



# 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: Crook County  
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Subject: Crook 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 Crook 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 Crook County adopt a policy statement expressing support for the Cascades East Transit (CET) Transit Master Plan, which includes service and capital recommendations specific to Crook 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, Crook County is served by CET’s Community Connector Route 26, which connects Prineville to Redmond, and a local Dial-A-Ride demand-response service within the City of Prineville. 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 26-29 and 31-33.**

## 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 Crook County include general services such as adding Saturday service to the Community Connector route, providing local circulation services within Prineville, and extending more services into Juniper Canyon. More information on these current needs, as well as transit capital and transit program needs can be found in **Chapter 5, Section 1 on pages 55-57.** Future transit needs were also identified for Prineville including a new fixed-route/deviated-route services, dispersing vanpools to employment sites, and a new Community Connector route between Prineville and Bend. 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 Crook County were identified based on the needs assessment and alternatives analysis. Services include elements such as re-routing Community Connector Route 26 to include the Redmond Airport and COCC, adding weekend service and additional weekday trips to the Community Connector, and providing a new midday medical/shopper shuttle service; information on these planned services can be found in **Chapter 8, Section 1 on pages 82-85 and 100.** Capital investments include enhanced transit stops on existing routes, a small-scale transit center in Prineville, and a small facility in Prineville for vehicle storage. Information on these planned capital investments can be found in **Chapter 8, Section 2 on pages 101-103.**

## 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 108-110 and 112-116.** The estimated costs and potential funding to implement the services planned for Crook County can be found on **page 119.** To further assist in the TMP implementation, the recommendations for Crook 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 – CROOK COUNTY POLICY AND CODE RECOMMENDATIONS

## RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for Crook 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 Crook 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 Crook County's Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for Crook 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 the County review its existing plan policies to assess if the vision and transit policies below 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 Crook County and if the strategy is reflected in existing code requirements (“yes,” “no,” or “partial”).<sup>1</sup> 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.<sup>2</sup> For each of the numbered code strategies there are “notes” to provide further explanation and implementation guidance.

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<sup>1</sup> 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.

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

**Table 1. Transit-Supportive Code Implementation Recommendations: Crook County**

	Transit-Supportive Code Strategies	Recommendation	Existing Code	Adoption-Ready Code Language Provided	Model Code Language Provided
1	Coordination with Transit Provider	Recommended	Partial	✓	
2	Transit Stop Improvements	Recommended	Partial	✓	
3	Limit Auto-Oriented and Auto-Dependent Uses	<i>Optional</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	No	✓	
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 partially reflects this recommendation. Transportation agencies are included in hearing notice provisions (Section 18.172.070(3)(e)).

Coordination with transit service providers is recommended at the pre-application and development review phases of the approval process. The County does not have a codified pre-application requirement, but coordination with CET could be a provision within the County's application requirements. The following is an example of how this coordination could be considered for incorporation into Chapter 18.172 (Administrative Provisions). The County may also consider further refinements, making coordination with the transit provider required for large-scale employer projects or development along existing or planned transit routes.

### Recommended code amendment:

18.172.020 Application.

(1) The applicant shall make application to the director upon forms provided by the county.

(2) An application is deemed to be complete when in the judgment of the director all application issues have been adequately addressed in the application and all applicable fees have been paid to the county.

(3) The director shall provide notice of a complete application to agencies that may be affected by the proposal, including but are not limited to County departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Notice to affected agencies shall include the Oregon Department of Transportation and Cascades East Transit for proposals that may impact their facilities or services.

[Note: Subsequent subsections would need to be re-numbered.]

## 2. TRANSIT STOP IMPROVEMENTS

Notes: Existing code partially reflects this recommended code strategy for connections to stops in Section 18.184.010(3)(b). Standards for transit access and improvements could potentially be added as a new Section 18.184.020 in Chapter 184 (Pedestrian and Transit Improvements).

### Recommended code amendment:

18.184.010 Pedestrian access and circulation.

[...]

(3) Standards. Developments shall conform to all of the following standards for pedestrian access and circulation and transit enhancements:

(a) Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent existing or planned sidewalks, if any, and to all future phases of the development, as applicable.

(b) Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, transit stops, and public rights-of-way conforming to the following standards:

(i) The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.

(ii) The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The county roadmaster may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

(iii) The walkway network connects to all primary building entrances consistent with Americans with Disabilities Act (ADA) requirements.

(c) Vehicle/Walkway Separation. Except as required for crosswalks, per subsection (3)(d) of this section, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the county roadmaster may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

(d) Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material) or painted crosswalk striping. The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

(e) Walkway Width and Surface. Walkways shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the county roadmaster, and not less than five feet wide. Multi-use paths (i.e., designed

for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to county transportation standards.

18.184.020 Transit access and transit stop improvements.

(1) 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:

(a) The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.

(b) A transit passenger landing pad that is ADA-accessible.

(c) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.

(d) Lighting at the transit stop.

(e) 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 Crook 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 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 Crook 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

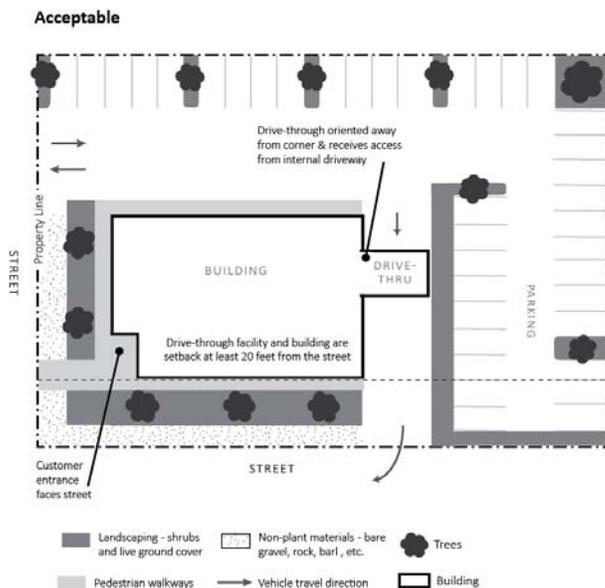
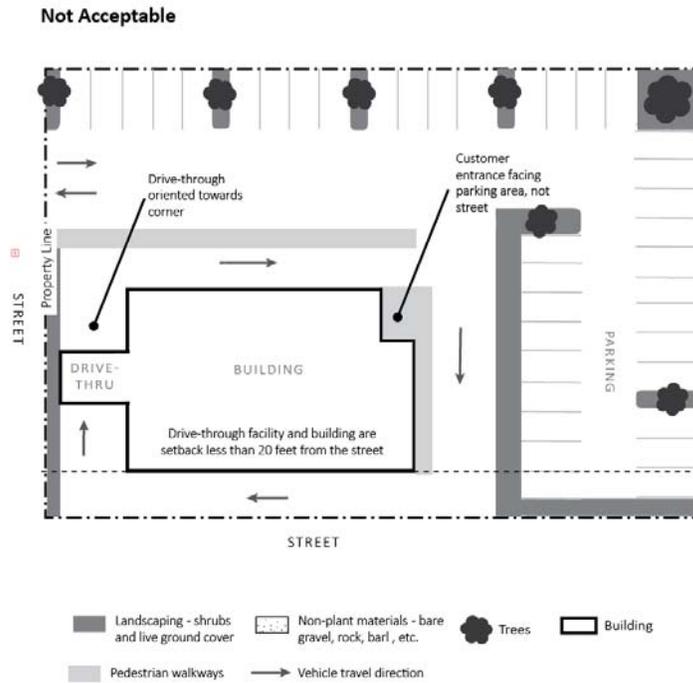


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



## 5. MAXIMUM FRONT YARD SETBACKS

Note: This strategy for maximum front yard setbacks has been identified as optional for Crook 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 this jurisdiction. 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-oriented development standards on sites adjacent to existing or planned transit routes and stops has been identified as optional for Crook 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 Crook 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 Crook 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, 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 Crook 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 Crook 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 Crook 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 Crook 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 Crook 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 regarding bicycle parking minimum requirements for uses including transit stops and center and design requirements has been identified as optional for Crook 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>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</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>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 does not reflect this recommended transit-supportive strategy. Potential code language could be refined and added as a new subsection in Section 18.128 (Off-Street Parking).

### **Recommended code amendment:**

18.128.020 Off-street parking and loading.

[...]

(7) 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.

## 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.*