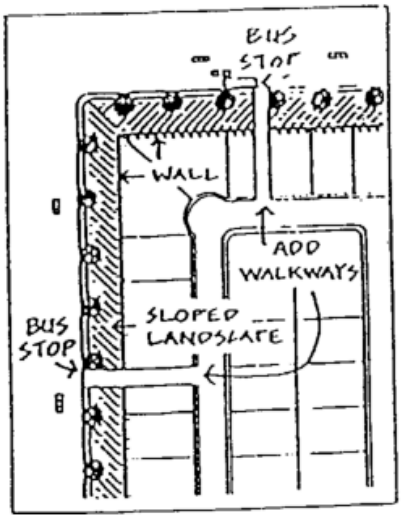
7. Plat and subdivision approval should include pedestrian easements to transit stops and bus pullout areas. View-blocking fences and walls should be refrained from closing the easement and reducing visibility.



Undesirable
Uncoordinated development, poor bus access



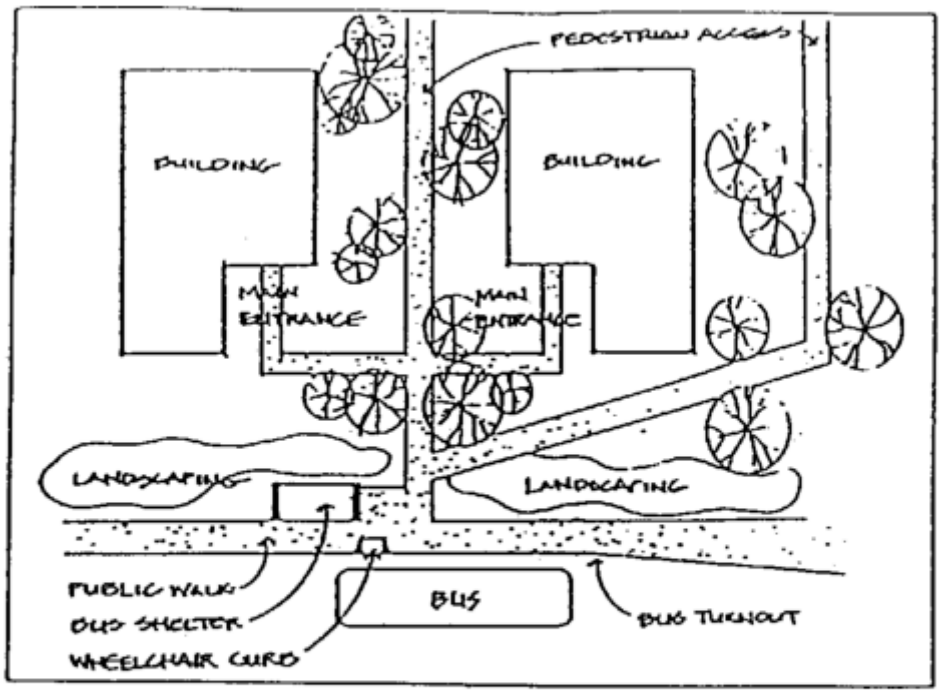
Desirable
Development with bus and pedestrian access



Desirable
Walkways and gates make transit accessible

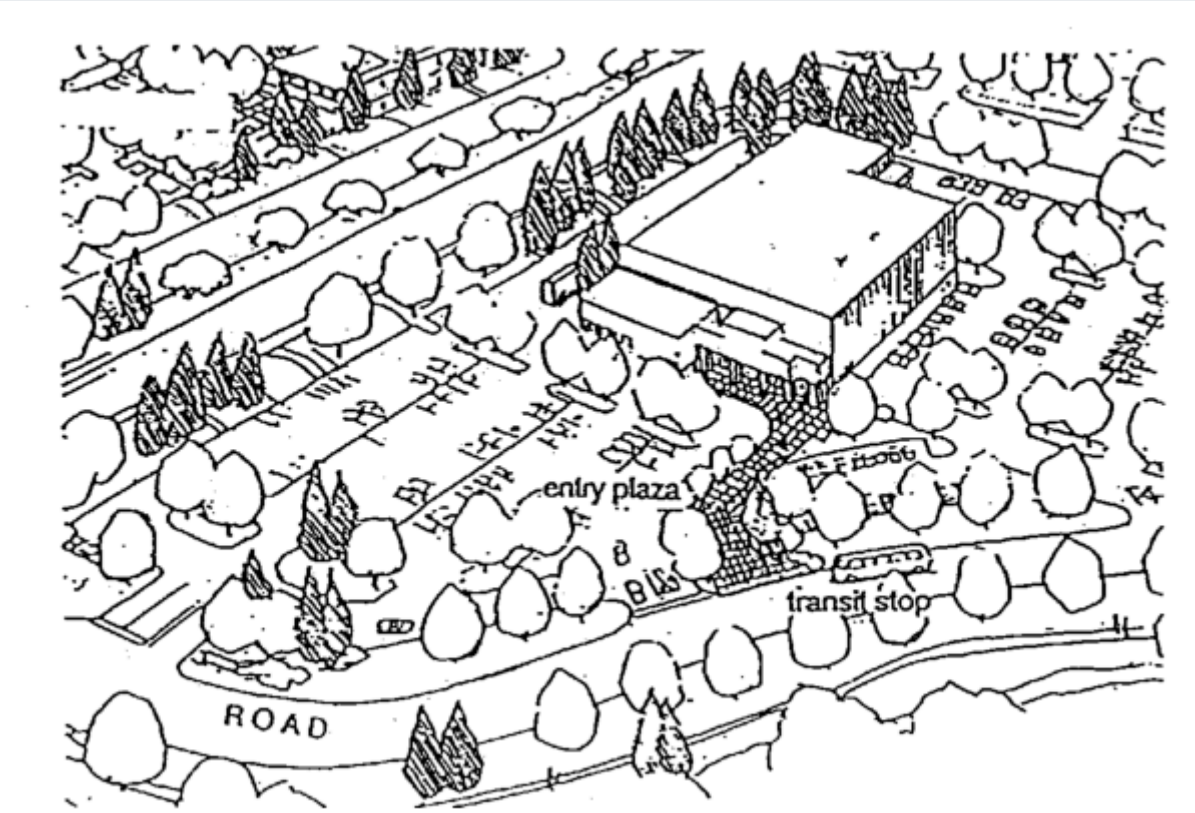
Source: Design Guidelines for Bus Facilities, Orange County Transit District, (1987)

8. Pedestrian walkways (of various materials) should connect bus stops to buildings. Buildings should provide connection to each other, i.e., pedestrian access should serve multiple locations.



Orient land uses to public transportation facilities
Source: Design Guidelines for Bus and Light Rail Facilities, Regional Transit, (Sacramento, CA)

9. Parking lot internal circulation plans should provide safe pedestrian entry walkways.



Transit-Compatible Development Review Checklist

Evaluation				
		YES	**Partial**	**NO**
A.	Site Access:			
1.	The site is served by transit.			
2.	A bus stop, park-and-ride lot, or transit transfer station exists or is planned within one-half (1/2) mile.			
3.	A bus stop, park-and-ride lot, or transit transfer station exists or is planned on-site.			
4.	The site has reserved parking for carpools/vanpools.			
5.	Carpool/vanpool parking is reserved in convenient locations near building entrances.			

Transit-Compatible Development Review Checklist

Evaluation				
		YES	**Partial**	**NO**
6.	The site has paved walkways for pedestrian travel through the site and between adjacent uses.			
7.	The site has marked bike routes.			
8.	The site has bike racks.			
9.	The site has lockers and showers for bicyclists.			
B.	Site Design:			
1.	Buildings are clustered near transit facilities.			
2.	Any large parking areas are at the side or rear of the site.			
3.	Building entrances face transit facilities, and routes to those facilities are clearly marked.			
4.	Buildings are within one-quarter (1/4) mile of a bus stop, rideshare lot, or other public transportation facility.			
5.	Paved sidewalks connect building entrances, parking areas, transit facilities, and other site activity centers.			
6.	Sidewalks and pedestrian areas have lights for safety at night.			
7.	The site is free of barriers (walls, ditches, hedges, roads without safe crossings, etc.) to safe and convenient pedestrian travel.			
8.	The site provides shelters, benches, and lighting for transit users.			
9.	The site meets ADA requirements.			
C.	Parking Management:			
1.	The site provided for carpool/vanpool, and compact car parking spaces.			
2.	Parking for carpools/vanpools is located near building entrances.			

Transit-Compatible Development Review Checklist

Evaluation				
		YES	**Partial**	**NO**
D.	Public Transportation Ridership Incentives:			
1.	The developer will distribute information on public transportation and ridesharing options to tenants, employees and customers.			
2.	Transit passes or carpool/vanpool subsidies will be provided to employees and residents.			
3.	The developer will assist in providing shuttle service between the site and transit facilities.			
4.	Transit passes will be sold on site.			
5.	The site will have a rideshare coordinator.			

Areas for Improvement

Department of Community Development and Clallam Transit System staff will comment on “Partial” and “NO” responses to the preceding evaluation section. Staff will propose changes that are suitable to the proposed use and location of the development.

A. Site Access

B. Site Design

C. Parking Management

D. Public Transportation Ridership Incentives

Design Standard Policy Matrix

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
RH1-7 Deciduous trees should be planted along the street	Principal Arterial	■	■	■	■	■	■	■	■	□	□	□	□	□
	Minor Arterial	■	■	□	□	□	□	□	□	□	□	□	□	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□
RH1-8 Passing lanes should be planned	Principal Arterial	□	□	□	□	□	□	□	□	■	■	■	■	■
	Minor Arterial	□	□	□	□	□	□	□	□	□	□	□	□	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□

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Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
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RH2-1 Place new and upgraded service utilities under 12KV underground or on south side of road	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ □ □ □	■ ■ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ □ □ □ □	■ □ □ □ □	□ □ □ □ □
RH2-2 Parking facilities adjacent to road should have landscaping	Principal Arterial Minor Arterial Collector Minor Collector Local Access	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □

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RH2-3 Fencing adjacent to road right-of-way should not detract from the rural character	Principal Arterial	■	■	□	■	■	■	□	□	■	■	■	■	□
	Minor Arterial	□	□	□	□	□	□	□	□	□	□	□	□	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□
RH6-2 Consolidated access and ingress/ egress easements should be planned	Principal Arterial	■	□	■	■	■	■	■	□	□	□	□	■	□
	Minor Arterial	■	□	■	■	■	■	■	□	□	□	□	■	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□

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RH6-3 Shared driveway access is desired; development does not preclude a shared access in future	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □	■ □ □ □ □
RH6-4 Frontage roads should be planned	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ □ □ □	□ □ □ □ □	■ □ □ □ □	■ ■ □ □ □	□ □ □ □ □	□ □ □ □ □	■ ■ □ □ □	□ □ □ □ □	■ ■ □ □ □	□ □ □ □ □	■ □ □ □ □	■ ■ □ □ □	□ □ □ □ □

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RH6-5 Access should be controlled with raised medians with low maintenance, nonlethal vegetation	Principal Arterial	■	■	■	■	■	■	■	■	□	□	□	□	□
	Minor Arterial	□	□	□	□	□	□	□	□	□	□	□	□	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□
RH6-6 Deceleration and acceleration lanes should be planned	Principal Arterial	■	□	□	■	■	□	■	□	■	□	□	■	□
	Minor Arterial	■	□	□	■	■	□	■	□	■	□	□	■	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□

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RH8-3 Introduce public awareness signs to watershed protection, bicycle land courtesy, and commuter choices	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ ■ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ ■ □ □	■ ■ ■ □ □	■ ■ ■ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ ■ □ □	■ ■ □ □ □
TPS1-7 Safe circulation pattern and amenities in parking lots for bicyclists and pedestrians	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ ■ □ □	□ □ □ □ □	□ □ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □

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to access development														
TPS1-9 Transit shelters with bicycle storage facilities are spaced every (fraction of 1 mile)	Principal Arterial Minor Arterial Collector Minor Collector Local Access				1	1	1			1-2	1-5	1-5		
TPS 1-10 Bicycle storage facilities are a component of development review	Principal Arterial Minor Arterial Collector Minor Collector	■ ■ ■ □ □	□ □ □ □ □	□ □ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ ■ □ □ □	■ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □	□ □ □ □ □

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	Local Access													
TPS1-11 Pedestrian facilities are desired; flexibility to alignment and setback is allowed	Principal Arterial	■	■	■	■	■	■	■	■	■	■	■	■	□
	Minor Arterial	■	■	■	■	■	■	■	■	■	■	■	■	□
	Collector	■	■	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□
TPS 1-13 Installation of bicycle detection traffic control devices at intersections	Principal Arterial	■	■	■	■	■	■	■	■	□	□	□	□	□
	Minor Arterial	■	■	■	■	■	■	■	■	□	□	□	□	□
	Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Minor Collector	□	□	□	□	□	□	□	□	□	□	□	□	□
	Local Access	□	□	□	□	□	□	□	□	□	□	□	□	□