

APPENDIX A: MODEL TRANSIT-SUPPORTIVE POLICIES

These model comprehensive plan policies have been developed consistent with the TDP objectives and goal statements presented in the “Transit-Supportive Policies” section of Memo #3: *Unmet Transit Needs and Transit-Supportive Development Strategies*. The model policies will be used to evaluate locally adopted comprehensive plan policies in Wasco County, The Dalles, Mosier, Dufur, and Maupin and, where necessary, to guide policy revisions to be adopted into local plans to strengthen each community’s transit system. That work will be provided in Memo #6: *Updated Goals, Policies, and Practices*.

A. General

A1. The [City/County] will facilitate access to transit service to all community members, with particular attention related to serving community members who may be “transit-dependent” due to age, abilities, and/or income.

A2. The [City/County] will work to improve safety for transit riders through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings, and to coordinate the location of transit stops and driveways near transit stops with the transit service provider.

A3. The [City/County] will support transit services to promote economic development and tourism, enhancing access to employment and [local/regional] attractions.

B. Accessibility and Connectivity

B1. The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements.

B2. The [City/County] will support first- and last-mile connections to transit stops, such as collaborating with and facilitating permitting for shared mobility (e.g. ride hailing, bike sharing, and e-scooter sharing) facilities and services.

B3. The [City/County] will collaborate with the transit service provider to improve access to housing, employment, education, human and health services, and recreation.

B4. The [City/County] will coordinate with the transit service provider on potential park-and-ride and transit hubs, where multiple modes could connect.

C. Coordination

C1. The [City/County] will invite transit service providers to participate in the review of land use proposals that may impact transit service or existing or planned transit facilities.

C2. The [City/County] will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.

C3. The [City/County] will help facilitate connections between transit and other transportation services and technologies.

C4. The [City/County] will promote transportation demand management measures including increasing opportunities for active transportation (walking and rolling), transit, and transportation services such as employer vanpools, medical service transportation, cab and rideshare companies, and volunteer driver programs.

D. Health

D1. The [City/County] will support improved access to active transportation options and health-supporting destinations such as grocery stores, parks and open spaces, community spaces, health care, and social services.

E. Sustainability

E1. The [City/County] will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.

E2. The [City/County] will support strategies and projects that promote fuel efficiency.

APPENDIX B: MODEL TRANSIT-SUPPORTIVE DEVELOPMENT REQUIREMENTS

Transit-supportive code or ordinance concepts and model language is provided in this appendix for consideration by Wasco County and the Cities of Mosier, Dufur, and Maupin to support transit ridership¹. One factor in determining whether updated development requirements are needed is whether existing adopted code language reflects or is consistent with model language. In cases like The Dalles, the City adopted transit-supportive amendments to its Land Use and Development Ordinance in conjunction with the 2017 Transportation System Plan update. The amendments included new allowances for parking reductions when providing transit stops and transit amenities, and new requirements for transit stop improvements.

Other factors in determining the need for code updates include the type of transit service recommended in each community, community size, level of urban development, and community-specific factors that require tailoring the model language to the community. These factors will lead to differences between communities in terms of the recommended code updates, particularly when comparing a large community like The Dalles (population roughly 16,000) to the smaller incorporated cities of Mosier, Dufur, and Maupin, and when considering the needs of rural Wasco County and unincorporated communities in the county.

Memo #6: Updated Goals, Policies, and Practices will evaluate existing local development requirements and will make recommendations for potential ordinance or code updates specific to each jurisdiction in the service area.

Coordination with Transit Agencies

1. Pre-Application Conference and/or Application Review

Pre-application requirements:

The [City/County Community Development/Planning Director/City Manager or designee] [shall/must] invite [City/County] staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

Referrals [requests to review and comment on the application] [shall/must] be sent to interested and affected agencies. Interested agencies include but are not limited to [City/County] departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Wasco County transit service providers.

2. Hearing Notice

The [City/County Community Development/Planning Department] must give notice of a pending quasi-judicial public hearing in the following manner:

At least [twenty] days prior to the scheduled hearing date, notice [shall/must] be sent by mail to:

Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g.,

¹ Antelope and Shaniko do not have adopted code language.

counterpart County or City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Wasco County transit service providers.

Access to Transit and Supportive Facilities

SITE ACCESS

3. Access Between the Site and the Street

Pedestrian and Bicycle Access. Proposed development [shall/must] conform to the following standards for pedestrian and bicycle access:

- A. Continuous Pathway System. A pathway system [shall/must] extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.*

4. Access to the Transit Stop and Supportive Improvements

Proposed uses should be required to address planned transit stops and improvements. The following suggested requirements can be modified so that the space and/or easements for the improvements and connection(s) to transit stops must be part of the development. However, the physical improvements themselves would not be required if the transit agency is providing them. *Transit Access and Supportive Improvements*

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, [shall/must] provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site [shall/must] be "reasonably direct," meaning a route that does not deviate unnecessarily from a straight line or that does not involve a significant amount of out-of-direction travel for users.*
 - 1. For commercial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections [shall/must] be provided to the main employee entrance.*
 - 2. For residential buildings, the "primary entrance" is the front door (i.e., facing the street).*
 - 3. For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.*
- B. Safe and convenient connection. Bicycle and pedestrian routes [shall/must] be free from hazards and provide a reasonably direct route of travel between destinations.*
- C. Pathways [shall/must] be concrete, asphalt, brick/masonry pavers, or another [City/County]-approved durable surface meeting ADA requirements.*
- D. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.*
- D. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan,*

AREA ACCESS

5. Access to Transit Stops from Beyond the Site

Access ways:

Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. A proposed access way [shall/must] connect the end of the street to another right-of-way or a public access easement. The access way [shall/must] be contained within a public right-of-way or public access easement, as required by the [City/County]. An access way [shall/must] be a minimum of [10]-feet-wide and [shall/must] provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City/County decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout [the city/unincorporated communities in the county], subdivisions and site developments [shall/must] be served by an interconnected street network, pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way). Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar restrictions, where practicable, a pedestrian access way connection [shall/must] be provided pursuant to [____].

- A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter*
- B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter²*
- C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter*
- D. Not applicable in General Industrial zone*

Other Transit-Related Development Code Provisions

VEHICLE PARKING

6. Transit Facilities and Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met. Development required to provide park-and-rides [shall/must] be consistent with the location and design specifications and guidelines in the Wasco County Transportation Development Plan.

7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces [shall/must] provide at least 10% of the employee parking spaces (minimum two spaces) as preferential

² For unincorporated communities in Wasco County with more than a couple hundred residents, the County may wish to adopt block length standards, but modifying this standard to specify commercial zones along arterial roads.

carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces [shall/must] be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [___], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or
- C. A factor determined according to a parking analysis.

9. Reduced Parking Requirements

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [___], for review and action by the [Community Development Director] through a [variance procedure], pursuant to [___]. The applicant's proposal [shall/must] consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, [shall/must] assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off-street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

10. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests [shall/must] be subject to review and approval through Site Plan Review.

11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards [shall/must] be met for each parking lot or each parking bay where a development contains multiple parking areas:

- A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, [shall/must] be landscaped. Such landscaping [shall/must] consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees [shall/must] be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average [shall/must] be planted over and around the parking area.
- B. All parking areas with more than [20] spaces [shall/must] provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters [shall/must] have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;
- C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50-75] percent of that area is covered with living plants; and
- D. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees [shall/must] be planted not less than [2] feet from any such barrier.
- E. Trees planted in tree wells within sidewalks or other paved areas [shall/must] be installed with root barriers, consistent with applicable nursery standards.

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City/County decision body].

Landscaping [shall/must] be provided pursuant with the standards of subsections _-, below:

- A. **Parking Lots.** The edges of parking lots [shall/must] be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway [shall/must] be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping [shall/must] be maintained in good condition, or otherwise replaced by the property owner.

12. Parking Area Walkway

In parking areas that have more than 20 parking spaces, a walkway [shall/must] be provided through a parking area, connecting building entrances to adjacent sidewalks and streets.

Where a walkway crosses a parking area or driveway, it [shall/must] be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing [shall/must] include ADA accessible ramps. Painted striping, thermoplastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

BICYCLE PARKING

13. Minimum Bicycle Parking Requirements

The recommended language below is a comprehensive set of provisions that establishes not just requirements for the minimum number of bicycle parking spaces but direction for location and design. There is also the option to establish standards specific to short-term parking (where design and location are oriented more towards visitors) and long-term parking (intended for residents and employees).

Bicycle Parking

A. *Standards. Bicycle parking spaces [shall/must] be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table _____. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [____], the [City/County decision body] may require bicycle parking spaces in addition to those in Table _____.*

Long-term bicycle parking is intended for building and site occupants, and others who need bicycle parking for several hours or longer and is provided in secure, weather-protected facilities. Short-term bicycle parking is intended for building and site visitors and is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street.

Table _____		Long- and Short-Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Multi-Family Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long-term 25% short-term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long-term 75% short-term
Industrial	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	25% long-term 75% short-term
Schools (all types)	2 spaces per classroom	50% long-term 50% short-term
Institutional Uses and Places of Worship	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term
Parks (active recreation areas only)	4 spaces	100% short-term
Transit Stops	2 spaces	100% short-term

Table ____		Long- and Short-Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Transit Centers	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term

B. Design and Location.

1. *All bicycle parking [shall/must] be securely anchored to the ground or to a structure.*
2. *All bicycle parking [shall/must] be well lighted [to specified lighting level].*
3. *All bicycle parking [shall/must] be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces [shall/must] be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]*
4. *Bicycle parking racks [shall/must] accommodate locking the frame and both wheels using either a cable or U-shaped lock.*
5. *Direct access from the bicycle parking area to the public right-of-way [shall/must] be provided at-grade or by ramp access, and pedestrian access [shall/must] be provided from the bicycle parking area to the building entrance.*
6. *Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] not conflict with the vision clearance standards of Section [____].*
7. *All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.*
8. *Short-term bicycle parking.*
 - a. *Short-term bicycle parking [shall/must] consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
 - b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
 - c. *Short-term bicycle parking [shall/must] be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.*

9. Long-term bicycle parking. Long-term bicycle parking [shall/must] consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.

C. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City/County decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

D. Hazards. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] be located so as to not conflict with the vision clearance standards of Section [___].

URBAN FORM

The following development provisions will be more applicable to and appropriate in: more populous communities and in central downtown or commercial zones within those communities; where there is denser development; and where a mixture of commercial, employment, institutional, and multi-family residential uses are permitted.

14. Maximum Building Setbacks

Development Standards.

Setback Requirements.

1. Minimum front yard setback: none
2. Maximum front yard setback: [0-10] feet

15. Pedestrian Amenities in Front Yard Setbacks

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

16. Parking Between the Building and the Street

Parking and Loading Area Development Requirements. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, [shall/must] be developed and maintained as follows:

- A. Location on site. Required yards adjacent to a street [shall/must] not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.

DEFINITIONS

Access way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR *Access way.* Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

Park-and-ride. A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

Rideshare. A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Transit center. A type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

Transit improvements [or Transit amenities]. Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops [shall/must] be consistent with an adopted transit plan.

Transit-related uses or transit uses. Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park-and-rides.

Transit stops. An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop [shall/must] be consistent with an adopted transit plan.