

## MEMO #6: UPDATED GOALS, POLICIES, AND PRACTICES

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**Project:** Wasco County Transit Development Plan

**Subject:** Updated Goals, Policies, and Practices (Task 4.2)

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### INTRODUCTION

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This memorandum provides a review of federal, state, and local planning documents to create a draft set of Transit Development Plan (TDP) goals and policies that guide transit planning and investments in Wasco County. Recent local transit-focused documents, such as the Gorge Regional Transit Strategy and the Wasco County Coordinated Human Services Public Transportation Plan (“Coordinated Plan”), were particularly relevant in the development of the draft TDP goals and policies. This memo includes benchmarks for evaluating progress toward achieving these goals and in implementing these policies. Last, this memo re-visits work done earlier in this planning process related to local strategies and assesses current county and city development ordinance requirements against model transit-supportive language. This evaluation identifies local ordinance updates that can assist in implementing the TDP and improve transit service in Wasco County.

## FEDERAL AND STATE GOALS, POLICIES, AND PRACTICES

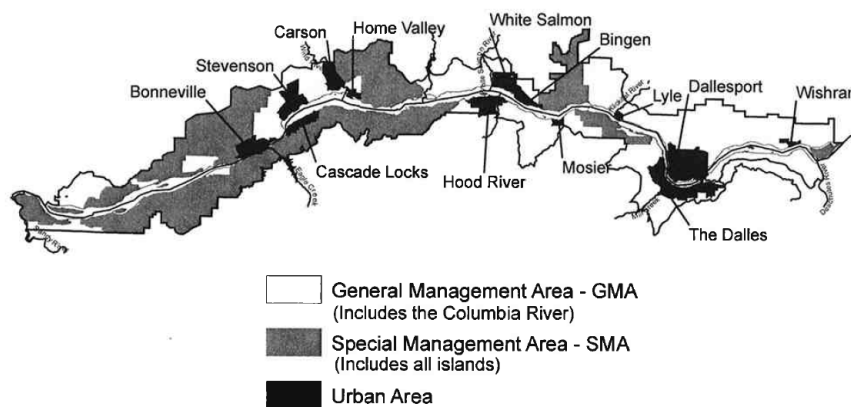
This section presents an overview of federal and state plans and identifies aspects of each plan relevant to transit planning in Wasco County. The overview focuses on the policy-level guidance that the plans provide (e.g., goals, objectives, and policies) and the strategies or practices that they recommend.

### National Scenic Area Management Plan (2016)

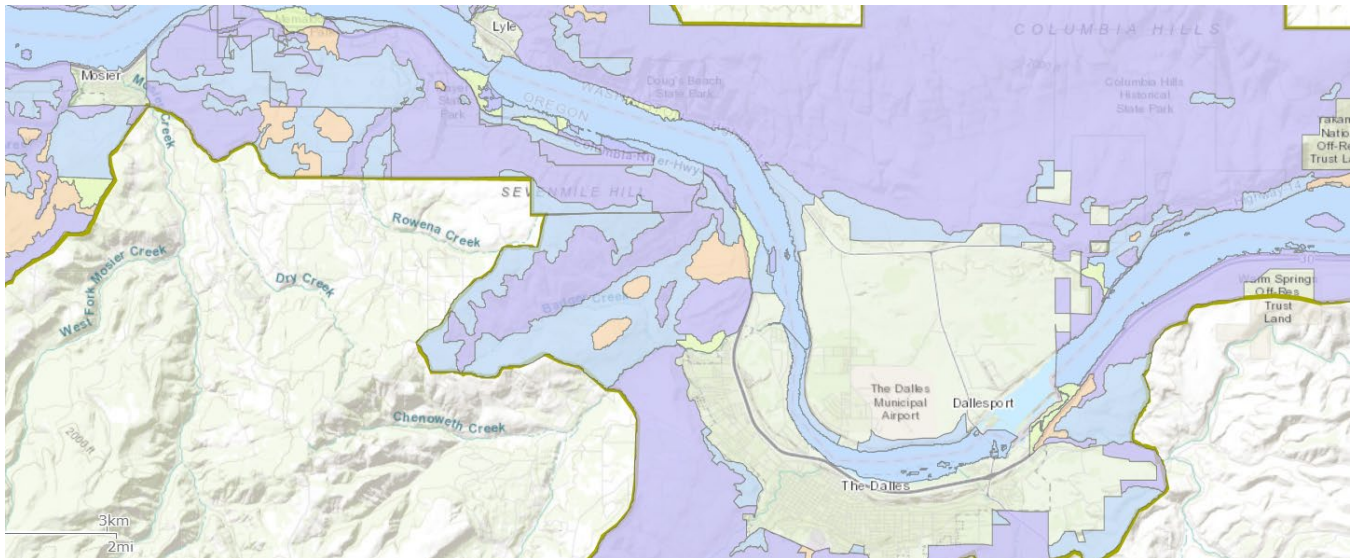
- The Management Plan for the Columbia River Gorge National Scenic Area (CRGNSA), or “Management Plan,” establishes land use and resource protection standards to ensure consistency with the requirements of the National Scenic Area Act. The Management Plan also outlines non-regulatory programs for the CRGNSA and includes specific actions for protecting and enhancing Columbia River Gorge resources. (The CRGNSA boundary is shown below.)



- The Management Plan includes provisions for the General Management Area (GMA) and the Special Management Area (SMA). The Gorge Commission manages the GMA. It encompasses about half of the CRGNSA, which includes the Columbia River and most of the eastern Gorge and parts of the central and western Gorge. The GMA is primarily comprised of agricultural and forestry uses. The US Forest Service manages the SMA. It is mainly concentrated in the western, more forested portion of the Gorge. The SMA is primarily regulated for natural resource conservation and for scenic and recreational uses. The GMA and SMA both have an extensive set of goals, objectives, policies, and guidelines intended to protect and enhance **scenic, cultural, natural, and recreational resources**. As can be seen below, the part of Wasco County within the CRGNSA includes GMA and SMA, with SMA designated in the Rowena Crest area between Mosier and The Dalles. Therefore, GMA and SMA regulations and guidelines apply in the county.



- The Management Plan establishes Scenic Travel Corridors goals, objectives, policies, and guidelines for the GMA, including a policy that future highway improvements and management meet public transportation needs. The Management Plan also includes SMA guidelines for Scenic Routes, which require consistency with the GMA Scenic Corridor policy specific to public transportation needs.
- Recreation Resources Enhancement policies for GMA and SMA encourage alternative modes of transportation – such as buses, shuttles, or rail – to recreation destinations to help alleviate traffic demand and associated impacts. The same is expressed in a Transportation objective for the GMA and resource protection and enhancement plan requirements for development in the GMA.
- SMA provisions assign a Recreation Intensity Classification designation to recreation destinations. Destinations with higher intensity classifications (Class 3 and Class 4) should or must, respectively, provide facilities to accommodate mass transportation, which may include transit facilities such as bus parking or turnarounds. Class 3 areas are indicated in the mapping below in pink and Class 4 in very light green. Class 4 areas include waterfront locations like Memaloose State Park, the Columbia Gorge Discovery Center (and the trail system around it), and The Dalles Dam, as well as an inland location – the Chenoweth Creek Road area near Highway 30 (Historic Columbia River Highway).



### National Scenic Area Land Use and Development Ordinance (2018)

- The National Scenic Area Land Use and Development Ordinance for Wasco County (Ordinance) sets land use requirements and standards for the portions of Wasco County that lie within the CRGNSA. The Ordinance effectively implements the 2016 Management Plan by regulating land use and development to ensure the CRGNSA conservation, natural, and scenic policies and goals are achieved. The provisions of the Ordinance are in conformance with the Wasco County Comprehensive Plan and the 2016 Management Plan.
- Consistent with the Management Plan, the Ordinance includes provisions for Recreation Intensity Classifications. Projects and development proposed at locations with Recreation Intensity Classifications of 3 or 4 should or must, respectively, provide facilities that accommodate mass transportation, such as bus parking, with an exception for proposals that are predominantly devoted to boat access.

- The Ordinance includes a few resource protection requirements that are specific to public transportation facilities proposed in areas outside improved rights-of-way. These include conducting field surveys for cultural resources and sensitive plant/wildlife species that may be impacted by a public transportation facility proposed to be located outside of the right-of-way.

### **Oregon Public Transportation Plan (2018)**

- The goals, policies, and strategies of the Oregon Public Transportation Plan (OPTP), a modal plan of the Oregon Transportation Plan, provide guidance to ODOT and public transportation agencies regarding the development of public transportation systems.
- As articulated in the OPTP, the State's vision for public transportation is to provide a comprehensive, interconnected, safe, and reliable system with stable funding, which provides access and mobility between Oregon communities and encourages people to ride. It documents the State's interest in having a system that: provides appropriate service in each area of the state including urban, suburban, rural, and remote areas; allows people who do not drive to meet daily needs; and plays a vital role in improving livability and economic prosperity.
- The OPTP goals and policies are extensive, organized around ideas of mobility; accessibility; community livability and vitality; equity; safety; health; sustainability; strategic investment; and coordination and collaboration.
- Key themes in OPTP policies include: reliable and accessible transit service and transit information; enhanced coordination with other transit and transportation services; healthy options (active transportation modes) to accessing transit, access to health-supporting destinations, and reduction of pollution; and greater coordination and collaboration with other public agencies (e.g., for land use planning and permitting) and new partners who can help broaden and innovate transit's effectiveness.
- Of particular relevance to MCEDD's transit planning is OPTP's call to address the "last mile" (how travelers get to and from a transit station or stop from their origin or destination) and sidewalks and curb ramps that are accessible and comply with the Americans with Disabilities Act (ADA).

### **Oregon Transportation Options Plan (2015)**

- The Oregon Transportation Options Plan (OTOP), an OTP topic plan, establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare.
- The OTOP establishes a statewide vision for transportation options (TO) in Oregon to provide travelers of all ages and abilities with options to access goods, services, and opportunities across the state. TO strategies and programs generally do not address capital infrastructure investments, but rather provide information and resources to allow people to access a full range of TO including walking, biking, and rolling, taking transit, driving, ridesharing, and telecommuting.
- OTOP policies are organized by goals addressing safety, funding, accessibility, system efficiency, economy, health and environment, land use and transportation, equity, coordination, and information. Its policies are broadly supportive of transit.
- The following policies are particularly relevant to MCEDD transit planning: prioritization of multimodal connections to transit, particularly pedestrian and bicycle infrastructure; exploring

incentives to increase transit use; identifying potential “mobility hub”<sup>1</sup> opportunities; establishing park-and-rides; investing in transit infrastructure as cost-effective transportation infrastructure; directly engaging transportation-disadvantaged communities in order to assess their needs; and maximizing transit services for those most in need by partnering with human service providers.

### **Oregon Transportation Safety Action Plan**

- The Oregon Transportation Safety Action Plan (TSAP) is a multi-purpose plan implemented by multiple agencies that includes both a 20-year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It outlines the vision, goals, policies, and long-term strategies, as well as actions to achieve near-term opportunities for enhancing transportation safety in Oregon.
- The TSAP envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Its long-term goals, policies, and strategies are focused on changing safety culture and proactively planning, designing, operating, and maintaining a transportation system that eliminates fatalities and serious injuries.
- TSAP policies and strategies address transit specifically in the following ways: work with transit service providers, ODOT, and researchers to evaluate infrastructure measures to improve safety for transit users; enhance the perception of transit use safety by identifying and implementing facility design, lighting, and related improvements; maximize the use of technology to improve safety; and prioritize transit corridors for safe transportation facilities and road crossings. The 2021 update also includes policies related to providing local entities with resources to offer programs and education based on local needs and issues, considering issues of equity.

### **Mobility as a Service White Paper (Trillium for ODOT, 2020)**

- The Mobility as a Service (MaaS) report offers insights into how MaaS will influence Oregon’s transportation system, and the authors – Trillium Solutions – provide preliminary MaaS recommendations for ODOT to consider. The primary purpose of the report is to inform future updates to the OTP and the OHP.
- The report defines MaaS as “[a]n open marketplace that maximizes personal mobility in a way that reduces one’s need to rely on a privately-owned vehicle. Successful MaaS implementation integrates the suite of available transportation options into a single platform that enables on-demand trip planning, real-time information, and payment for seamless end-to-end journeys.”
- The MaaS report identifies potential funding sources for MaaS strategies or programs – the Statewide Transportation Improvement Fund (STIF) and the Statewide Transit Network Program (STN). ODOT’s Public Transportation Division has access to discretionary funds from the STIF and TNP programs to support technological innovations for Oregon’s statewide public transit network. These funds may be awarded to transit providers throughout the state, which would help advance local, regional, or statewide goals or projects related to MaaS.

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<sup>1</sup> Mobility hubs are “places that provide connections between different types of transportation options, often including transit, micromobility, and on-demand services. Mobility hubs may be co-located with transit centers, secondary transit hubs, or places where routes intersect to facilitate easy transfers. Additional mobility options presented at these hubs expand access to transit, and hubs typically include physical and digital information that makes access to these services seamless and easy-to-navigate.” (Cascades East Transit, 2040 Transit Master Plan)

- The report explores several transit-related services that are supported by MaaS tools and strategies, such as First and Last Mile projects, trip planning software/apps, transit data analysis tools, and payment platforms.
- The report recommends several roles and recommendations for ODOT to support transit providers and transportation organizations through the adoption and utilization of MaaS. The recommendations are categorized under four major roles: ODOT as a partner and convener; ODOT as a policymaker; ODOT as an investor; and ODOT as a technical resource and data steward.

## LOCAL GOALS, POLICIES, AND PRACTICES

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Like the previous section, this section provides an overview of local plans and identifies aspects of each plan relevant to transit planning in Wasco County, focusing on policy-level guidance that the plans provide and the strategies or practices that they recommend. While relevant guidance from these plans, as well as federal and state plans, have been used to develop the TDP goals and policies in the next section, elements of the Gorge Regional Transit Strategy and the Wasco County Coordinated Plan are of particular importance in shaping the goals and policies.

### MCEDD Gorge Regional Transit Strategy – Foundations Memo (June 2021)

- The Mid-Columbia Economic Development District (MCEDD) led the preparation of a transit vision and strategy for a bi-state, five-county (Skamania, Klickitat, Hood River, Wasco, and Sherman) region of the Columbia River Gorge.
- Phase I of the process culminated in June 2021 with the Foundations Memo, which lays out a regional transit vision and set of goals. The vision and goals were developed with participation from a project Working Group, project partners, the five-county Gorge TransLink Alliance, and community outreach respondents, with oversight by a project management team. Phase II of the process, which is anticipated to begin in Spring 2022 and be completed by Spring 2023, will produce a comprehensive implementation strategy.
- The Foundations Memo includes an overview of the existing policy review that guided Phase I work as well as the gaps and opportunity analysis that assisted project participants in formulating the regional transit vision and goals.
- The regional transit vision reads as follows: "Public transit supports thriving Columbia River Gorge communities by providing access to critical services, higher education, jobs, and outdoor recreation while protecting the natural wonders of the Gorge."
- The regional transit goals are organized under the following four areas: **community and economic vitality; high-quality service and experience; environmental stewardship; and financial sustainability** [emphasis added]. The goal statements associated with these goal areas are as follows:
  1. Community and economic vitality – *Public transit in the Columbia River Gorge supports community livability and economic vitality by supporting business and housing development, the multimodal transportation system, workforce mobility, and regional resiliency.*

- Sub-statements include those that establish that transit supports local and regional economies, provides access to recreation, and reduces the need for expensive parking infrastructure.
2. High-quality service and experience – *Public transit in the Columbia River Gorge provides all residents and visitors with seamless and equitable access to community resources and to key connection points.*
    - Sub-statements include those that establish that transit services will be reliable, coordinated, and as convenient as driving a private vehicle; and that the network of transit providers will have high organizational capacity.
  3. Environmental stewardship – *Public transit in the Columbia River Gorge protects the natural environment.*
    - Sub-statements include those that establish that transit is to be used in combination with other tools to protect natural resources by reducing overcrowding at popular recreation areas and that it reduces the need for large parking lots in pristine natural areas.
  4. Financial sustainability – *Public transit in the Columbia River Gorge is financially sustainable, expanding operations with increased capacity and new funding sources.*
    - Sub-statements include those that establish that transit will have diversified funding sources and that coordinating services amongst transit providers will provide cost efficiencies.

### Wasco County Coordinated Human Services Public Transportation Plan (“Coordinated Plan”) (2020-2024)

- MCEDD prepared the 2020-2024 Coordinated Plan to meet state and federal requirements for Special Transportation Fund (STF) agencies and the State of Oregon's requirements for STIF Qualified Entities. The Coordinated Plan focuses on addressing the transportation needs of four target populations residing in Wasco County: older adults and elders; low-income individuals; individuals with disabilities; and Limited English Proficiency (LEP) individuals.
- A Coordinated Plan helps local transportation providers and communities improve transportation services, increase efficiency of service delivery, and expand outreach to meet growing needs. It guides the investment of transportation resources. The plan does the following: it evaluates community resources; assesses and documents target populations' transportation needs; identifies strategies to address gaps in transportation services as well as in efficiencies of service delivery; and prioritizes the strategies.
- The plan organizes needs and corresponding strategies into the following categories and priorities:
  - **Sustain existing transportation services** – including continuing vital dial-a-ride service (Priority 1); maintaining service to Hood River and connections to Portland (Priority 2 High); and continuing very popular service to shopping (Priority 3 High).
  - **Operations** – including providing affordable fares particularly for the target populations (Priority 1); providing for staff language and cultural training (Priority 2 High); and adopting new payment options and technologies for riders (Priority 3 High).
  - **Service expansion** – including developing more regional service, particularly to Hood River and Portland and namely medical facilities in Portland (Priority 1); improving transit access

to employment (Priority 3 High); and expanding dial-a-ride service to cover the entire county (Priority 3 Medium).

- **Stable funding** – addressing how to use limited local funding to leverage state and federal funding sources (Priority 2 High).
- **Marketing/education/outreach** – including improving bilingual marketing and outreach (Priority 2 High); addressing safety and security concerns expressed by LEP individuals, Native Americans, older adults, and other target populations (Priority 3 High); and travel training<sup>2</sup> (Priority 3 High).
- **Planning and coordination** – including continuing collaboration with human services providers (Priority 2); and coordinating with local and regional planning to develop more transit-supportive land use policies, infrastructure, and communities (Priority 3 Medium).

### Wasco County Statewide Transportation Improvement Fund Plan (2021-2023)

- The FY21-23 STIF Plan was adopted by the Wasco County Board of Commissioners in January 2021, with guidance from the County's Public Transportation Advisory Committee.
- The Mid-Columbia Economic Development District administers the STIF Plan funds. The funds are supporting the following: operations to maintain deviated fixed-route service in The Dalles; vehicle purchase of four new buses and vehicle spill equipment; installation of two new bus shelters on The LINK Route; administrative support for STIF projects; and increase outreach, marketing, and communications, especially for underserved groups.

### Wasco County Comprehensive Plan (2010) and Wasco County Transportation System Plan (2009)

- Chapter 6 of the Wasco County Comprehensive Plan summarizes the County's rural transportation system. The Chapter includes a brief description of the existing transit facilities and services in the County, including the Gorge TransLink and Columbia Area Transit. The Comprehensive Plan chapter directs readers to the Wasco County Transportation System Plan (TSP) for more details and specific policies, projects, and programs.
- The Wasco County TSP functions as the transportation element of the County's Comprehensive Plan. The TSP guides the management and development of the County's transportation network and facilities. It was developed to be consistent with the TPR and to provide standards, projects, and programs that address local current and projected (20-year) transportation needs. It includes a set of goals and objectives that were used to make decisions about potential improvement projects considered during the development of the TSP.
- TSP Goal 3, Multimodal Users, includes an objective to support the development of public transit opportunities. Other TSP goals and objective are indirectly supportive of transit, such as the objective to "(d)velop a multimodal transportation system that avoids reliance upon one form of transportation" under Goal 4 – Environment.
- The TSP includes a brief mention of the Public Transportation Plan and that plan's description of the Wasco County Coordinated Transportation Plan (CTP) that was prepared by the Mid-Columbia Economic Development District. The CTP is updated every four-years. Although the TSP references the CTP from 2009-2012, the latest Wasco County CTP is from 2020-2024. Improvements and future funding for public transportation is implemented in accordance with the CTP.

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<sup>2</sup> Travel training consists of programs designed to teach riders how to use public transit.



### **Northern Wasco County Parks and Rec District Master Plan (2019)**

- The Northern Wasco County Parks and Recreation District (NWCPRD) Master Plan guides the development of the parks system and provides a long-term vision and action plan for the region's parks. The Master Plan offers strategies and recommendations for parks operations, maintenance, acquisition, development, and funding.
- The Master Plan does not specifically identify transit-related goals or priorities. However, one of the findings from the Senior Focus Group that advised the development of the Master Plan is to improve accessibility of the recreation system with bus service.
- A common theme throughout the Master Plan is improved accessibility and equitable access to the parks system. For example, an aspect of Goal 1 – Identity – is to create a park system that is accessible for all. Transit services can help advance overall accessibility to parks and recreation sites, especially for youth and underserved community members that cannot, or cannot afford to, drive.

### **City of the Dalles Comprehensive Plan (2011)**

- The Dalles Comprehensive Plan includes goals, policies, and implementation measures intended to guide land use management within the City's Urban Growth Boundary. Comprehensive Plan Goal 12 – Transportation – encourages transportation plans to consider all modes, including mass transit.
- Several Goal 12 policies address transit: Policy #1 encourages mass transit for The Dalles Urban Area; Policy #10 encourages adequate transit service to shopping, healthcare services, and other services for the transportation-disadvantaged (e.g., seniors, low-income individuals, and individuals with disabilities); and Policy #12 supports the general development of transportation alternatives, including transit.
- Goal 13 – Energy Conservation – encourages alternatives to exclusive use of the automobile, which includes mass transit use. Several Goal 13 implementation measures support transit, including direction to explore the feasibility of a mini-transit system, develop compact urban forms that are compatible with transit use, and improve existing development standards to include transit facilities with certain uses that may result in higher transit demand.

### **City of The Dalles Downtown Vision Plan (2010)**

- The Dalles Downtown Vision Plan includes six focus areas, each composed of “first tier” and “second tier” strategies, which are intended implement the community's vision and development goals for the City's downtown area.
- None of the focus areas or strategies directly address public transit. However, several Plan strategies would benefit from reliable, efficient, and equitable transit service. One focus area is to “create economic vitality”; transit service generally supports an urban core's economic health by improving overall access to jobs, shopping, recreation, services, and other local amenities. Other strategies including a variety of sidewalk, street, corridor, and park/open space improvements, all of which may contain elements that accommodate or enhance transit access or facility design.

### **City of The Dalles Economic Opportunities Analysis – Phase I and Phase II (2019 and 2020)**

- Phase I of The Dalles Economic Opportunity Analysis (EOA) was completed in 2019. It includes an examination of the City's commute patterns, finding that roughly 8,000 commuters either work in

The Dalles and live elsewhere, or live in The Dalles and work elsewhere. These figures suggest a fairly high rate of intercity commuting among workers and residents of The Dalles. Intercity or regional transit services can offer wider transportation options for commuters and can also provide a more affordable, sustainable, and equitable transportation alternative than driving.

- The EOA discusses the types of amenities that may attract a young and talented workforce. Two of the amenities include urban environments that support transit reliable and efficient services and simple commute options that offer transportation alternatives to driving, such as public transportation.
- The EOA Objective 1.3 – Make Employment Areas Desired by Industry Clusters Shovel Ready – notes the importance of infrastructure improvements that can support industry growth in certain areas. Transit investments to improve access to certain areas may help grow existing businesses or promote relocation for new businesses or industry clusters.
- EOA Objective 3.4 – Promote the Gorge and Enhance Access to Outdoors – focuses on leveraging the area's unique natural areas and recreation opportunities to attract or retain a talented workforce. An effective and reliable regional transit service may enhance access to the region's outdoor and recreation amenities and can help alleviate parking demand and congestion at popular destinations.
- The Dalles Buildable Lands Inventory, conducted as part of Phase II of the EOA project and completed in 2020, found that the City has an overall surplus between 82 and 127 acres of buildable land in commercial and industrial zones combined. The majority of the buildable employment land is along the northern portion of the city near I-84 and the Columbia River. Pursuant to state requirements, the City must designate adequate area for employment uses commensurate with EOA findings. Comprehensive Plan policies must also direct that appropriate transportation facilities support planned employment areas, which may include transit facilities and services.
- Although the BLI results are specific to The Dalles, the report acknowledges that there is a larger supply of existing and buildable employment land at the regional scale. A reliable regional transit system will help support transportation options and access to employment opportunities throughout the County and Mid-Columbia Gorge region.

### City of The Dalles Transportation System Plan (2017)

- The Dalles TSP guides transportation system investments and improvements over a 20-year horizon through a set of transportation goals and policies. The TSP functions as the transportation element of the City's Comprehensive Plan and was developed in accordance with the state's Transportation Planning Rule (TPR).
- Objective 2C of The Dalles TSP is to support transit service to target populations and encourage transit within The Dalles urban area. Other objectives that are indirectly supportive of transit service include Objective 3D, to develop and maintain an environmentally sensitive transportation system, and Objective 1B, to develop a multi-modal transit system.
- The Dalles TSP includes a Transit Feasibility Study (page 141), which was completed in 2016 to evaluate alternatives for a fixed-route service. The study used key destinations to serve as priority transit stops and thereby guide the route alternatives. Operations and cost assumptions were also used to inform the routing alternatives to ensure potential routes have a functional schedule and are financially feasible. The analysis identified one-route, two-route, and three-route option alternatives. Each alternative summarizes the number of buses required and the estimated

revenue hours, annual ridership, yearly operation cost/budget, and service area (i.e., # of residents and jobs served).

- The Public Transportation Plan in the TSP includes an Implementation and Phasing Plan to mitigate financial barriers associated with fixed-route transit in The Dalles. The Plan suggests that The LINK should offer fixed-route service before and after the Hood River – The Dalles – Portland service arrives and departs to allow for local transfers. The Plan suggested shifting dial-a-ride drivers and vehicles to the fixed-route service, which would alleviate any immediate need to purchase a new fleet. This first phase was designed to lead into a second phase where The LINK would be able to purchase and maintain a fleet to serve each fixed- route alternative identified in the Transit Feasibility Study, which has occurred.
- A series of funding options and strategies for fixed-route service are provided in the Public Transportation Plan. These include federal, state, and local funding options. State and federal sources include Special Transportation Funds (STF), funding sources available from the Federal Transit Administration (FTA), and ConnectOregon grant funding. The Plan provides a variety of local funding options, such as property tax or business tax revenue, multimodal impact fees, parking fees, fareboxes, a gas tax, or tax increment financing, among others.

### City of Maupin Comprehensive Plan (2004)

- The 2004 Maupin Comprehensive Plan is an update to the original plan that was adopted in 1980 in response to the passage of Oregon's statewide land use planning program and laws. The Plan contains goals and policies that comply with Oregon's land use planning laws and express the community's land use management and development priorities. The Plan includes a Buildable Lands Inventory, population figures, and information regarding infrastructure.
- The Comprehensive Plan notes that there is no commercial transit/bus service immediately available, but that Wasco County provides a senior citizen bus on certain days of the week. This reference is likely to the current South County Shuttle service.
- The Comprehensive Plan does not contain any goals or policies that directly address transit. Goal XII – Transportation - includes a policy that the City encourage a transportation system that serves the transportation-disadvantaged, which transit service would help satisfy by providing additional and potentially more affordable mobility options.
- Several Comprehensive Plan goals and policies would be supported or advanced by transit services that increase overall mobility options for residents and visitors, as well as reduce reliance on private automobiles. Examples of existing transit-supportive policies include consideration of environmental effects to air, water, and land (Goal VI), various recreation and tourism-related policies (Goal VIII), and policies that encourage employment opportunity and access (Policies IX.1 and IX.2).

### City of Dufur Comprehensive Plan (2003)

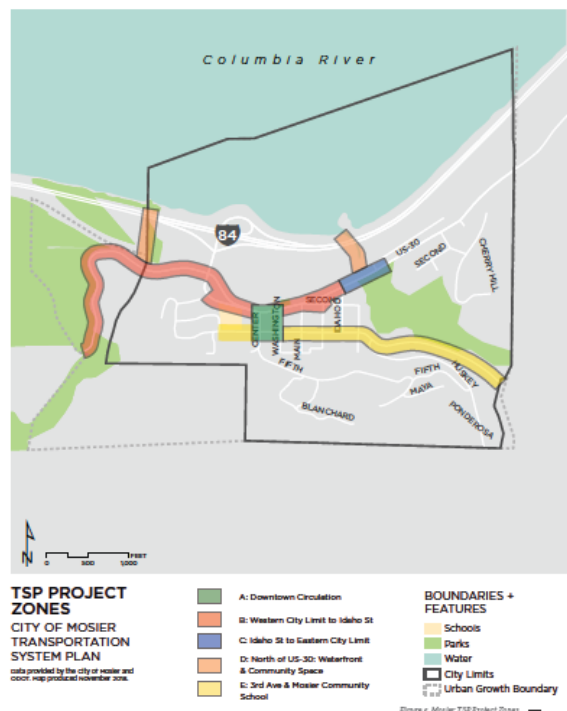
- The original 1977 Dufur Comprehensive Plan was updated in 2003. The Plan includes an existing conditions inventory of the City's transportation system, where it is noted that the primary mode of transportation is automobile. Transit is not mentioned in the Comprehensive Plan.
- Goal 13 (To conserve energy) includes a policy statement for the City to encourage limited use of automobiles within the city by providing more bike and pedestrian facilities. Although fixed-route transit service likely is not feasible within the small city, intercity transit services that reduce reliance on automobile use regionally may support the City's energy conservation goal.

### City of Mosier Comprehensive Plan (2004)

- The Mosier Comprehensive Plan serves as the guiding document for all land use decisions within the city and is a tool to manage future growth and development.
- The Mosier Comprehensive Plan does not include any goals or policies directly related to transit; however, it notes that the Downtown and Local Street Network Plan (2003) identified proposed public transportation improvements.
- As with other small communities, certain Mosier Comprehensive Plan goals and policies may be indirectly related or supported by transit. The Plan’s Transportation Policy does not acknowledge transit, either directly or indirectly; however, transit service would strengthen certain Social-Economic goals and policies. Specifically, policies to encourage employment opportunities (6.A and 6.B) would be supported by transit service by providing greater commute/mobility options for residents and workers.

### City of Mosier Transportation System Plan (2019)

- The Mosier TSP guides transportation investments and improvements by establishing community priorities to meet the City’s mobility and transportation facility needs. The community’s priorities are expressed as transportation goals and objectives. The TSP also identifies a list of transportation projects that will help the City achieve its goals and objectives.
- The TSP notes that Mosier is not served by any regular, fixed-route transit service. However, The LINK now operates fixed-route service Monday through Friday, and stops in Mosier on each run. CAT, which runs weekend service, will make stops in the city to pick up a rider if the service is called ahead, and riders may also request drop-offs in Mosier. In addition, The LINK offers Dial-A-Ride service in the city.
- Two Mosier TSP goals address transit. TSP Goal 2 is to provide transportation options that support connectivity among regional destinations, which includes an objective to improve the City’s engagement with regional transit services (e.g., LINK, CAT) to establish available and consistent service for the City. TSP Goal 5, “(t)o balance mobility needs and options with environmental protection,” includes an objective to reduce reliance on automobiles by encouraging transit-oriented development patterns and supporting increased transit service to the city.
- The “TSP Modal Hierarchy” in the TSP is intended to help the City identify the types of facilities that should be prioritized in selecting right-of-way improvement projects. Transit is established as the third-ranked mode behind walking and biking.
- The TSP includes “Project Zones” that propose alternatives to improve various aspects of the transportation system and facilities. Some zones have a tiered project priority hierarchy. Zone B includes medium priority projects for improvements related to CAT and LINK service, which could



include a transit stop near Totem Pole Plaza (Project ID B14.A). Recommended Zone D projects include transit access improvements to the Rock Creek Area.

- A Qualitative Multimodal Assessment for Transit was performed for the TSP. The assessment summarizes services offered by LINK, CAT, and Greyhound at the time the TSP was adopted. The assessment ultimately found that multimodal transit options were “poor” due to limited service frequency and a lack of stops at that time. However, as noted above, The LINK now operates fixed-route service Monday through Friday, with a stop in Mosier; CAT’s weekend service will pick up riders in the city when called ahead and will drop off riders on request.

## TDP GOALS AND POLICIES

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The following outlines a proposed policy framework to guide future Wasco County transit planning work and investments. The TDP goal and policy language proposed in this section draws from a number of resources, including the goals, policies, objectives, and strategies identified in the previous sections. While the goals, policies, and strategies identified in the documents reviewed can all be said to support transit and the objectives of this planning process, future transit planning and implementation efforts will benefit most from the goals that are common across documents and that are most directly relevant to this planning process and its stated outcomes.

The Regional Transit Strategy and Coordinated Plan in particular helped shape the proposed goals and policies, given that they were developed recently and specifically for Wasco County and the region, with a focus on increased coordination and serving those who are transportation-disadvantaged. TDP goal language below was also informed by this planning project’s objectives and “best practices” policies drawn from Advisory Committee Meeting #1 and reflected in goal statements developed for Memo #4: Evaluation Framework. Similarly, TDP policy language was influenced by language compiled earlier in this planning process for city and county transit-supportive policies in Memo #3: Unmet Needs and Transit-Supportive Development Strategies.

TDP goals and policies are presented as follows:

**Goal 1: Customer-Focused Services** – Provide services that are safe, attractive, and convenient for all riders.

Policy 1A. Facilitate access to transit service for all community members, with a focus on services for community members who may be transportation-disadvantaged due to age, abilities, and/or income.

Policy 1B. Improve safety for transit riders through transit facility design such as lighting and transit stop location.

Policy 1C. Improve safety for transit riders through coordination with other agencies regarding pedestrian and bicycle crossings near transit stops and complete, low-stress walking and biking connections to transit stops.

Policy 1D. Focus transit service on destinations that are important to community members, particularly those who are transportation-disadvantaged, including employment centers, training and education facilities, stores and shopping centers, human and health services, and recreation locations.

Policy 1E. Improve convenience through expanded fare payment options, fare integration with other transit systems in the region, and mobile tools and apps.

Policy 1F. Determine customer needs through direct outreach, consultation with service providers, and findings from other planning efforts.

Policy 1G. Improve transit education and marketing, particularly through outreach to transportation-disadvantaged and underserved groups that focuses on bilingual marketing and outreach and travel training.

**Goal 2: Accessibility and Connectivity** – Improve access and connections within and between communities in the county as well as key destinations outside the county.

Policy 2A. Coordinate with local planning and roadway authorities to ensure that transportation system-related improvements such as pedestrian and bicycle crossings, transit stops themselves, and ADA-accessible connections to transit stops are incorporated into planned projects.

Policy 2B. In coordination with local jurisdiction partners, facilitate first- and last-mile connections to transit stops, such as making arrangements with shared mobility facilities and services (e.g., taxis, shuttles, bike sharing, and other mobility sharing).

Policy 2C. Coordinate with the local jurisdiction and property owners on potential park-and-rides and transit hubs where multiple modes could connect.

Policy 2D. Support improvements in access and connections to transit that are appropriate for the context and size of the community and its existing and planned transit service.

Policy 2E. Adopt transit stop design and construction standards, including amenities that must be provided at major transit stops, to serve as a planning and coordination tool.

**Goal 3: Coordination** – Collaborate with public and private partners to maximize services.

Policy 3A. The transit service provider may participate in the review of land use proposals that may impact transit service or existing or planned transit uses and improvements.

Policy 3B. Coordinate with local jurisdictions and development applicants regarding any transit-related improvements, such as shelters, benches, and/or lighting, that are identified in adopted transportation and transit plans.

Policy 3C. Continue to explore and develop connections between transit and other existing and potential transportation services, such as taxis, The Dalles Downtown tourism shuttle, and ride hailing services, and emerging technologies, such as micromobility services (e.g., scooter and bike sharing).

Policy 3D. Continue and strengthen collaborations with other transit service providers in the region, human and health service providers, and major employers to expand the efficiency and reach of transit service.

Policy 3E. Ensure decisions regarding future transit service and coordinated transportation improvements align with the TDP and key policy documents including the latest Wasco County Human Services Public Transportation Coordinated Plan and the Gorge Regional Transit Strategy.

**Goal 4: Health** – Foster public health by increasing use of active travel and improving access to the outdoors, health care, healthy food, and similar healthy places.

Policy 4A. Support safe and complete walking and biking connections to existing and planned transit stops so that community members and visitors have active transportation options to access transit.

Policy 4B. Increase transit access to health-supporting destinations such as grocery stores, parks and open spaces, community spaces, health care, and human services.

Policy 4C. Improve transit access to local and regional recreation destinations for community members and visitors.

Policy 4D. Integrate transit into emergency response planning to bolster the resiliency of communities in Wasco County.

**Goal 5: Sustainability** – Foster environmental, economic, and fiscal sustainability through transit investments.

Policy 5A. Promote and rely on transit to reduce single-occupancy vehicle trips and greenhouse gas emissions and to increase energy conservation.

Policy 5B. Encourage the use of transit as a way to conserve land, including as a way to reduce land needed for parking in cities and at trailheads in Wasco County.

Policy 5C. Where recreation destinations are experiencing over-use, consider transit service to help regulate access and protect the resource.

Policy 5D. Promote transit service as a tool in economic development, including business and employee recruitment and retention, community revitalization, and tourism enhancement.

Policy 5E. Establish stable and effective transit funding through the following: establishing diverse sources; strategically leveraging local funding to compete for state and federal funding; and securing efficiencies by coordinating services with other transit and transportation service providers.

## TRANSIT BENCHMARKS

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This section presents the transit benchmarks proposed for monitoring The LINK's performance following the development and implementation of the TDP. These benchmarks consider system-wide efficiency and effectiveness and are intended to be used in addition to the route-specific monitoring proposed in Memo #4: Evaluation Framework. The benchmarks identified herein consider existing goals of The LINK, ODOT, and local jurisdictions as well as national best practices. The benchmarks also consider existing and future data availability and the ease of implementing the recommended performance management program.

### Data Availability

Key data sources include budget reports, ridership tracking, and Ecolane data. As a recipient of federal funding, The LINK is required to collect and report certain information to the Federal Transit Administration (FTA), which is then available through the National Transit Database (NTD). The data available via NTD include:

- Total operating expenses
- Funding from local, state, federal, and other sources
- Total capital expenses
- Fare revenues
- Contract revenues
- Total vehicles in fleet
- Total ADA accessible vehicles in fleet
- Annual vehicle miles
- Annual vehicle hours
- Annual ridership
- Average age of fleet
- Incidents
- Accidents
- Measures derived from the above, such as cost per ride or vehicle miles per vehicle

In addition to these metrics, The LINK's budgets would have detailed information that can aid in understanding expenses that drive future cost increases. Ecolane data provides detailed information about pick-ups and drop-offs, though staff have noted data points can be flawed at times. As such, the performance measures proposed here will focus on NTD data.

### Proposed Performance Measures

This section proposes performance measures that align to the goals proposed above. Measures are generally categorized by the corresponding goal, summarized as follows:

- **Goal 1: Customer-Focused Services** – Provide services that are safe, attractive, and convenient for all riders.
- **Goal 2: Accessibility and Connectivity** – Improve access and connections within and between communities in the service area as well as key destinations outside the service area.
- **Goal 3: Coordination** – Collaborate with public and private partners to maximize services.
- **Goal 4: Health** – Foster public health by reducing vehicle emissions, increasing people's use of active travel, and improving access to healthcare,
- **Goal 5: Sustainability** – Foster environmental, economic, and fiscal sustainability through transit investments.

Performance measures were identified based on available NTD measures, along with other goal-specific measures identified in *Transit Cooperative Research Program (TCRP) Report 88: A Guidebook for Developing a Transit Performance-Measurement System*. Table 1 shows the proposed performance measures, descriptions, and data sources. These include measures that also served as evaluation criteria for the service opportunities, as well as broader system-performance measures.

**Table 1: Performance Measures**

| Measure                          | Description   | Data Source |
|----------------------------------|---|-------------|
| <b>Customer-Focused Services</b> |   |             |
| Service Frequency                | Frequency during peak periods vs. off-peak                      | Schedule    |
| Service Span                     | Number of hours per weekday and weekend day service is provided | Schedule    |



| Measure   | Description  | Data Source                                    |
|---|--|--|
| Geographic Coverage                                     | Amount of communities within ¼ mile of fixed-route transit or within demand-response areas; number of connected communities  | Schedules/ Routes                              |
| On-time performance<br><i>(Not currently available)</i> | Percent of time a fixed-route service is within a reasonable amount of time to its advertised schedule. This measure can be used both diagnostically and as a tool to assess the experience of customers.        | Automatic vehicle location (AVL) and schedules |
| <b>Accessibility and Connectivity</b>                   |  |  |
| Bus stop amenities                                      | Number of bus stops with signage, seating, shelters, and other amenities   | Mapping/ Site Visits                           |
| Bicycle and Pedestrian Connections                      | Number of bus stops with bicycle and pedestrian connectivity, measured by both the number and the percentage of stops with direct access to low-stress, ADA-compliant, walking and biking facilities             | Mapping/ Site Visits                           |
| Population Served                                       | Population (number of people) within ¼ mile of fixed-route service; population (number of people) with demand-response access  | Remix  |
| Employment Served                                       | Employment within ¼ mile of fixed-route service; employment with demand-response access  | Remix  |
| Transportation-Disadvantaged Populations Served         | Transportation-disadvantaged population within ¼ mile of fixed-route service; Transportation-disadvantaged population with demand-response access  | Remix  |
| Number of Service Request Denials                       | Number of demand-response or deviation request denials   | Dispatch Logs/ Ecolane                         |
| <b>Coordination</b>                                     |  |  |
| Connections to Other Routes/ Providers                  | Number of connections to other regional transit services; Transfer wait time to other regional transit services  | Schedules/ Routes                              |
| System Ease of Use                                      | Tracks improvements made to travel between communities or transit providers, such as technology improvements (trip-planning, real-time tracking apps) and shared advertising/education of each other's services. | Gorge TransLink Members                        |
| <b>Health</b>   |  |  |
| Access to Health-Supporting Destinations                | Number of connections made to grocery stores, parks, community spaces, health care, and social services  | Mapping/Remix                                  |
| Fleet Fuel Efficiencies                                 | Number of fuel-efficient vehicles in the fleet   | Fleet Information                              |

| Measure                      | Description   | Data Source |
|------------------------------|---|-------------|
| <b>Sustainability</b>        |   |             |
| Rides per Hour               | Number of riders compared to service hours provided   | NTD         |
| Cost per Ride                | Operating cost (including administration and maintenance) per passenger ride                  | NTD         |
| Cost per Hour                | Operating cost (including administration and maintenance) per service hour                    | NTD         |
| Total Capital Costs          | Total capital cost per year, including fleet, bus stop amenities, and facilities improvements | NTD         |
| Total Annual Operating Costs | Total operating cost per year, including administration and maintenance                       | NTD         |

### Benchmarking

Benchmarking typically involves comparing current performance with an agency's own past performance and/or peer agency performance. The benchmark type associated with each performance measure -- trend analysis or peer comparison -- is dependent on whether the data required for the measure are available through the National Transit Database (NTD). Many proposed measures can be compared to The LINK's own historic performance (trend analysis). However, historic performance will be challenging to meaningfully track for The LINK given the substantial service changes related to the following: transitioning to fixed-route services and taking over the Hood River – The Dalles weekday runs; the COVID-19 pandemic; and initial operating patterns of the deviated fixed-route service, with limited bus stops triggering primarily deviation and dial-a-ride use rather than stops. As such, this analysis focuses primarily on peer comparison. Peer comparison adds the element of comparing The LINK's performance to that of similar (but not identical) service providers, which helps provide context to performance results and can help identify areas where The LINK is already strong as well as areas where improvement may be possible. Because peer comparison requires performance measures that are consistently defined and reported, only measures available in the NTD are proposed to be included in a peer comparison.

### Initial Benchmark Development

This section provides initial benchmarks for those performance measures for which The LINK has available data.

### Customer-Focused Services

Table 2 summarizes the **service frequency**, **service span**, and **geographic coverage** of the existing transit services.

**On-time performance** cannot currently be evaluated but is recommended as a metric as automated vehicle location (AVL) data becomes available. Typical on-time performance is considered to be from 1 minute earlier to 5 minutes later than scheduled stop times.

**Table 2: Existing Service Frequency, Span, and Geographic Coverage**

| Route                          | Service Span                          |  | Frequency                                | Geographic Coverage                                |
|--------------------------------|---------------------------------------|--|--|--|
|                                | Weekdays                              | Saturdays                                  |  |  |
| <b>Blue Route</b>              | 7 a.m. – 6 p.m.                       | No service                                 | 30 – 60 minutes                          | The Dalles   |
| <b>Red Route<sup>1</sup></b>   | 7 a.m. – 6 p.m.                       | No service                                 | 60 – 75 minutes                          | The Dalles   |
| <b>Dial-a-Ride</b>             | 6 a.m. – 6 p.m.                       | 9 a.m. to 4 p.m.                           | N/A                                      | Countywide   |
| <b>South County Shuttle</b>    | 8:30 a.m. – 1:00 p.m.<br>Tuesday Only | No service                                 | 1 trip per day                           | City of the Dalles, Maupin, Tygh Valley, and Dufur |
| <b>The Dalles – Hood River</b> | 7 a.m. – 5:45 p.m.                    | 7:30 a.m. – 6:15 p.m.<br>(operated by CAT) | 4 trips per weekday; 2 trips per weekend | City of the Dalles, Mosier, Hood River             |

<sup>1</sup>The Red Route follows two routes, one that goes to the Transit Center at the beginning, middle, and end of day for driver shifts, and one circulating with downtown as the western extent.

### Accessibility and Connectivity

Memo #2: Existing System provided a detailed list of existing **bus stop amenities** and the quality of **bicycle and pedestrian connections**. Of the 12 stops, the percentage with certain amenities, walking access, and biking access are as follows:

- 25% had a permanent sign, 67% had a temporary sign or sandwich board, and 8% had no signage.
- 50% had a bench
- 42% had a covered area and/or shelter
- 42% had a trash can
- 17% had bike parking
- 17% had route schedules
- 17% had park-and-ride space
- 8% had a water fountain
- 42% had good walking access, 42% had fair walking access, and 17% had poor walking access
- 67% had good biking access and 33% had fair biking access

Table 3 summarizes the existing **population, employment, and transportation-disadvantaged populations served** within ¼ mile of fixed-route services and within dial-a-ride service boundaries. Transportation-disadvantaged populations are calculated as the sum of the percentages of people in poverty, people who are Hispanic and/or non-white, people with a disability, people age 65 and over, people age 17 and under, and people who speak English less than “very well.” This metric is intended to compare the relative change in who is being served and focus on service to these populations. Increases in population served may decrease the *percentage* of transportation-disadvantaged populations served but can still reflect an increase in the *number* of transportation-disadvantaged populations served.

As The LINK shifts riders from dial-a-ride to fixed-route services, tracking the **number of service request denials** will be helpful to assess performance. The denials should not count riders who can reasonably make a trip with the fixed-route system (within ¼ mile of a bus stop, able to be served with deviation, and without mobility impairments that hinder their ability to use the fixed-route system).

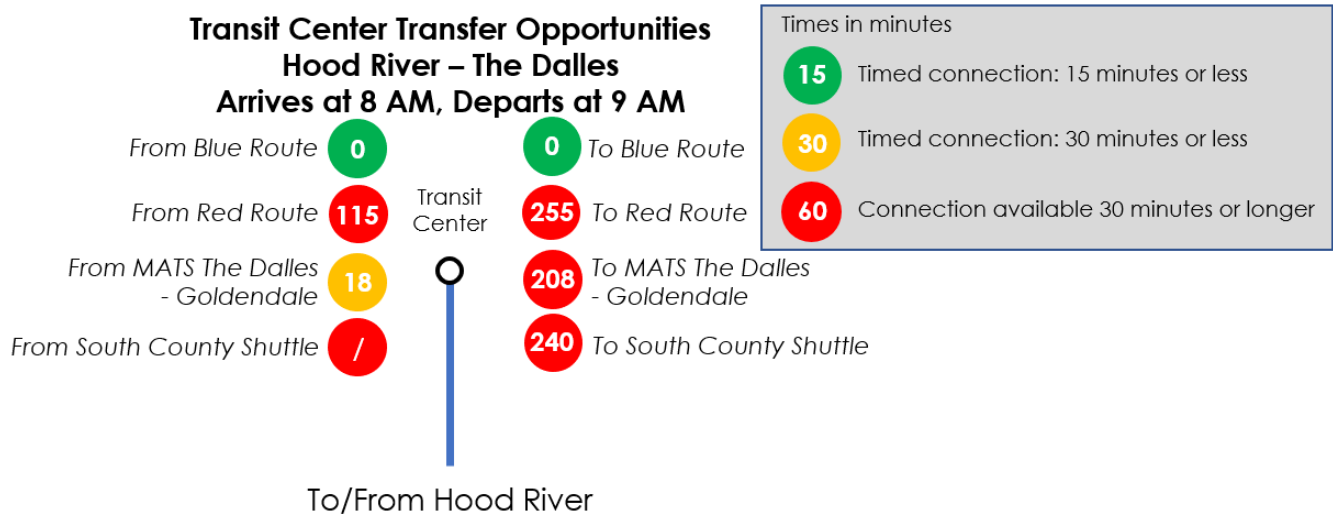
**Table 3: Existing Population, Employment, and Transportation-Disadvantaged Populations Served**

| Route                   | Population Served                      | Employment Served | Transportation-Disadvantaged Populations Served |
|-------------------------|--|-------------------|---|
| Blue Route              | 1,723                                  | 1,414             | 104%  |
| Red Route               | 2,076                                  | 1,375             | 99%   |
| Dial-a-Ride             | Countywide                             |                   |   |
| South County Shuttle    | The Dalles, Maupin, Tygh Valley, Dufur |                   | 81%   |
| The Dalles – Hood River | 717                                    | 796               | 101%  |

### Coordination

Figure 1 shows an example of the **connections to other routes/providers** for the Hood River – The Dalles morning service at The Dalles Transit Center. As shown, The LINK currently provides a timed connection to the Blue Route, where a Blue Route vehicle departs at 8 AM when the Hood River – The Dalles service arrives, and a Blue Route vehicle arrives at 9 AM as the Hood River – The Dalles service departs. However, transfers between other routes have either no transfer opportunity or long wait times. Improving transfer opportunities, both in wait times and future service connections, will improve rider experience. Timed transfers are one component of **system ease of use**, in addition to strategies such as the GOrge Pass fare share system, additional education and marketing, and real-time vehicle arrival technology.

**Figure 1: Transfer Opportunities**



### Health

The LINK currently provides **access to health-supporting destinations** including the Mid-Columbia Medical Center, One Community Health, and grocery stores/pharmacies along 6<sup>th</sup> Street in The Dalles. As new routes and bus stops are considered, expanding access to these and other health destinations is crucial.

Additionally, maintaining a newer fleet or a fleet with sustainable fuels should be tracked for **fleet fuel efficiencies**. Efficient fuels or electric vehicles can reduce both fueling and maintenance costs to an agency.

### Sustainability

Table 4 summarizes key performance metrics related to the sustainability of the system, including **rides per hour, cost per ride, cost per hour, and total annual operating costs**. Information is based on 2020 NTD, and reflects the lower operating hours, cost, and ridership associated with the COVID-19 pandemic. Tracking these measures moving forward, and tracking them by route, can help to understand ridership recovery. In addition to these costs, MCEDD reported \$380,488 in **total annual capital costs** in 2020.

**Table 4: 2020 Sustainability Performance Results**

| Route       | Annual Ridership | Annual Service Hours | Rides per Hour | Annual Operating Cost <sup>1</sup> | Cost per Ride | Cost per Hour |
|-------------|------------------|----------------------|----------------|------------------------------------|---------------|---------------|
| Fixed-Route | 4,087            | 2,305                | 1.8            | \$196,000                          | \$36.98       | \$65.57       |
| Dial-a-Ride | 18,149           | 7,566                | 2.4            | \$643,000                          | \$28.19       | \$67.63       |

<sup>1</sup>Annual operating cost per service was estimated by multiplying the cost per hour by the total annual service hours. Annual service hours are estimated based on the number of trips per day times the trip duration times the days per year of service.

Source: [https://www.transit.dot.gov/sites/fta.dot.gov/files/transit\\_agency\\_profile\\_doc/2020/OR02-00396.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2020/OR02-00396.pdf)

### Peer Evaluation

This section provides a peer comparison for selected performance measures using 2018 NTD data. Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project. This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Douglas County. The following peer transit providers were selected for comparison: City of Cottage Grove, Hood River County, City of Lebanon, Colusa County (CA), and Churchill Area Regional Transit (NV). The first several measures – annual rides, miles, and hours – are provided for context and not to say The LINK should be providing more of all of these than its peers.

Table 5 shows several service metrics from 2018 for The LINK and peer agencies. As shown, The LINK provides operating costs per hour, rides per hour, and rides per mile that are near the average of its peers. Note that the 2018 data does not reflect deviated fixed-route service which began in 2019 or regional fixed-route service which began in 2021. The LINK could select new peer providers using the NTD methodology as the full year(s) of fixed-route service are reflected in the NTD.

**Table 5: Efficiency and Effectiveness Peer Comparison**

|                                | The LINK | City of Cottage Grove, OR | Hood River County Transportation District | City of Lebanon, OR | Colusa County, CA | Churchill Area Regional Transit (NV) | Average |
|--------------------------------|----------|---------------------------|---|---------------------|-------------------|--------------------------------------|---------|
| <b>Annual Miles</b>            | 100,718  | 95,684                    | 182,918                                   | 44,085              | 179,300           | 73,444                               | 112,692 |
| <b>Annual Hours</b>            | 6,526    | 7,898                     | 9,208                                     | 4,812               | 10,789            | 5,287                                | 7,420   |
| <b>Annual Rides</b>            | 26,145   | 17,310                    | 35,564                                    | 20,272              | 43,228            | 26,065                               | 28,097  |
| <b>Operating Cost per Hour</b> | \$85.70  | \$48.64                   | \$98.45                                   | \$65.02             | \$90.62           | \$75.18                              | \$77.27 |
| <b>Rides per Hour</b>          | 4.01     | 2.19                      | 3.86                                      | 4.21                | 4.01              | 4.93                                 | 3.87    |
| <b>Rides per Mile</b>          | 0.26     | 0.18                      | 0.19                                      | 0.46                | 0.24              | 0.35                                 | 0.28    |
| <b>Local Fixed-Route</b>       | *        | X                         | X   | X                   | -                 | -                                    | -       |
| <b>Regional Fixed-Route</b>    | *        |                           | X   | -                   | X                 | -                                    | -       |
| <b>Demand-Response</b>         | X        | X                         | X   | X                   | X                 | X                                    | -       |

\*The LINK did not provide Local Fixed-Route services at the time of this comparison (2018). Fixed-route services started in 2019. The LINK began providing Regional Fixed-Route service in 2021.

## TRANSIT-SUPPORTIVE DEVELOPMENT REQUIREMENTS

This section presents an evaluation of local jurisdictions’ development ordinances and refers to model language to strengthen the transit-supportiveness of each jurisdiction’s development regulations. Memo #3: Unmet Needs and Transit-Supportive Development Strategies provided the foundation for this work by establishing the importance of transit-supportive local development requirements in implementing the TDP; explaining the concepts of transit-supportive development requirements; and making an initial presentation of model transit-supportive ordinance language.

Factors in determining the appropriateness and applicability of transit-supportive development regulations for Wasco County communities consist primarily of the type of transit service recommended in each community, community size, and level of urban development. Local requirements most universally needed and impactful are those regarding coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas. For unincorporated Wasco County and the Cities of Mosier, Dufur, and Maupin, where populations are relatively small (e.g., roughly 500 people in each of the cities), transit-supportive development regulations related to parking and urban form are not necessarily appropriate or applicable.<sup>3</sup>

Table 6 identifies transit-supportive development requirements deemed appropriate and applicable for each community and assesses the current local development ordinance language as compared to model language and requirements. The table presents information for each jurisdiction – Wasco County, The Dalles, Mosier, Dufur, and Maupin – and is organized as follows:

- Transit-supportive regulation topics, comprised of topics that correspond to the transit-supportive development concepts from Memo #3;

<sup>3</sup> One exception is a parking-related provision for the City of Mosier, namely bicycle parking for transit stops, given the location of a “Gorge Hubs” project in the city.

- Local regulation references, which include transit-supportive regulation citations or indications where these requirements could be added;
- Consistency assessments, indicating whether current regulations are consistent ("yes"), partially consistent ("partial"), or not consistent ("no") with model transit-supportive language; and
- Notes that describe the extent to which current regulations are consistent with recommended model language and/or direction about how they could be improved.

Transit-related passages from each jurisdiction's current ordinances are compiled in Appendix A. Appendix B provides model ordinance language for transit-supportive development requirements. To address findings and recommendations in Table 6, model language should be modified and used to update local ordinances in order to effectively implement the TDP and improve transit service in Wasco County.

**Table 6: Assessment of Local Development Regulations, by Jurisdiction**

| Regulation<br>Topic  | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes   |
|--|---|---------------------------|---|
| <b>Wasco County</b>  |   |                           |   |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | Section 2.050 - Pre-Application Conference<br>Section 2.080 - Notice<br>Section 2.200 - Additional Hearing Notification Requirements          | <b>Partial</b>            | Section 2.050 allows the Director to require a pre-application conference but does not prescribe specifically when one would be required, nor specifies which agencies would be notified of or invited to participate in one.<br><br>Section 2.080 indicates that notice of applications for development approval must be sent to "affected agencies" like ODOT but does not specify transit service providers when existing or planned service may be affected.<br><br>Section 2.200 states that hearing notice for a proposal that "includes a new transportation facility or improvement, and where these facilities or improvements include or may impact a collector or arterial street, will be sent to the Oregon Department of Transportation and any special interest transportation groups as appropriate." Special interest transportation groups could include transit service providers, but they should be specifically listed. |
| Site connection to transit stop  | Section 20.030 (Contents of the Site Plan)<br>Section 21.410 (Public Streets and Roads)<br>Section 21.450 (Pedestrian Access and Circulation) | <b>Partial</b>            | Existing standards in Section 20.030 (Contents of the Site Plan), Section 21.410 (Public Streets and Roads), and Section 21.450 (Pedestrian Access and Circulation) require pedestrian access and circulation be shown for a development or land division site. Subsection 21.450.A.2 requires walkway connections between primary building entrances and all adjacent streets/roadways, which may provide a connection to an adjacent street with an existing or planned transit stop; however, that is not specified.   |
| Transit stop improvements  | Section 4.140 - Traffic Impact Analysis (TIA)   | <b>Partial</b>            | Pursuant to traffic impact analysis (TIA) provisions in Section 4.140.F.1, a development may be required to dedicate land for transit facilities (or other transportation facilities) as a condition of approval when it is found that "the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use." However, transit facilities requirements are not clearly specified and they are tied, with some discretion, to development impacts instead of more   |



| Regulation<br>Topic  | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes   |
|--|---|---------------------------|---|
|  |   |                           | <p>objectively to whether transit service and a transit stop exists or is planned adjacent to the development, as we recommend that they should be.</p> <p>Clear transit stop improvement requirements should be added as a new section to Chapter 4 (Supplemental Provisions) or Chapter 20 (Site Plan Review) for sites that are adjacent to existing or planned transit stops.</p>   |
| Transit uses in parking areas  | Section 20.050 - Off Street Parking   | <b>No</b>                 | <p>Off-street parking provisions in Section 20.050 primarily address the minimum number of parking spaces required for land uses. There are no provisions regarding allowed or prohibited uses in designated off-street parking areas. Transit uses, such as a bus shelter, should be specified as a permitted use in off-street parking areas.</p>   |
| Transit-related terms  | Section 1.090 - Definitions   | <b>No</b>                 | <p>There are currently no definitions for the following terms in the Land Use and Development Ordinance:</p> <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Rideshare</li> <li>• Transit improvements or transit amenities</li> <li>• Transit-related uses or transit uses</li> <li>• Transit stops</li> </ul> <p>If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.</p>  |
| <b>The Dalles</b>  |   |                           |   |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | 10.3.010.030 Pre-Application Conference<br>10.3.020.040 Administrative Actions<br>10.3.020.050 Quasi-Judicial Actions | <b>Partial</b>            | <p>Pursuant to Section 10.3.010.030, pre-application conferences are required for all administrative and quasi-judicial actions. Participation of potentially affected agencies like transit service providers is not specified.</p> <p>Notice provisions for administrative and quasi-judicial actions in Sections 10.3.020.040 and 10.3.020.050 require that "(a)ny affected governmental agency, department, or public district within whose boundaries the subject property lies" be notified. However, it is not known whether this language has been the basis of coordination with transit service providers for these</p> |

| Regulation<br>Topic                           | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes   |
|---|--|---------------------------|---|
|   |  |                           | actions, and more specifically when a development action is adjacent to an existing or planned transit stop or is otherwise determined to have a potential impact on existing or planned transit service.   |
| Site connection to transit stop               | 10.10.040 Pedestrian Requirements<br>10.10.130 Transit Requirements  | <b>Yes</b>                | Sections 10.10.040 (Pedestrian Requirements) and 10.10.130 (Transit Requirements) require pedestrian connections from the site to the street and to any adjacent existing or planned transit stop.  |
| Area connection to transit stop               | 10.10.040 Pedestrian Requirements<br><br>Article 9.020 Land Division Standards,<br>10.9.020.020 General Provisions, C. Blocks. | <b>Yes</b>                | The City's Land Use and Development Ordinance and Land Division Ordinance set recommended block length and perimeter standards for local streets, minor collectors, and Central Business District streets and include provisions for bicycle and pedestrian accessways through long blocks.                               |
| Transit stop improvements                     | 10.10.130 Transit Requirements   | <b>Yes</b>                | Section 10.10.130 establishes requirements for improvements at transit stops.   |
| Transit uses in parking areas                 | 10.7.020.040 Allowed Motor Vehicle<br>Parking Reductions, Waivers, and<br>Exemptions   | <b>Yes</b>                | Shelters and other transit improvements are permitted in parking areas adjacent to streets with existing or planned transit routes pursuant to Section 10.7.020.040.  |
| Preferential parking for employee ridesharing | 10.7.020.080 Required Carpool/Vanpool<br>Parking   | <b>Yes</b>                | The City's Land Use and Development Ordinance does require preferentially located parking for carpool and vanpool parking for commercial, industrial, and institutional uses that have at least 40 employees working per shift.   |
| Maximum parking requirements                  | 10.7.060.010 Minimum and Maximum Off-<br>Street Parking Requirements   | <b>Yes</b>                | Section 10.7.060.010 sets requirements for the maximum amount of parking spaces permitted for most uses and appropriate uses.   |
| Reduced parking requirements                  | 10.7.020.040 Allowed Motor Vehicle<br>Parking Reductions, Waivers, and<br>Exemptions   | <b>Partial</b>            | Section 10.7.020.040 permits reductions of up to 10% of the minimum required off-street parking spaces by right for non-residential uses. However, this is not a reduction specific to proximity of transit service; the City could allow for a greater reduction (e.g., up to 20%) if close to frequent transit service. |
| Shared parking                                | 10.7.020.060 Shared Parking  | <b>Yes</b>                | Shared parking is permitted for two or more freestanding uses on the same, adjacent, or nearby sites under certain conditions.  |
| Parking area landscaping                      | Chapter 10.7 Parking Standards   | <b>Yes</b>                | The City's Land Use and Development Ordinance provides for landscaping along the perimeter and interior of parking areas.   |

| Regulation<br>Topic                                 | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes  |
|---|--|---------------------------|--|
|   | 10.7.030.040 Landscaping Requirements  |                           |  |
| Parking area walkways                               | Chapter 10.7 Parking Standards,<br>10.7.030.030 Internal Circulation<br><br>10.10.040 Pedestrian Requirements  | <b>Partial</b>            | Circulation standards for parking areas generally provide for pedestrian walkways and pedestrian requirements are otherwise very robust in the City's development ordinance. However, there are no clear or specific requirements for separated walkways through large parking areas.  |
| Minimum bike parking spaces and design requirements | 10.7.040.030 Bicycle Parking Location and Access<br>10.7.040.040 Bicycle Rack Types and Space Dimensions<br>10.7.060.010 Minimum and Maximum Off-Street Parking Requirements   | <b>Partial</b>            | The City's ordinance sets requirements for minimum bike parking spaces and design for specific uses, except for transit stops or stations.   |
| Maximum building setbacks                           | 10.5.020.060 Development Standards<br>RH High Density Residential<br><br>10.5.040.050 Development Standards<br>NC Neighborhood Commercial<br><br>10.5.050.060 Development Standards<br>CBC Central Business Commercial | <b>Partial/Yes</b>        | Maximum setbacks are established for buildings in the Central Business Commercial District and for commercial or mixed-use commercial/residential buildings in the Neighborhood Commercial District. However, there are no maximum building setbacks for high-density residential buildings.                                   |
| Pedestrian amenities in front yard setbacks         | 10.5.040.050 Development Standards<br>NC Neighborhood Commercial<br><br>10.5.050.060 Development Standards<br>CBC Central Business Commercial  | <b>Yes</b>                | The City's Neighborhood Commercial (NC) District and Central Business Commercial (CBC) District allow for seating and service- or pedestrian-oriented uses in the front setback.   |
| Parking between the building and the street         | Article 5.040 NC Neighborhood Center Overlay<br>10.5.040.060 Design Standards<br><br>Article 5.050 CBC Central Business Commercial District  | <b>Yes</b>                | While the development ordinance may not explicitly prohibit parking between the building and the street in certain zoning districts, the combination of maximum building setbacks in the NC and CBC Districts with requirements that primary entries face a public street and connect to a public sidewalk serve that purpose. |

| Regulation Topic   | Local Regulation Reference  | Consistency Assessment | Notes  |
|--|---|------------------------|--|
|  | 10.5.050.070 Design Standards—All Development<br><br>Article 7.030 General Design Standards for Surface Parking Lots  |                        | Further, parking design standards prohibit parking spaces from being located in any required setback.  |
| Transit-related terms  | Chapter 10.2 DEFINITIONS<br>10.2.030 Meaning of Specific Words and Terms  | <b>No</b>              | There are currently no definitions for the following terms in the City Land Use and Development Ordinance: <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Rideshare</li> <li>• Transit center</li> <li>• Transit improvements or transit amenities</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.  |
| <b>Mosier</b>  |   |                        |  |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | 15.07.030 – Pre-application Conference<br><br>15.07.070 – Public Notices<br>A. Notice of Type II applications<br>B. Notice of public hearing on a Type III application (a quasi-judicial application) | <b>Partial</b>         | The City of Mosier’s ordinance requires pre-application conferences prior to application submittal, but does not specify organizations, such as transit service providers, that are to be invited to comment on or participate in the conferences.<br><br>Notice for Type II application completeness and Type III application hearings must go to surrounding property owners, but the development ordinance does not specify that notice must also go to affected or potentially affected service providers such as transit service providers. |
| Site connection to transit stop  | CHAPTER 15.06 – SITE PLAN REVIEW<br>15.06.030 – Submittal Requirements<br>15.06.040 – Decision Criteria   | <b>Partial</b>         | The Zoning Ordinance requires that site plans show pedestrian access to and from sites and circulation within sites and includes decision criteria related to pedestrian connections from the site to the surrounding street system. However, connections to existing or planned transit stops adjacent to a site are not specified.   |
| Transit stop improvements  | CHAPTER 15.06 – SITE PLAN REVIEW<br>15.06.040 – Decision Criteria   | <b>Partial</b>         | Site Plan Review criteria in the Zoning Ordinance refer to improvement standard in the Land Division Ordinance.  |

| Regulation<br>Topic                                 | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes   |
|---|--|---------------------------|---|
|   | Chapter 16.02 – Minimum Improvements and Design Standards for Land Divisions<br>16.02.020 Street design – generally<br>16.02.170 Street design – transit<br>16.02.210 Blocks – pedestrian and bicycle access |                           | Improvement standards in the Land Division Ordinance generally require street designs that consider transit routes (accommodate transit) amongst other factors.<br>Section 16.02.170 addresses street design for transit in particular; however, transit stop improvements are treated as discretionary rather than required.<br>A new section in the Zoning Ordinance under Chapter 15.03 (Supplemental Provisions) should explicitly address transit stop requirements. |
| Transit uses in parking areas                       | 15.03.130 – General Requirements for Parking Lots  | <b>No</b>                 | Existing requirements do not address or explicitly allow for transit uses (e.g., transit stops or park-and-rides) in parking areas.<br>A new subsection in Section 15.03.130 should provide this guidance.  |
| Minimum bike parking spaces and design requirements | 15.03.030-J Bicycle Parking  | <b>Partial</b>            | Although Mosier is a very small community, cycling is a key activity within and through the community, as evidenced by Mosier being part of the Gorge Hubs project, discussed in Memo #3.<br>Existing requirements provide bike parking design guidance and require bike parking spaces in commercial zones. However, they do not address bike parking for transit stops, which should be added to Section 15.03.030-J.   |
| Transit-related terms                               | 15.01.060 – Definitions  | <b>No</b>                 | There are currently no definitions for the following terms in the City Zoning Ordinance or Land Division Ordinance: <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.  |
| <b>Dufur</b>  |  |                           |   |
| Coordination (pre-application conference)           | SECTION 8.4 – ADMINISTRATIVE REVIEW PROCESS  | <b>Partial/No</b>         | The City does not have pre-application requirements for development applications.   |

| Regulation<br>Topic                                       | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes  |
|---|---|---------------------------|--|
| participation, application review, and/or hearing notice) | (3) Notice of Application<br><br>SECTION 8.5 – PUBLIC HEARINGS                      |                           | <p>Notice of administrative reviews are sent to “(a)ny affected governmental agency, department, or public district within whose boundaries the subject property lies,” which may include transit service providers but that is not explicit. Notice to transit service providers should be a requirement when a proposed development subject to administrative review is adjacent to an existing or planned transit stop.</p> <p>Hearing notice for development proposals such as conditional uses are sent to surrounding property owners, but the ordinance does not require that notice must also go to affected or potentially affected service providers such as transit service providers, which should be specified.</p> |
| Site connection to transit stop                           | SECTION 4.14 -SITE PLAN APPROVAL  | <b>Partial</b>            | <p>Site plans must show pedestrian access to and from a site and circulation within a site as well as planned transportation facilities; they specifically must show how internal pedestrian and bicycle facilities connect with existing or planned adjacent transportation facilities.</p> <p>While these requirements may result in showing how the site connects to adjacent streets with existing or planned transit routes or stops, that type of connection should be required and clearly specified on site plans.</p>   |
| Transit stop improvements                                 | SECTION 4.14 -SITE PLAN APPROVAL  | <b>Partial/No</b>         | <p>Site plan provisions require that all planned transportation features be shown on the site plan, which could include transit routes and stops. However, that is not explicit and should be made explicit.</p> <p>In addition, clear transit stop improvement requirements should be added as a new section to Article 4 (Supplemental Provisions) for sites that are adjacent to existing or planned transit stops.</p>   |
| Transit uses in parking areas                             | SECTION 4.13 - OFF-STREET PARKING AND LOADING<br>(2) OFF-STREET PARKING AND LOADING | <b>No</b>                 | <p>Existing off-street parking standards do not address or allow for transit uses (e.g., transit stops or park-and-rides) in parking areas. A subsection should be added to provide this guidance.</p>   |
| Transit-related terms                                     | SECTION 1.3 - DEFINITIONS   | <b>No</b>                 | <p>There are currently no definitions for the following terms in the City Zoning Ordinance:</p>  |

| Regulation<br>Topic  | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes   |
|--|--|---------------------------|---|
|  |  |                           | <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> <p>If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.</p>   |
| <b>Maupin</b>  |  |                           |   |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | SECTION 8.3 - SITE PLAN REVIEW<br>SECTION 8.6 - PUBLIC HEARING         | <b>No</b>                 | <p>The City does not have pre-application requirements for development applications other than wireless facilities, and the Zoning Ordinance does not include notice requirements for pending administrative application decisions.</p> <p>Hearing notice for development proposals such as conditional uses are sent to surrounding property owners, but the ordinance does not specify that notice must also go to affected or potentially affected service providers such as transit service providers, which should be specified.</p>   |
| Site connection to transit stop  | SECTION 8.3 - SITE PLAN REVIEW   | <b>Partial/No</b>         | <p>Site plans must show pedestrian access to and from a site and circulation within a site. While these requirements may result in showing how the site connects to adjacent streets with existing or planned transit routes or stops, that type of connection should be required and clearly specified.</p>  |
| Transit stop improvements  | Article 7. Site Plan Review<br>SECTION 7.1, D. APPROVAL OR DISAPPROVAL | <b>Partial</b>            | <p>Pursuant to site plan approval provisions in Section 7.1.D, a development will be required to dedicate land for transit facilities or other transportation facilities when it is found that "the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use."</p> <p>However, transit facilities requirements are not clearly established and they are ambiguously tied to development impacts instead of more objectively to whether transit service and a transit stop exists or is planned adjacent to the development, as we recommend they should be.</p> |

| Regulation<br>Topic           | Local Regulation<br>Reference                 | Consistency<br>Assessment | Notes  |
|-------------------------------|---|---------------------------|--|
|                               |   |                           | Clear transit stop improvement requirements should be added as a new section to Article 4 (Supplemental Provisions) for sites that are adjacent to existing or planned transit stops.  |
| Transit uses in parking areas | SECTION 4.8 - OFF-STREET PARKING REQUIREMENTS | <b>No</b>                 | Existing off-street parking standards do not address or allow for transit uses (e.g., transit stops or park-and-rides) in parking areas. A subsection should be added to provide this guidance.  |
| Transit-related terms         | SECTION 1.3 - DEFINITIONS                     | <b>No</b>                 | <p>If the following terms in model ordinance language are adopted, definitions for the terms should likewise be adopted. (There are not definitions for these terms in the current City Zoning Ordinance or Subdivision Ordinance.)</p> <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> |

## NEXT STEPS

The content of this memorandum reflect Project Management Team and Advisory Committee input. This work will inform key upcoming project tasks, including:

- Draft TDP (Task 5.2) – Developing the Draft TDP is the next major step in this planning process. After review and revision, policies and local transit-supportive development requirements from this memo will be integrated into the Implementation Plan in the Draft TDP.
- Local Planning Staff Workshop (Task 5.5) – The Consultant Team will lead a virtual workshop to discuss recommended comprehensive plan policies and development ordinance updates with planning staff from Wasco County and cities in the county. Discussion will involve the recommended policies in this memorandum, model language proposed in Memo #3, and proposed ordinance updates in this memo (Table 1).
- Draft Implementing Ordinances (Task 5.8) – The Consultant Team will draft adoption-ready policy and development ordinance language for Wasco County, which will build off of model policies from Memo #3 and development ordinance recommendations from this memo.



## APPENDIX A – RELEVANT EXISTING DEVELOPMENT REGULATION PASSAGES, BY JURISDICTION

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### Wasco County

\*Wasco County Land Use and Development Ordinance link for reference:

[https://cms5.revize.com/revize/wascocounty/docs/Planning%20Ordinances/FullWCLUDO\\_3\\_2021.pdf](https://cms5.revize.com/revize/wascocounty/docs/Planning%20Ordinances/FullWCLUDO_3_2021.pdf)

#### Coordination

##### Section 2.050 - Pre Application Conference

*A pre-application conference shall be required for all applications the Director determines to be complex enough to require it. This shall include but not be limited to larger scale commercial energy projects, subdivisions, planned unit development, and reviews that involve numbers departments and agencies.*

##### Section 2.080 - Notice

*Citizen and Agency Involvement - The County shall provide opportunities for public and agency input in the planning process. To ensure that there is a coordinated effort to permit land use projects, notice of applications for development approval shall be sent to interested agencies and departments such as County departments, sheriff and fire departments, school districts, utility companies, and the applicable city departments for those municipalities within Wasco County. Affected jurisdictions and agencies could include the Department of Environmental Quality, the Oregon Department of Transportation, Wasco County Transportation Network, and other applicable local, state or federal agencies.*

##### Section 2.200 - Additional Hearing Notification Requirements

###### A. Notice

*1. Notice of a legislative hearing will be sent to public agencies and local jurisdictions (including those providing transportation facilities and services) that may be impacted by the proposed action. Affected agencies and jurisdictions could include the Department of Environmental Quality, the Oregon Department of Aviation, cities within Wasco County, and neighboring jurisdictions.*

*2. Notice of a legislative or quasi-judicial hearing for any proposal that includes a new transportation facility or improvement, and where these facilities or improvements include or may impact a collector or arterial street, will be sent to the Oregon Department of Transportation and any special interest transportation groups as appropriate. Special interest transportation groups could include trucking organizations, bicycle and pedestrian interest groups, and public transit providers.*

#### Site Connection to Transit Stop

##### Section 20.030 - Contents of the Site Plan

*F. Access: Pedestrian, vehicular, service; and definitions of all points of ingress and egress.*

##### Section 21.410 - Public Streets and Roads [Land Divisions]

## E. Development Requirements

### 1. Engineering:

#### a. Plans

(11) The location and dimensions of the pedestrian circulation system.

### Section 21.450 - Pedestrian Access and Circulation [Land Divisions]

A. Site Layout and Design - To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards in subsections 1-4, below:

1. Continuous Walkway System - The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets or roads and to private property with a previously reserved public access easement for this purpose, in accordance with the provisions of Section 21.030.E (Relation to Adjoining Street System).

2. Safe, Direct, and Convenient - Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets/roadways, based on the following definitions...

## Transit Stop Improvements

### Section 4.140 - Traffic Impact Analysis (TIA)

F. Conditions of Approval. The County may deny, approve, or approve the proposal with appropriate conditions.

1. Dedication of land for streets/roadways, transit facilities, sidewalks, bikeways, paths, or access ways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.

## The Dalles

\*City of The Dalles Land Use and Development Ordinance link for reference: Title 10 in the Municipal Code (<http://qcode.us/codes/thedalles/>)

## Coordination

### 10.3.010.030 Pre-Application Conference

Applicants for administrative, quasi-judicial, or legislative actions shall be required to participate in a pre-application conference with the Director prior to submitting an application. The purpose of the conference is to:

A. Review for Consistency. Insure that the application is consistent with the substantive and procedural requirements of this Title and the applicable elements of The Comprehensive Plan.

B. Exchange Information. Provide for an exchange of information regarding all procedural matters relevant to the processing of the respective application and to identify policies and regulations that create opportunities or pose significant constraints for the proposed development.

C. *Describe Applicant's Responsibilities. Provide a description of applicant's responsibilities and the type and level of information which will be required from the applicant to enable the reviewing authority to act on the request.*

#### 10.3.020.040 Administrative Actions

B. *Decision Types. Administrative actions include, but are not limited to, the following...*

C. *Notice of Application.*

1. *Within 10 days after receipt of a complete application for administrative action, notice of the request shall be mailed to:*

a. *The applicant and owners of property within 100 feet of subject property. The list shall be compiled from the most recent property tax assessment roll.*

b. *Any affected governmental agency, department, or public district within whose boundaries the subject property lies.*

#### 10.3.020.050 Quasi-Judicial Actions

D. *Notice of Hearing. At least 10 days before a scheduled quasi-judicial public hearing, notice of the hearing shall be mailed to:*

1. *The applicant and owners of property within 300 feet of the subject property. The list shall be compiled from the most recent property tax assessment roll.*

2. *Any affected governmental agency, department, or public district whose boundaries include the subject property.*

3. *Any neighborhood or community organization recognized by the Department and whose boundaries include the subject property.*

### **Site Connection to Transit Stop**

#### 10.10.040 Pedestrian Requirements

B. *Connectivity. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, and neighborhood activity centers such as schools and parks, as follows:*

[...]

3. *Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian walkways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:*

a. *The on-site pedestrian circulation system shall connect the sidewalk on adjacent street(s) to the main entrance of the primary structure on the site to minimize out-of-direction pedestrian travel.*

#### 10.10.130 Transit Requirements

*Improvements at Transit Stops. A proposed development that is adjacent to or includes an existing or planned transit stop will be required to plan for access to the transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements.*

**Area Connection to Transit Stop**

*10.10.040 Pedestrian Requirements*

*B. Connectivity. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, and neighborhood activity centers such as schools and parks, as follows:*

*[...]*

*2. To meet the intent of this subsection B, separated pedestrian rights-of-way connecting non-through streets or passing through unusually long or oddly shaped blocks shall be a minimum of 18 feet wide. When these connections are less than 220 feet long (measuring both the on-site and the off-site portions of the path) and they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no less than 6 feet wide. Connections that are either longer than 220 feet or serve more than 10 on-site dwellings shall have a minimum 10-foot wide paving width, or wider as specified in Section 10.10.050(C): Pedestrian and Bicycle Facilities Widths.*

*Article 9.020 Land Division Standards*

*[...]*

*10.9.020.020 General Provisions*

*[...]*

*C. Blocks.*

*1. General. Length, width, and shape of blocks shall take into account need for adequate lot size, street width and circulation, recognizing limitations of the topography and conforming to the size requirements specified below.*

*2. Size. No block frontage shall be less than 200 feet or more than 1,600 feet in length between corner lines unless topography or location of adjoining streets justifies an exception. Block size shall vary, depending on the adjacent street classification, with shorter blocks fronting local streets and longer blocks fronting collector and arterial streets. In addition the following shall apply:*

*a. Local Streets and Minor Collectors. Block width shall be a minimum of 200 feet and a maximum of 600 feet, with a maximum proportional ratio of width-to-length of 1:3. Block length shall be a minimum of 300 feet and a maximum of 600 feet. To provide a connection to the adjoining street, a permanent pedestrian/bicycle through pathway, established by right-of-way and at least 10 feet wide, shall be provided near the middle of blocks greater than 450 feet in length/width.*

*b. Central Business Commercial District. Blocks shall be 300 feet by 220 feet and platted with alleys in the pattern common to this district.*

*c. Major Collector Streets. Block frontage shall be a minimum of 300 feet and a maximum of 1,200 feet. To provide a connection to the adjoining street, a permanent pedestrian/bicycle through*

pathway, established by right-of-way and at least 12 feet wide, shall be provided near the middle of blocks greater than 900 feet in length/width.

d. *Arterial Streets.* Block frontage shall be a minimum of 600 feet and a maximum of 1,600 feet. To provide a connection to the adjoining street, a permanent pedestrian/bicycle through pathway, established by right-of-way and at least 12 feet wide, shall be provided near the middle of blocks greater than 1,200 feet in length/width.

3. *Exceptions.* Block sizes may be reduced or enlarged in the same way separation distance between access points may be reduced, per all of the requirements of Section 10.6.050.050: Exceptions to Standards, substituting block size for separation distance between access points.

## **Transit Stop Improvements**

### **10.10.130 Transit Requirements**

*Improvements at Transit Stops.* A proposed development that is adjacent to or includes an existing or planned transit stop will be required to plan for access to the transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Development requirements and improvements may include the following:

- A. *Intersection or mid-block traffic management improvements, as needed and practicable, to allow for pedestrian crossings at transit stops.*
- B. *Building placement within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.*
- C. *Transit passenger landing pads accessible to disabled persons to transit agency standards.*
- D. *An easement or dedication for a passenger shelter and an underground utility connection to a transit stop if requested by the transit agency.*

## **Transit Uses in Parking Areas**

### **10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions**

C. *Reductions for Existing Uses.* Property owners of existing nonresidential development may take advantage of incentives to reduce vehicle parking below the minimum off-street vehicular parking standards established in Article 7.060: Minimum and Maximum Off-Street Parking Requirements as provided below:

[...]

3. *Even when no expansion or redevelopment of the site is proposed, the property owner may replace up to 10% of existing parking spaces with the following:*

[...]

d. *Bus shelters and other pedestrian and transit amenities located adjacent to streets with existing or planned transit routes.*

## **Preferential Parking for Employee Ridesharing**

### **10.7.020.080 Required Carpool/Vanpool Parking**

*Commercial and industrial uses, government offices and facilities, educational institutions, hospitals and clinics, retirement homes, and nursing homes, all with more than 40 employees on any single shift (at the*

same location), and public and private educational facilities with more than 40 enrolled students above the age of 16 shall designate at least 10%, but no fewer than 2, of the long-term (4 hours or more) employee or student vehicle parking spaces for carpool/vanpool parking. These designated spaces shall be closer to the building entrances than other long-term employee or student parking except for disabled accessible parking. These spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" and include hours of use, per the Manual of Uniform Traffic Control Devices.

### Maximum Parking Requirements

#### 10.7.060.010 Minimum and Maximum Off-Street Parking Requirements

[see the "Maximum" column under "Auto Parking" in the extended table in Section 10.7.060.010]

### Reduced Parking Requirements

#### 10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions

A. *Right of Development.* A reduction of up to 10% of the minimum off-street vehicle parking requirements established in Article 7.060: Minimum and Maximum Off-Street Parking Requirements is allowed as a right of development for all nonresidential uses.

### Shared Parking

#### 10.7.020.060 Shared Parking

Two or more freestanding uses on the same, adjacent or nearby sites may satisfy the motor vehicle parking requirements of Article 7.060: Minimum and Maximum Off-Street Parking Requirements by the use of a shared parking facility. Applicants taking advantage of this provision are not eligible for the parking reductions per subsections 10.7.020.040(A), (B) and (C) of this Article. Shared parking is an option to the extent that the owners or operators proposing the shared parking can demonstrate the following:

- A. *Facility Size.* The size of the proposed shared parking area shall be at least as large as the number of vehicle parking spaces required by the larger(est) use per Article 7.060: Minimum and Maximum Off-Street Parking Requirements.
- B. *Space Requirements.* There are enough parking spaces to satisfy the minimum requirements, per Article 7.060: Minimum and Maximum Off-Street Parking Requirements, of all uses proposing to share the facility, or the owners or operators can show that the demand for parking in the shared facility does not materially overlap (uses primarily of a nighttime versus daytime, or weekday versus weekend nature).
- C. *Written Instrument.* A right of shared use shall be evidenced by a City Attorney approved deed, lease, contract, or similar written instrument upholding the right of shared parking.

### Parking Area Landscaping

#### Chapter 10.7 Parking Standards

#### 10.7.030.040 Landscaping Requirements

A. *General Provisions.*

[...]

B. *Landscaping/Screening Along a Public Right-of-Way.*

[...]

C. *Interior Parking Lot Landscaping.*

[...]

D. *Alternate Landscaping Plan.*

### **Parking Area Walkways**

#### *Chapter 10.7 Parking Standards*

##### *10.7.030.030 Internal Circulation*

A. *General. Internal circulation shall be designed to facilitate movement of vehicles, bicycles and pedestrians in a safe and efficient manner, with a minimum of impervious surface coverage.*

B. *Emergency Vehicles. Safe and convenient vehicular access shall be provided for service and emergency vehicles.*

C. *Pedestrian Walkways. Safe, efficient, and conveniently located pedestrian walkways shall be provided.*

D. *Integration and Separation. Integration and/or separation of vehicle, bicycle and pedestrian circulation systems shall be appropriate to the type and size of the development and anticipated traffic flows. Accessible connections to the adjacent public sidewalk(s) shall be provided in all cases where such sidewalk exists or is required as a condition of development.*

##### *10.10.040 Pedestrian Requirements*

A. *Sidewalks. Sidewalks shall typically be required along both sides of all arterial, collector, and local streets as follows. The approving authority may reduce the sidewalk requirement to one side of the street where significant topographic barriers exist (such as west Scenic Drive), or in other nonresidential areas where the developer can demonstrate that sidewalks are not necessary on both sides of the street.*

1. *Local. Sidewalks shall be a minimum of 5 feet wide, and may be separated from curbs by a planting area that provides at least five feet of separation.*

2. *Collectors. Sidewalks along collector streets shall be a minimum of 5 feet wide and may be required to be separated from curbs by a planting area a minimum of 5 feet wide between the sidewalk and curb.*

3. *Arterials. Sidewalks along arterial streets may be required to be separated from curbs by a planted area a minimum of 10 feet wide between the sidewalk and curb, and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of 5 feet wide if separated from the street by a 10-foot planting area; otherwise the sidewalk shall be 10 feet wide.*

B. *Connectivity. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, and neighborhood activity centers such as schools and parks, as follows:*

1. *For the purposes of this Chapter, "safe and convenient" means pedestrian facilities that are reasonably free from hazards which would interfere with or discourage pedestrian travel for short trips, that provide a direct route of travel between destinations, and that meet the travel needs of pedestrians considering destination and length of trip.*

2. To meet the intent of this subsection B, separated pedestrian rights-of-way connecting non-through streets or passing through unusually long or oddly shaped blocks shall be a minimum of 18 feet wide. When these connections are less than 220 feet long (measuring both the on-site and the off-site portions of the path) and they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no less than 6 feet wide. Connections that are either longer than 220 feet or serve more than 10 on-site dwellings shall have a minimum 10-foot wide paving width, or wider as specified in Section 10.10.050(C): Pedestrian and Bicycle Facilities Widths.
3. Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian walkways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:
- The on-site pedestrian circulation system shall connect the sidewalk on adjacent street(s) to the main entrance of the primary structure on the site to minimize out-of-direction pedestrian travel.
  - Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities which abut the site but are not adjacent to the streets abutting the site.
  - Walkways shall be as direct as possible and avoid unnecessary meandering.
  - Walkway/driveway crossings shall be minimized, and internal parking lot circulation design shall maintain ease of access for pedestrians from abutting streets and pedestrian facilities.
  - Walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer.

### **Minimum Bike Parking Spaces and Design Requirements**

#### 10.7.040.030 Bicycle Parking Location and Access

[...]

#### 10.7.040.040 Bicycle Rack Types and Space Dimensions

[...]

#### 10.7.060.010 Minimum and Maximum Off-Street Parking Requirements

[see "Bicycle Parking" in the extended table in Section 10.7.060.010]

### **Maximum Building Setbacks**

#### 10.5.020.060 Development Standards

RH High Density Residential – no maximums

#### 10.5.040.050 Development Standards

NC Neighborhood Commercial – maximums for commercial or mixed commercial/residential

#### 10.5.050.060 Development Standards

CBC Central Business Commercial – maximums



10.5.060.050 Development Standards

CG General Commercial – no maximums

**Pedestrian Amenities in Front Yard Setbacks**

10.5.040.050 Development Standards

NC Neighborhood Commercial

Front Yard Setback

No minimum. 5 ft. maximum, except 15 ft. maximum where outdoor seating for food service or a permanent open area is provided [for commercial or mixed commercial/residential]

10.5.050.060 Development Standards

CBC Central Business Commercial

Footnotes for all 3 subdistricts:

- 1 Applicant may request up to 15-foot exception where outdoor seating for food service is proposed, subject to separate quasi-judicial approval of both the Historic Landmarks Commission and the Planning Commission.
- 2 Applicant may request up to 15-foot exception where outdoor seating for food service is proposed, subject to quasi-judicial approval of the Planning Commission.
- 3 Applicant may request up to 5-foot exception where outdoor seating for food service is proposed, subject to quasi-judicial approval of the Planning Commission.

**Parking Between the Building and the Street**

Article 5.040 NC Neighborhood Center Overlay

10.5.040.060 Design Standards

[...]

B. Entries.

- 1. Commercial and Residential. Primary entries shall face a public street or designated access drives and shall be accessed from a public sidewalk in accordance with the provisions of subsection C below. Secondary entries may face parking lots or loading areas.

Article 5.050 CBC Central Business Commercial District

10.5.050.070 Design Standards—All Development

[...]

B. Entries.

- 1. Commercial and Residential. Primary entries shall face a public street or designated access drives and shall be accessed from a public sidewalk in accordance with the provisions of subsection C below. Secondary entries may face parking lots or loading areas. Doors shall not swing into public rights-of-way.

[Maximum setbacks in NC and CBC Districts]

*Article 5.060 CG General Commercial District*

*10.5.060.060 Design Standards*

[...]

*B. Entries.*

*1. Commercial and Residential. Primary entries shall face a public street or designated access drive and shall be accessed from a public sidewalk, in accordance with the provisions of subsection C below. Secondary entries may face parking lots or loading areas. Doors shall not swing into public rights-of-way.*

*Article 7.020 General Provisions*

*10.7.020.030 Location and Use of Motor Vehicle Parking – no note of not between building and street*

*Article 7.030 General Design Standards for Surface Parking Lots*

[...]

*10.7.030.020 Location, Surfacing, Striping and Curb Cuts*

*A. Location. No vehicle parking spaces shall occupy any of the required setbacks unless the parking area is the only developed use of a legal lot of record and provided that all the other screening and landscaping requirements of this Title have been met.*

## **Mosier**

\*City of Mosier Zoning Ordinance and Land Division Ordinance links for reference: Title 15 and Title 16 in the Municipal Code (<https://cityofmosier.com/public-documents-2/code-book/>)

## **Coordination**

*15.07.030 – Pre-application Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a pre-application conference with city planner to discuss the proposal, unless, in the city planner's opinion, the preapplication conference is not warranted. To schedule a pre-application conference, the applicant shall contact the city planner and pay the appropriate conference fee. The purpose of the pre-application conference is to provide city staff with a summary of the applicant's development proposal and an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The city planner shall provide the applicant with a written summary of the pre-application conference.*

*15.07.070 – Public Notices. All public notices issued by the city with regard to a land use matter, announcing applications or public hearings of quasi-judicial or legislative actions shall comply with the requirements of this section. Current county property tax records shall be deemed an acceptable source of names and addresses of the surrounding property owners. In any event, so long as a good faith attempt was made to obtain the current names and addresses and notices were sent to those to*

whom notice is required by this section, then any defects in notice shall not invalidate any final decision rendered.

A. Notice of Type II applications - Once the city planner has deemed a Type II application complete, the she [sic; "city"] shall prepare and send notice of the application, by first class mail, to all record owners of property within 100 feet of the subject property. The city's Type II notice shall include the following information:

[...]

3. A statement that any interested party may submit to the city written comments on the application during a 14-day comment period prior to the city's deciding the application, along with instructions on where to send the comments and the deadline of the 14-day comment period.

B. Notice of public hearing on a Type III application (a quasi-judicial application) -

Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection. At least 20 days prior to the hearing, the city planner shall prepare and send, by first class mail, notice of the hearing to all record owners of property within 100 feet of the subject property. The city shall also publish the notice in a newspaper of general circulation within the city at least 20 days prior to the hearing.

Notice of the application hearing shall include the following information:

[...]

4. A statement that any interested party may testify at the hearing or submit written comments on the proposal at or prior to the hearing, and that a staff report will be prepared and made available to the public at least 7 days prior to the hearing.

### **Site Connection to Transit Stop**

#### CHAPTER 15.06 - SITE PLAN REVIEW

##### 15.06.030 – Submittal Requirements.

A. The site plan shall be drawn to scale and indicate all of the following:

[...]

4. Location of points of entry and exit for pedestrians and motor vehicles, and internal circulation patterns in compliance with the requirements of Chapter 15.03 Supplemental Provisions and accepted engineering guidelines and practices. Information shall include number and direction of driveway lanes and striping plans.

15.06.040 – Decision Criteria. The following decision criteria are applicable to all site plan reviews:

[...]

E. Traffic and Circulation. The following traffic standards shall be applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, service) and to the potential types of traffic (i.e., vehicles, pedestrians, bicycles). [...]

7. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational and other community facilities associated with the development. Depending on proposed development, streets maybe required to have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.

**Transit Stop Improvements**

**CHAPTER 15.06 - SITE PLAN REVIEW**

15.06.040 – Decision Criteria. The following decision criteria are applicable to all site plan reviews:

[...]

E. Traffic and Circulation. The following traffic standards shall be applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, service) and to the potential types of traffic (i.e., vehicles, pedestrians, bicycles).

[...]

2. Minimum improvement and design standards are located in Title 16 – Subdivision of Land specifically in Chapter 16.02 - Minimum Improvements and Design Standards. The Standards adopted in Chapter 16.02 and are not restated in the MZO but may be applicable to Site Plan Review even if a land division does not result. Adopted minimum improvement and design standards will be reviewed by the city planner, in consultation with the city engineer. The City Planner will determine which, if any, of the adopted standards are applicable to the proposed development subject to Site Plan Review. When improvements are required, the

applicant will be required to meet all applicable improvement and design standards including minimum improvement design review procedures and inspection requirements.

*Chapter 16.02 - Minimum Improvements and Design Standards for Land Divisions*

16.02.020 Street design - generally. The location, width and grade of streets shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets.

16.02.170 Street design - transit. Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. Pedestrian/bicycle accessways shall be provided as necessary. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the subdivision has been identified.

16.02.210 Blocks - pedestrian and bicycle access.

[...]

B. Pedestrian/bicycle accessways shall be provided:

1. To provide direct access to nearby neighborhood activity centers, transit streets and other transit facilities;

**Definitions**

15.01.060 – Definitions.

A. Except as defined in this section, terms used in this ordinance shall have their ordinary meanings. Where terms are ambiguous or subject to several possible meanings, the context of this ordinance, the Land Division Ordinance and Comprehensive Plan shall dictate the most appropriate meaning.

B. As used in this ordinance, the singular includes the plural and the masculine includes the feminine and neuter; the word “may” is discretionary, the “shall” is mandatory. The following words and phrases shall have the following meanings...

[numbered words/definitions]

**Dufur**

\*City of Dufur Zoning Ordinance for reference: [in hard copy only in project files]

**Coordination**

SECTION 8.4 - ADMINISTRATIVE REVIEW PROCESS.

[...]

(3) Notice of Application.

(A) Within 10 days after receipt of a complete application for administrative action, notice of the request shall be mailed to:

[...]

2. Any affected governmental agency, department, or public district within whose boundaries the subject property lies.

SECTION 8.5 - PUBLIC HEARINGS.

(1) Each notice of hearing authorized by this ordinance shall be published in a newspaper of general circulation in the City at least ten days prior to the date of hearing.

(2) In addition, a notice of hearing on a conditional use, a variance, or an amendment to a zone boundary shall be mailed to owners of property within 100 feet of the property for which the variance, conditional use or zone boundary amendment has been requested. The notice of hearing shall be mailed at least ten (10) days prior to the date of the hearing.

**Site Connection to Transit Stop**

SECTION 4.14 -SITE PLAN APPROVAL

[...]

(2) A site plan shall be drawn to scale and indicate the following:

[...]

(C) Location and layout of vehicle and bicycle parking and loading facilities.

(D) Location of points of entry and exit for pedestrians, motor vehicles and internal circulation patterns, including bikeways and walkways.

[...]

(V) All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.);

(W) Internal pedestrian and bicycle facilities connect with external or planned facilities or system.

**Transit Stop Improvements**

SECTION 4.14 -SITE PLAN APPROVAL

[...]

(2) A site plan shall be drawn to scale and indicate the following:

[...]

(V) All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.);

**Transit Uses in Parking Areas**

SECTION 4.13 - OFF-STREET PARKING AND LOADING.

[...]

(2) OFF-STREET PARKING AND LOADING. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to handle adequately the needs of the particular use. Off-street parking areas used to fulfill the requirements of this Section shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows...

**Definitions**

SECTION 1.3 - DEFINITIONS. As used in this ordinance, the singular includes the plural and the masculine includes the feminine and neuter; the word "may" is discretionary, the word "shall" is mandatory. The following words and phrases shall mean...

[numbered words/definitions]

**Maupin**

\*City of Maupin Zoning and Subdivision Ordinances links for reference: <https://cityofmaupin.org/wp-content/uploads/2020/12/Maupin-Draft-Zoning-Ordinance-311-V.12042020.pdf> and <https://cityofmaupin.org/wp-content/uploads/2020/04/Maupin-Subdivison-Ordinance-No.250.pdf>

**Coordination**

SECTION 8.3 - SITE PLAN REVIEW

[...]

C. PROCEDURES. Before any building permit shall be issued in any zoning district requiring site plan approval, a site plan for the total parcel or development shall be prepared and submitted not less than twenty-one (21) days prior to the public hearing date to the Site Plan Committee for approval. The site plan shall be drawn to scale and shall indicate the following. The Site Plan Committee shall conduct a public hearing on the proposed site plan following the notice procedures of Section 8.6 of this Ordinance.

SECTION 8.6 - PUBLIC HEARING

A. Each notice of hearing authorized by this Ordinance shall be published in a newspaper of general circulation in the City at least ten (10) days prior to the date of hearing.

B. In addition, a notice of hearing on a conditional use, a variance, or an amendment to a zone boundary shall be mailed to owners of property within one hundred (100) feet of the property for which the variance, conditional use, or zone boundary amendment has been requested. The notice of hearing shall be mailed at least ten (10) days prior to the date of the hearing.

**Site Connection to Transit Stop**

SECTION 8.3 - SITE PLAN REVIEW

[...]

C. PROCEDURES. Before any building permit shall be issued in any zoning district requiring site plan approval, a site plan for the total parcel or development shall be prepared and submitted not less than twenty-one (21) days prior to the public hearing date to the Site Plan Committee for approval. The site plan shall be drawn to scale and shall indicate the following...

[...]

3. Location and layout of off-street parking and loading facilities

4. Location of points of entry and exits for motor vehicles, and internal traffic circulation pattern

**Transit Stop Improvements**

Article 7. Site Plan Review

SECTION 7.1

[...]

D. APPROVAL OR DISAPPROVAL Within thirty (30) days after the submission of a complete site plan, the Site Plan Approval Committee shall approve, approve with conditions, or disapprove the site plan. Failure to render a decision within the thirty (30) day period shall be deemed approval of the plan as submitted. However, the Committee may move to continue the meeting until a time and date specified prior to rendering a decision. Dedication of land for roads, transit facilities, sidewalks, bikeways, paths, or access ways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or roads that serve the proposed use where the existing transportation system may be burdened by the proposed use. In approving the plan, the Committee shall find that all provisions of this Ordinance are complied with; and that all buildings and facilities, access points, parking and loading facilities, signs, lighting and walls or fences are to be arranged that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and that there will be no adverse effect on surrounding property.

**Definitions**

SECTION 1.3 - DEFINITIONS

*As used in this ordinance the singular includes the plural and the masculine includes the feminine and neuter; the word "may" is discretionary, and the word "shall" is mandatory. The following words and phrases shall mean...*

[numbered words/definitions]



## APPENDIX B – MODEL DEVELOPMENT REGULATION LANGUAGE

### 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., 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 perimeter<sup>4</sup>
- 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 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 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

<sup>4</sup> 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.

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.

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