



CET 2040 TRANSIT MASTER PLAN (TMP) LOCAL AGENCY OVERVIEW AND IMPLEMENTATION PLAN

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To: Cascades East Transit Master Plan Project Management Team
Cc: Deschutes County
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Subject: Deschutes County Overview and Implementation Plan for the 2040 TMP

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INTRODUCTION

This memorandum serves as a guide to CET’s 2040 Transit Master Plan (TMP) for Deschutes County. In this document, the County will find the section references and page numbers within the TMP that pertain to the County for ease of review and implementation. For implementation in the near term, it is recommended that Deschutes County adopt a policy statement expressing support for the Cascades East Transit (CET) Transit Master Plan, which includes service and capital recommendations specific to Deschutes County identified in this memo. It is recommended that subsequent implementation actions address adoption of transit-supportive policies and development requirements presented in Attachment A.

CURRENT TRANSPORTATION SERVICES

Today, Deschutes County is served by CET’s fixed-route system local to Bend (including nine routes supporting a hub and spoke model); six Community Connector routes (Routes 22, 24, 26, 28, 29, and 30) that connect Bend to Redmond, Sisters, and La Pine, and Redmond to Sisters, Prineville, and Madras; a paratransit demand-response service (for disabled individuals and low-

income senior citizens) in Bend and a Dial-A-Ride demand-response service (open to all) in La Pine, Sisters, and Redmond. Information on these existing services (e.g. key destinations, service boundaries, hours of service, ridership, and travel patterns) can be found in **Chapter 4, Section 2 on pages 23-35**.

TRANSIT NEEDS

Transit service needs were identified through analysis and stakeholder engagement, including a project advisory committee made up of local community members and multiple outreach efforts including in-person open houses, online virtual workshops, and operator and rider surveys. A summary of the current needs for Deschutes County include general services such as:

- ▶ More frequent routes, more service coverage (to transit underserved areas), extended service hours, and more service days for Bend's fixed-route system
- ▶ Increasing frequency of weekday trips (between Bend and Redmond in particular) and adding Saturday service to the Community Connector routes, interlining Routes 24 and 26, and increasing service to COCC and RDM
- ▶ Providing local circulating service in Sisters and La Pine

More information on these current needs, as well as transit capital and transit program needs, and needs based on population and employment densities, can be found in **Chapter 5, Section 1 on pages 55-61**.

Future transit needs were also identified for Deschutes County including:

- ▶ Less reliance on Hawthorne Station for Bend's fixed-route system and more direct connections to Downtown, Old Mill, and the eastside; mobility hubs of varying size and function throughout Bend; identifying primary transit corridors in Bend; and transitioning from a hub-and-spoke fixed-route system to a multi-centric system
- ▶ Vanpools to dispersed employment sites in Sisters
- ▶ Early morning and afternoon service to RDM
- ▶ Service to Sunriver and Deschutes River Woods
- ▶ A new Prineville-Redmond-Bend route
- ▶ Expanded Dial-A-Ride coverage to the County boundary; early evening and extended Saturday Dial-A-Ride service in Bend; and late evening Dial-A-Ride service in La Pine

Information on these future transit needs can be found in **Chapter 5, Section 2 on pages 62-64**.

TRANSIT SERVICE AND CAPITAL PLANS

Transit services and capital investments for Deschutes County were identified based on the needs assessment and alternatives analysis. Services include elements such as

- ▶ Adding Community Connector stops to key destinations; adding weekend service to Community Connector routes; increasing service frequency all day and adding evening trips to Community Connector routes
- ▶ Increasing local circulation in Sisters, Redmond, and La Pine; improving Community Connector connections with local service in Redmond to potentially transition to a flex/fixed-route service
- ▶ Re-routing Community Connector Route 24 within Bend to provide more direct service; and routing modifications to the Bend's local fixed-route system and new fixed-routes to northeast and southeast Bend
- ▶ New midday medical/shopper shuttle service between Sisters and Bend, Redmond and Madras, Redmond and Prineville, and La Pine and Bend
- ▶ Service to Deschutes River Woods, Sunriver, RDM, and COCC

Information on these planned services can be found in **Chapter 8, Section 1 on pages 82-101**. Note that a feasibility study is being conducted for Redmond separate from and in addition to the TMP to further explore local service in Redmond. Capital investments include:

- ▶ Mobility hubs of varying size and function throughout Deschutes County
- ▶ Enhanced transit stops on existing routes
- ▶ Improved walking and bike routes along and crossing roadways around bus stops;
- ▶ Facilities for vehicle storage and maintenance operations in Bend and Redmond
- ▶ Transit signal priority for 3rd Street, US 97 BUS, Greenwood/Highway 20, Downtown, and Reed Market Road (when more services are introduced) through Bend; US 97, OR 126 and Downtown (when more services are introduced) through Redmond, and US 97 through La Pine

Information on these planned capital investments can be found in **Chapter 8, Section 2 on pages 101-105**.

IMPLEMENTATION PLAN

A phased implementation plan of the planned transit services and capital investments was developed by community based on available and potential funding. Information on the transit service and capital implementation plans for the County can be found in **Chapter 9, Section 1 on pages 108-116**. The estimated costs and potential funding to implement the services planned for Deschutes County can be found on **page 119**. To further assist in the TMP implementation, the recommendations for Deschutes County to incorporate policies and development requirements supportive of transit and CET's 2040 Transit Master Plan into their comprehensive plan and development code can be found in **Chapter 9, Section 2 on page 132**. Detailed recommendations on how the County can help implement the TMP through their comprehensive plan and development code are included in **Attachment A**.

ATTACHMENT A – DESCHUTES COUNTY POLICY AND CODE RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for Deschutes County to assist the County in implementing the Cascades East Transit (CET) Master Plan, including incorporating transit-supportive policy and development provisions in its Comprehensive Plan and Development Code.

To implement the CET Master Plan, it is recommended that the County consider the following adoption actions:

1. **Comprehensive Plan** – The County should have policies in its adopted plans that support Master Plan recommendations. **Recommended transit-supportive policy statements** are addressed in the *Comprehensive Plan Integration* section. It is recommended that the County adopt new or updated transit policies as part of the transportation element of the Comprehensive Plan. This can be accomplished as an amendment to the adopted Comprehensive Plan document or through an update of its Transportation System Plan, the transportation element of the Comprehensive Plan.
2. **Development Code** – Transit-supportive development requirements help further regional and local transit policy objectives and implement Master Plan recommendations. To assist Deschutes County in implementing the CET Master Plan, the *Development Code Implementation* section summarizes **code amendment recommendations** for the County. Based on these recommendations and input from the County, specific development code language has been produced and included in this memorandum.

The following sections provide more detail – including jurisdiction-specific guidance – related to transit-supportive policy and development code recommendations.

COMPREHENSIVE PLAN INTEGRATION

Recommended transit-supportive policy statements should be reflected in Deschutes County's Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for Deschutes County echo the vision, goals, and objectives developed for CET early in this planning process. The

Master Plan vision and proposed policy language for the county is presented below. It is recommended that Deschutes County review its existing plan policies to assess if the vision and transit policies are reflected or if policy enhancements could be made, using the language below as a guide.

VISION: Provide transit for all users that is safe, accessible, and efficient and that supports a balanced transportation network in our community, which is needed for mobility, equity, and economic growth.

1. *The County will facilitate provision of transit service to its community members, with particular attention to members who may be “transit-dependent” due to factors such as age, income, or disabilities.*
2. *The Cascades East Transit (CET) Master Plan provides policy and implementation direction for transit planning in jurisdictions within the district’s service area, including route development, financing, and physical improvements necessary to maintain and improve public transit service for jurisdiction residents, businesses, institutions, and visitors.*
3. *The County will continue to engage in long-range planning and implementation efforts led by CET.*
4. *The County will invite transit service providers to participate in the development of long-range plans and review of land use applications that may have implications for transit service.*
5. *The County will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.*
6. *The County will provide or will acquire through future development adopted transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements, given nexus and proportionality can be demonstrated for private development.*
7. *The County will support connections between transit and other transportation services and options.*
8. *The County will support improved transit access to benefit public health, including providing access to active transportation options and health-supporting destinations such as health care, groceries, and recreation.*
9. *The County will support strategies to reduce single-occupancy vehicle trips, greenhouse gas emissions, and other pollution.*

DEVELOPMENT CODE IMPLEMENTATION

The implementing development code recommendations reflect recommendations made in the Transit-Supportive Development Strategies Memorandum, found in the Transit Master Plan Technical Appendix. Transit-supportive development, or transit-oriented development (“TOD”), strategies focus on code language that institutionalizes coordination between transit agencies and developers and supports transit- and pedestrian-oriented density and design. The TOD Memorandum code strategy recommendations were tailored to each jurisdiction based on jurisdiction size and preliminary transit service plan and transit capital plan recommendations.

Table 1 includes the list of code strategies and indicates whether they were considered recommended or optional for Deschutes County and if the strategy is reflected in existing code requirements (“yes,” “no,” or “partial”).¹ Implementing code recommendations were initially based on an evaluation of the County’s Code and later refined after receiving input from County staff.

Code language is provided following Table 1. For strategies noted as recommended in the table and not reflected or only partially reflected in adopted code, proposed language is shown as “adoption-ready;” text recommended to be added is underlined and text recommended to be deleted is ~~struck through~~. For “optional” strategies, model code language is provided in *italics* as an example of how the transit-supportive strategy could be implemented.² For each of the numbered code strategies there are “notes” to provide further explanation and implementation guidance.

¹ Not every strategy presented in the original TOD Memorandum is reflected in Table 1. Some strategies, such as high minimum residential density requirements and minimum floor area ratio requirements for commercial development, were deemed more appropriate for larger and more populated cities in the CET service area and not included in this implementation memorandum.

² Note that adopted code language was not reviewed to determine whether it reflects optional strategies.

Table 1. Transit-Supportive Code Implementation Recommendations: Deschutes County

	Transit-Supportive Code Strategies	Recommendation	Existing Code	Adoption-Ready Code Language Provided	Model Code Language Provided
1	Coordination with Transit Provider	Recommended	No	✓	
2	Transit Stop Improvements	Recommended	Partial	✓	
3	Limit Auto-Oriented and Auto-Dependent Uses	<i>Optional</i>			✓ ⁱ
4	Limit Drive-Throughs	<i>Optional</i>			✓
5	Max. Front Yard Setbacks (No Min. Setbacks)	<i>Optional</i>			✓
6	Pedestrian Space in Front Setback	<i>Optional</i>			✓
7	Pedestrian Orientation (Basic)	<i>Optional</i>			✓
8	Pedestrian Orientation (Enhanced)	<i>Optional</i>			✓
9	Block Length	<i>Optional</i>			✓
10	Accessways Through Long Blocks	<i>Optional</i>			✓
11	No Vehicle Parking/Circulation in Front Setback	<i>Optional</i>			✓
12	Parking Reductions for Transit	<i>Optional</i>			✓
13	Landscaping and Walkways in Parking Lots	<i>Optional</i>			✓
14	Preferential Parking for Ridesharing	<i>Optional</i>			✓
15	Bicycle Parking	<i>Optional</i>			✓
16	Transit-Related Uses in Parking Lots	Recommended	Partial	✓	
17	Definitions of Transit-Related Terms	Recommended	No		✓

i Guidance is provided regarding implementing this strategy; however, due to the number of types of uses that will need to be considered before implementing this strategy and the implications of limiting uses specific to the jurisdiction, no model language has been provided.

1. COORDINATION WITH TRANSIT PROVIDER

Notes: Adopted code language does not reflect this recommended code strategy. The recommendation is to specify that transportation providers will be noticed of applications that may have impacts to their facilities or services. Coordination with the transit provider could be strengthened if CET were invited to participate in the pre-application phase, as well as notified of public hearings, where the proposal has the potential to impact transit. These additions may be appropriate to include Chapter 22.08 (General Provisions) and Chapter 22.24 (Land Use Action Hearings).

Recommended code amendment:

22.08.005. Pre-application Conference.

A pre-application conference is encouraged for complex application or for applicants who are unfamiliar with the land use process. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the applicable land use ordinances, to provide for an exchange of information regarding applicable requirements of the comprehensive plan, zoning ordinance or land division ordinance and to identify issues likely to arise in processing an application, the applicable zoning ordinance may require that a preapplication conference be held for particular types of applications. Agencies and persons with an interest in the proposed development may be notified of the conference and be invited to attend or provide written comments on the proposal when deemed appropriate by the Planning Director. Notice of a pre-application conference shall be sent to the Oregon Department of Transportation and Cascades East Transit for proposals that may impact their facilities or services.

22.24.030 Notice of Hearing or Administrative Action.

A. Individual Mailed Notice.

1. Except as otherwise provided for herein... Written notice shall be sent by mail to the following persons:

[...]

- i. Notice shall be provided to the Oregon Department of Transportation and Cascades East Transit for proposals that may impact their facilities or services.

2. TRANSIT STOP IMPROVEMENTS

Notes: Existing code partially reflects this recommended code strategy. Section 19.80.050(l) in the Bend Area Urban Zoning Ordinance incentivizes providing transit stops in return for vehicle parking requirement reductions. Standards for transit access and stop improvements could potentially be added as a new subsection in Section 18.116 (Supplementary Provisions).

Recommended code amendment:

18.116.360. Transit-related Improvements.

A. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements consistent with the adopted plan and in coordination with the transit service provider:

1. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
2. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.
3. A transit passenger landing pad that is ADA-accessible.
4. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
5. Lighting at the transit stop.
6. Other improvements identified in an adopted plan.

3. LIMIT AUTO-ORIENTED AND AUTO-DEPENDENT USES

Notes: This strategy to limit auto-oriented and auto-dependent uses has been identified as optional for Deschutes County. Examples of uses reliant on vehicular traffic include: fast food restaurants, convenience stores, gas stations, auto repair shops, landscaping and aggregate materials sales, and large-format retailers. Consider prohibiting or limiting these uses along transit lines or in commercial nodes where transit stops exist or are planned. Related code modifications would be made to allowed use tables in the County zoning code for each zone. In addition, consider expanding the code definitions section to include definitions of these auto-oriented land uses.

4. LIMIT DRIVE-THROUGHS

Notes: This strategy to restrict or prohibit drive-throughs has been identified as optional for Deschutes County. Consider prohibiting or limiting drive-throughs along transit routes or in commercial nodes where transit stops exist or are planned. Where drive-throughs are allowed, the model code text below was developed to ensure that the use is better integrated with other modes of transportation.

Model code language:

Drive-through design.

A. Applicability. Proposed development that includes a drive-up and/or drive-through facility (i.e. driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) is subject to all of the following standards:

- (1) The drive-up or drive-through facility must be located at least 50 feet from any existing residential zoned property.*
- (2) The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated in Figure X.*
- (3) The drive-up or drive-through facility shall not be oriented to a street corner.*
- (4) The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.*
- (5) Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.*
- (6) If ATMs are provided, at least one ATM shall be located adjacent to and accessible from a planned or existing sidewalk.*
- (7) Bicycle and pedestrian access to the drive-up or drive-through facility shall be allowed and indicated with signage and pavement markings.*

Figure X. Drive-up and Drive-through Facilities Example – Acceptable

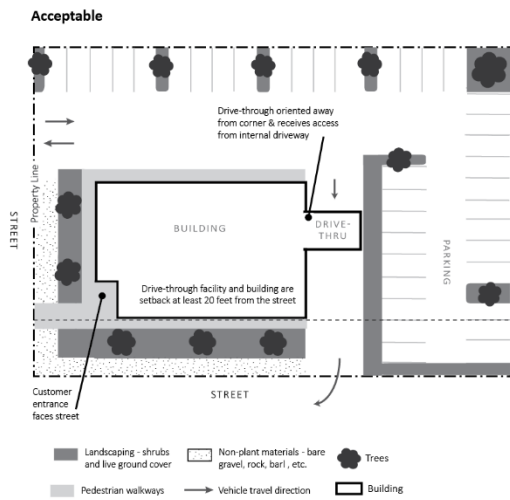
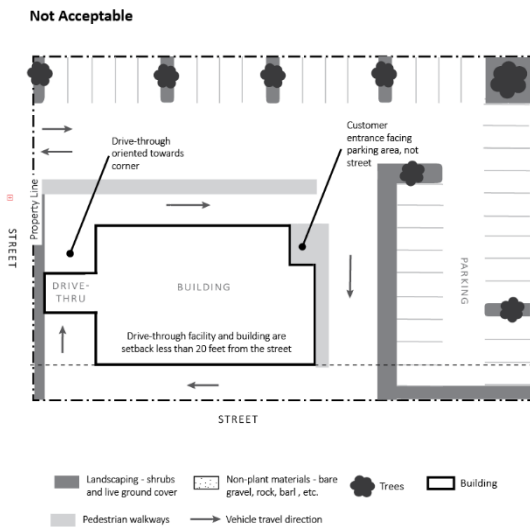


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



5. MAX. FRONT YARD SETBACKS

Note: This strategy for maximum front yard setbacks has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

Development Standards.

Setback Requirements.

1. *Minimum front yard setback: none*

2. *Maximum front yard setback: [0-10] feet*

6. PEDESTRIAN SPACE IN FRONT SETBACK

Notes: This strategy for pedestrian amenity requirements in front yard setbacks has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

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.

7. PEDESTRIAN ORIENTATION (BASIC)

Notes: This strategy for basic pedestrian orientation standards on sites adjacent to existing or planned transit routes and stops has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

[See code language recommended under Strategy #2 - Transit Stop Improvements]

8. PEDESTRIAN ORIENTATION (ENHANCED)

Notes: This strategy for enhanced pedestrian orientation on sites adjacent to existing or planned transit routes and stops has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

Primary Entrances and Windows.

(1) Street Level Entrances. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided. Primary entrances shall have weather protection provided.

(2) Windows – General. Except as approved for parking structures or accessory

structures, the ground floor, street-facing elevation(s) of all buildings shall comprise at least [60] percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or [30] inches above the sidewalk grade, whichever is less) and a plane [72] inches above the sidewalk grade.

- (3) *Articulation. All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every [30] feet of building length or width, as applicable, as follows:*
- a. A “break” for the purposes of this subsection is a change in wall plane of not less than [24] inches in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.*
 - b. The [decision-making body] through Site Design Review may approve detailing that does not meet the [24-]inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of [historically significant or historic-contributing] buildings existing in the vicinity.*
 - c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the [24-]inch break-in-wall-plane standard.*
 - d. Building elevations that do not orient to a street or civic space need not comply with the [24-]inch break-in-wall-plane standard but should complement the overall building design.*
- (4) *Weather Protection. On building façades facing a Storefront Street, weather protection for pedestrians must be provided along at least 75 percent of the façade. Weather protection may be an awning, canopy, arcade, colonnade, recessed entry, or some combination of these elements. Where provided, weather protection shall meet the following standards:*
- a. Be constructed of glass, metal, or a combination of these materials;*
 - b. Project at least 5 feet from the building façade;*
 - c. Have at least 10 feet clearance above the sidewalk;*
 - d. Match the width of the storefront or the window opening(s); and*
 - e. Not obscure any existing or proposed transom windows.*

9. BLOCK LENGTH

Notes: This strategy for maximum block length standards has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the jurisdiction, subdivisions and site developments shall 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 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

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.

10. ACCESSWAYS THROUGH LONG BLOCKS

Notes: This strategy requiring non-motorized accessways has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

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

11. NO VEHICLE PARKING/CIRCULATION IN FRONT SETBACK

Notes: This strategy prohibiting vehicle parking and circulation in the front setback has

been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

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 be developed and maintained as follows:

A. Location on site. Required yards adjacent to a street shall 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.

12. PARKING REDUCTIONS FOR TRANSIT

Notes: This strategy allowing parking reductions for sites near transit has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

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

A. Site has a transit stop with existing or planned transit service 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 [10-20] 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 [10-20] percent reduction to the number of automobile parking spaces.

13. LANDSCAPING AND WALKWAYS IN PARKING LOTS

Notes: This strategy requiring landscaping and walkways in parking lots has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

1. Parking Lot Landscaping. All of the following standards shall 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 be landscaped. Such landscaping shall 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 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 be planted over and around the parking area.

B. All parking areas with more than [20] spaces shall 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 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 be planted not less than [2] feet from any such barrier.

E. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

2. *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 [County decision body]. Landscaping shall be provided pursuant with the standards of subsections _-_, below:

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

3. *Maintenance.* All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

4. *Pedestrian Circulation.* A walkway shall be provided through a parking area, connecting building entrances to adjacent sidewalks and streets, in parking areas that have more than 20 parking spaces.

Where a walkway crosses a parking area or driveway, it shall 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 include ADA-accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

14. PREFERENTIAL PARKING FOR RIDESHARING

Notes: This strategy requiring preferential parking for ridesharing has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

Parking areas that have designated employee parking and more than 20 automobile parking spaces shall 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 be closer to the employee entrance of the building than other parking spaces, with the exception of ADA-accessible parking spaces.

15. BICYCLE PARKING

Notes: This strategy requiring minimum bicycle parking requirements for uses including transit stops and centers and minimum design standards has been identified as optional for Deschutes County. Model code language is provided for future consideration.

Model code language:

Bicycle Parking

A. Standards. Bicycle parking spaces shall 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 [County decision body] may require bicycle parking spaces in addition to those in Table _____.

<i>Table _____</i>		<i>Long and Short Term Bicycle Parking</i>
<i>Minimum Required Bicycle Parking Spaces</i>		
<i>Use</i>	<i>Minimum Number of Spaces</i>	<i>(As % of Minimum Required Bicycle Parking Spaces)</i>
<i>Multifamily Residential (required for 4 or more dwelling units)</i>	<i>2 spaces per 4 dwelling units</i>	<i>75% long term 25% short term</i>
<i>Commercial</i>	<i>2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater</i>	<i>25% long term 75% short term</i>
<i>Industrial</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>25% long term 75% short term</i>
<i>Schools (all types)</i>	<i>2 spaces per classroom</i>	<i>50% long term 50% short term</i>
<i>Institutional Uses and Places of Worship</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>

<i>Table ____</i> <i>Minimum Required Bicycle Parking Spaces</i>		<i>Long and Short Term Bicycle Parking</i>
<i>Use</i>	<i>Minimum Number of Spaces</i>	<i>(As % of Minimum Required Bicycle Parking Spaces)</i>
<i>Parks (active recreation areas only)</i>	<i>4 spaces</i>	<i>100% short term</i>
<i>Transit Stops</i>	<i>2 spaces</i>	<i>100% short term</i>
<i>Transit Centers and Park-and-Rides</i>	<i>4 spaces or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>
<i>Other Uses</i>	<i>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>

B. Design and Location.

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.*
- 2. All bicycle parking shall be well lighted [to specified lighting level].*
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces shall 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 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 be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*
- 6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles,*

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

16. TRANSIT-RELATED USES IN PARKING LOTS

Notes: Adopted code language partially reflects this recommended code strategy in the Bend Urban Area Zone. Potential code language could be refined and added to parking and loading requirements in Chapter 18.116 (Supplementary Provisions).

Recommended code amendment:

18.116.030. Off-street Parking and Loading.

[...]

E. General Provisions. Off-Street Parking.

[...]

4. Use of Parking Facilities. Required parking space shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only and shall not be used for the storage of vehicles or materials or for the parking of trucks used in conducting the business or used in conducting the business or use. Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided the minimum parking space requirements in Section 18.116.030 can still be met.

17. DEFINITIONS

Notes: Terms included in recommended code amendment language or model code language may not be defined. Consider strengthening existing codified definitions or adopting new definitions drawing on model language provided below.

Model code language:

Definitions

Accessway. 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 stop improvements . 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 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 be consistent with an adopted transit plan.