



IMPLEMENTING ORDINANCES AND CODE CHANGES MEMORANDUM

Date: March 8, 2024 Project #: 23021.050
To: Project Management Team
From: Shayna Rehberg and Darci Rudzinski, MIG | APG
Project: Curry County Transportation System Plan Update
Subject: Implementing Ordinances and Code Changes Memorandum (Task 8.2)

OVERVIEW

The purpose of this memorandum is to present proposed changes to the Curry County Zoning Ordinance (CCZO). Proposed amendments are recommended to ensure that the CCZO, also referred to as the “code” in this memorandum, is consistent with and implements the updated Transportation System Plan (TSP). The intent of these amendments is to ensure consistency between County policy and development requirements in the code, as well as to do the following:

1. Comply with the Oregon Transportation Planning Rule (Oregon Administrative Rules (OAR) Chapter 660, Division 12, or “TPR”);
2. Implement recommendations from the 2023 Curry County Transit Development Plan (TDP); and
3. Address direction from the project scope of work.

Code changes achieve the objectives above through a variety of measures. These measures include: required coordination with transportation facility and service providers; updated street design standards and access management measures; pedestrian and bicycle circulation provisions; basic transit-supportive requirements; and regulations and procedures protecting the function and capacity of roadways.

ORDINANCE AND CODE CHANGES SUMMARY

Curry County's CCZO and Land Division Ordinance regulate development within unincorporated Curry County and enacts the Curry County Comprehensive Plan and adopted TSP. The CCZO and Land Division Ordinance contain several requirements that address the relationship between land use, development, and transportation system development. Transportation requirements in these ordinances implement – for one – the goals, objectives, and recommendations of the TSP. This memorandum proposes targeted modifications to the ordinances for the County to consider for adoption.

Table 1 provides a summary of recommended CCZO amendments that can be adopted in tandem with the updated TSP. The table includes citations that provide the reason for the

proposed amendment, which include the project scope of work, subsections of the TPR (OAR 660-012), and the 2023 Curry County TDP.

Attachment A presents proposed ordinance and code change language, which is summarized in Table 1, in "adoption-ready" format. The language is provided within existing code and with proposed new text underlined and proposed deleted text struck through.

Table 1. Summary of Proposed Code Changes

Reference Number	CCZO Section	Proposed Amendments	Citation
1	Section 2.040	Allow agencies with eminent domain to apply for a land use permit without obtaining property owner's consent.	Project scope
2	Section 3.500	Establish permitting provisions for transportation uses.	TPR Section -0045(1)
3	Section 2.061 and Section 2.070	Require notice to transportation agencies.	TPR Section -0045(1) and (2)
4	Section 4.050	Enhance access consolidation provisions.	TPR Section -0045(2) and Project Scope
5	Section 2.500 (new), Section 2.100, and Section 7.020	Establish Traffic Impact Study (TIS) requirements.	TPR Section -0045(2)
6	Section 4.020	Add bicycle parking requirements.	TPR Section -0045(3)
7	Section 4.050	Establish pedestrian connectivity requirements.	TPR Section -0045(3)
8	Section 4.400 (new)	Add provisions regarding access to transit stops and stop improvements.	TPR Section -0045(4) and 2023 TDP
9	Section 4.022	Create preferential parking locations for carpool/vanpool parking.	TPR Section -0045(4) and 2023 TDP
10	Section 4.022	Allow for the use of parking areas for transit uses such as stops and park-and-ride areas.	TPR Section -0045(4) and 2023 TDP
11	Section 4.050	Update road design standards.	TPR Section -0045(7) and Updated TSP
12	Section 1.030	Update definitions to reflect terms used in TSP and proposed code amendments.	Updated TSP and Internal CCZO Consistency

MODIFICATIONS OF THE TSP AND RELATED DOCUMENTS

The project scope also asks that the process for modifying the TSP and associated documents be addressed. Short of requiring ordinance and code updates, the following guidance is offered regarding modifications:

- TSP updates – The TSP is a Comprehensive Plan-level document; updates to it are adopted via a legislative procedure.
- Modifying projects in the TSP and Capital Improvement Plan (CIP) – Because projects in the TSP are often at a conceptual stage when included in the TSP, further project definition and design is anticipated, particularly once included in the CIP. These "modifications" of projects in the TSP or CIP do not trigger the need for a land use

procedure. However, because of the public review and County adoption of projects included in the TSP, projects proposed for removal from or addition to the TSP would need to go through a legislative procedure.

- Updating road classifications – Given the policy implications associated with a road's functional classification, a change of a road's functional classification will be subject to a legislative review procedure.

NEXT STEPS

The PMT and Technical Advisory Meeting (TAC) have reviewed this memo and MIG has revised it based on their comments. MIG will assist Kittelson & Associates (KAI) with incorporation of this material into the Draft TSP. MIG will then assist KAI with presenting the material jointly to the Curry County Board of Commissioners and Planning Commission at a work session currently scheduled for March 2024.

ATTACHMENT A – IMPLEMENTING ORDINANCES

1. Public Agencies as Land Use Signatories (Project Scope)

The scope calls for a process to allow agencies with eminent domain – like ODOT – the ability to apply for a land use permit without obtaining property owner's consent.

Section 2.040. Who May Apply.

Applications for development approval or subdivision of property or amendment to the Comprehensive Plan and/or Zoning Ordinance may be initiated by one or more of the following:

1. The owner(s) of the property as listed in the records of the Curry County Assessor which is the subject of the application; or
2. The purchaser of such property who submits a duly executed written contract or copy thereof which has been recorded with the Curry County Clerk; or
3. The lessee in possession of such property who submits written consent of the owner to make such application; or
4. A person or entity authorized by resolution of the Board or Commission; or
5. Any department of the Curry County government or a federal, state or local government entity when dealing with land involving public works projects; or
6. A public utility agency, when dealing with land involving the location of facilities necessary for public service; or
7. Public agencies or private entities that have statutory rights of eminent domain for projects they have the authority to construct; or
8. The agent of any of the foregoing who states on the application that he/she is the duly authorized agent and who submits evidence of being duly authorized in writing by his/her principal; or
9. The Board of Commissioners

2. Permitting Transportation-Related Uses (OAR 660-12-0045(1)(a))

As required by TPR Section -0045(1), the CCZO must establish permitting provisions for transportation uses. A new section is recommended to Article III (Use Zones) that includes the following transportation use provisions.

Section 3.500 Transportation Uses

1. Within existing rights-of-way, transportation improvements – such as bridges, culverts, streets, roads, highways, bike paths, and pedestrian access – will not require land use application approval for installation, repair, or replacement unless subject to the requirements of Article III. Accessory or incidental maintenance yards, stockpile sites, weigh stations, rest areas, and similar types of improvements are conditional uses in commercial or residential zones, and permitted uses in industrial zones. Such accessory uses may be sited within public rights-of-way or on publicly owned lands adjacent to them.
2. Within existing rights-of-way, cut or fill, temporary storage and processing activities, control signs, fencing, guardrail, median barriers, lighting, and similar improvements or activities are

recognized as accessory to the transportation use and do not require a land use application unless subject to the requirements of Article II.

3. Except as otherwise required by this Ordinance (see Article III), the acquisition of right-of-way, and removal or displacement of buildings, may be included in the repair and reconstruction of existing roads.

4. For a road project that reduces the setback of an existing conforming structure or the acreage of a conforming parcel, the right-of-way acquisition required for the project will not render the structure or parcel nonconforming.

5. When rights-of-way are acquired for new roads that bisect an existing parcel, the parcel is not deemed partitioned unless a land division is approved in accordance with the Curry County Land Division Ordinance.

6. New roads will provide connectivity with the regional transportation system, as described in the County Transportation System Plan, applicable city transportation system plans, and the Oregon Transportation Plan.

3. Application Notice to Transportation Agencies (OAR 660-12-0045(1)(c) and (2)(f))

Add transportation agencies – transportation facility owners and transportation service providers including Curry Public Transit – to the list in Section 2.061 of those receiving notice of a complete development application.

Section 2.061 Notice of Application.

1. Mailing of Notice of Application. The purpose of the notice of application is to give nearby property owners and other interested people the opportunity to review and submit written comments on the application prior to a County decision on the application. Within ten business days of deeming the application complete, the County shall mail a notice of a pending application to:

[...]

g) Transportation facility owners and transportation service providers including Curry Public Transit, ODOT, and all other applicable agencies.

[...]

4. Notice Recipients. Notice shall be provided to individuals and agencies noted in Section 2.070.

Section 2.070. Noticing requirements, Evidentiary Hearing.

1. Evidentiary Hearing (Discretionary). At least twenty (20) days before the evidentiary hearing in a quasi-judicial hearing under Section 2.060(2) and (3) notice shall be sent to:

a) the applicant and all owners or contract purchasers of record of the property which is the subject of the application;

b) any affected governmental agency which has entered into an agreement with Curry County to coordinate planning efforts and to receive notices of such hearings;

- c) Oregon Department of Transportation to coordinate review of consistency with the functions, capacities, and level of service of facilities identified in the Transportation System Plan;
- d) owners of property within 500 feet of the site where the site is wholly or partially within an urban growth boundary, also further notice of only the time and place of the hearing shall be extended to property owners from greater than 100 feet to 250 of the site;
- e) owners of property within 250 feet of the site where the site is outside an urban growth boundary and not within a farm or forest zone; ~~and~~
- f) owners of property within 500 feet of the site where the site is within a farm or forest zone;
- g) any neighborhood or community organization recognized by the governing body and whose boundaries include the site; and
- h) transportation facility owners and transportation service providers including Curry Public Transit.

[...]

4. Access Consolidation (OAR 660-12-0045(2)(a) and Project Scope)

Enhance existing joint, cross, and shared access provisions.

Section 4.050 Access Management

[...]

12. Joint and cross access for non-residential commercial/industrial development.

- a) Adjacent non-residential commercial or office properties fronting collectors and arterial roadways classified as major traffic generators (i.e. shopping centers, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
- b) A system of joint use driveways and cross access easements shall be established when development or redevelopment is proposed on the site, with exceptions for barriers to cross access easements due to steep topography (20% slopes or greater), the presence of Goal 5 resources, and existing development wherever feasible. and The system of joint use driveways and cross access easements shall incorporate the following:
 - (1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;
 - (2) A design speed of 10 mph and maximum width of 20 feet to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 - (3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
 - (4) A verified access and circulation system plan for coordinated or shared parking areas is required ~~encouraged~~.

- c) Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
- d) Pursuant to this section, the property owners shall:
- (1) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access of service drive;
 - (2) Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the County roadway authority and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
 - (3) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
 - (4) Recorded agreements specified in Di, Dii, and Diii above shall be submitted with the Building Permit application for any new development or additions to existing development. (Added June 21, 2017, Ordinance 17-03)
- e) ~~The County may reduce required separation distance of access points spacing where they prove impractical, provided all of the following requirements are met:~~
- ~~(1) Joint access driveways and cross access easements are provided in accordance with this section;~~
 - ~~(2) The site plan incorporates a unified access and circulation system in accordance with this section;~~
 - ~~(3) The property owner enters into a written agreement with the County, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.~~
- f) ~~The County may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make the development of a unified or shared access and circulation system impractical.~~

[...]

19. Shared access. Residential development and sSubdivisions with frontage on the state highway system or County collectors or arterials shall be designed into minimize or avoid access points on these roadways by sharing~~ed~~ access points to and from the highway and demonstrating compliance with, or moving in the direction of compliance with, state access spacing standards or County spacing standards in Section 4.050(9). Normally a maximum of two accesses shall be allowed regardless of the number of lots served. If the site has frontage on or otherwise access to a lower functional classification roadway access off a secondary road is possible, then access shall be taken from that roadway and not from ~~should not be allowed onto the collector, arterial, or state-highway. If access off of a lower functional classification roadway secondary read becomes available, then conversion to that access is required upon development that requires a land use application pursuant to Section 2.060, encouraged and the access to the collector, arterial, or state-highway will be closed.~~

5. Traffic Impact Study Requirements (OAR 660-12-0045(2)(b))

Establish Traffic Impact Study (TIS) requirements in a new section in Article II (Section 2.500). Add references to these requirements for Administrative Permits (in Section 2.100(1)(a)(3)) and for Conditional Use Permits (in Section 7.020).

Section 2.500 Traffic Impact Study

1. The County or other road authority with jurisdiction may require a Traffic Impact Study (TIS) as part of an application for development, a change in use, or a change in access. A TIS shall be required where a change of use or a development would involve one or more of the following:
 - a) A change in zoning or a plan amendment designation;
 - b) Operational or safety concerns documented in writing by a road authority;
 - c) An increase in site traffic volume generation by 250 Per Average Daily Trips (ADT) or more and it represents a 20 percent or more increase in site traffic;
 - d) An increase in peak hour volume of a particular movement to and from a street or highway by 50 or more and it represents a 20 percent or more increase in trips;
 - e) An increase in the use of adjacent streets by vehicles exceeding the 26,000-pound gross vehicle weights by 10 vehicles or more per day;
 - f) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements; or that restrict site access with a gate or other security device that requires vehicles entering the site to stop or slow before gaining full access to the site.
 - g) The site is an ODOT Safety Priority Index System (SPIS) site.
 - h) A TIS required by ODOT pursuant to access management provisions in OAR 734-051.
2. The TIS shall be prepared by a professional engineer with competence in traffic engineering, licensed in the State of Oregon.
3. The TIS shall be reviewed according to the following criteria:
 - a) The analysis complies with the content requirements set forth by the County and/or other road authorities as appropriate;
 - b) The study demonstrates that existing or planned facilities can accommodate the proposed land use action and meet the facility standards, or identifies mitigation measures that resolve identified transportation safety deficiencies;
 - c) For affected County facilities, the study demonstrates that the project meets mobility and other applicable performance standards or targets established in the TSP, and includes identification of multi-modal solutions used to meet these standards, as needed; and
 - d) Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the CCZO, Curry County Land Division Ordinance, and Curry County TSP, or by ODOT.
4. Conditions of Approval.

a) The County may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

b) Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to County standards.

c) Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; contribution to traffic signals; and/or construction of paved shoulders or sidepaths that serve the proposed use may be required.

d) Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

Section 2.100. Action on Administrative Permits of the Director.

In making an Administrative Action decision, the Director:

1. Shall consider the following:
 - a) The burden of proof is placed upon the applicant. Such burden shall be to prove:
 - [...]

(3) The proposed action shall not impose an undue burden on the public transportation system. For developments that ~~are likely to generate significant change in trip generation~~ meet one of the thresholds in Section 2.500, the applicant shall provide ~~a Traffic Impact Study consistent with Section 2.500~~ adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding road system. The determination of impact or effects and the scope of the impact study should be coordinated with the provider of the affected transportation facility. ~~A significant change in trip generation is defined as a change in the use of property, including land, structures or facilities, or an expansion of the size of structures or facilities causing an increase in the trip generation of the property exceeding: (1) local facilities; 10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or (2) State of Oregon facilities; 25 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.~~

[...]

Section 7.020. Application for Conditional Use.

A request for a conditional or permitted use, modification of an existing conditional or permitted use or an alteration of a discontinued nonconforming use may be initiated by filing an application in accordance with Article II of this ordinance. The application shall include plans of the proposed use, or modification of an existing use, or reinstatement of a discontinued

nonconforming use. The application shall also include a Traffic Impact Study consistent with Section 2.500 if thresholds in Section 2.500 are met.

6. Bicycle Parking (OAR 660-12-0045(3)(a))

Add a bicycle parking subsection to Section 4.020 Off-Street Parking.

Section 4.020. Off-Street Parking

1. Vehicular Parking.
[...]

2. Bicycle Parking.

a) Standards. Bicycle parking spaces shall be provided with new development and where a change of use occurs, based on the standards below. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to a vehicle parking standard, Curry County may require bicycle parking spaces in addition to the requirements below.

1) For multiple-family development in excess of four (4) units, commercial, or parks/public/quasi-public use, new vehicle parking areas that exceed 10 motorized spaces must include a designated area for bicycle parking within 50 feet of a public entrance.

2) Bike rack(s) will be provided that will accommodate two (2) bikes for the first 10 motorized vehicle parking spaces, plus two (2) additional bikes for each additional 10 motorized vehicle parking spaces thereafter.

3) For all transit centers and park-and-ride lots, two (2) bicycle parking spaces will be provided or one space (1) per 10 vehicle spaces, whichever is greater.

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 lighted.

(3) All bicycle parking shall be designed so that bicycles may be secured to them without barriers such as needing to remove another bicycle.

(4) 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 three (3) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row or rack of bicycle parking.

(5) Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.

(6) 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.

(7) All bicycle parking in the public right-of-way must be permitted by the right-of-way authority and sited so that it is integrated with other elements in the planter strip.

(8) Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not be located within vision clearance areas, pursuant to Section 1.030 Vision Clearance.

c) Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. Curry County may exempt other uses upon finding that patrons or employees arriving by bicycle is impractical or unlikely due to the nature of the use or its location.

7. Bicycle and Pedestrian Connectivity (OAR 660-12-0045(3)(a-b))

Update Section 4.050.20 Connectivity to include provisions for bike and pedestrian connectivity.

Section 4.050.20 Connectivity

1. Vehicular Connectivity.

a) The road system of proposed subdivisions shall be designed to connect with existing, proposed, and planned roads outside of the subdivision as provided in this section of the ordinance.

b) Whenever a proposed development abuts unplatted land or a future development phase of the same development, road stubs shall be provided for access to abutting properties or to logically extend the road system into the surrounding area. All road stubs shall be provided with a temporary turn around unless specifically exempted from this requirement by the Community Development Director and Roadmaster. The extension of the road shall be the responsibility of any future developer of the abutting land. (Revised June 21, 2017, Ordinance 17-03)

c) Minor collector and local residential access roads shall connect with surrounding roads to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local roads. Appropriate design and traffic control such as four-way stops and traffic calming measures are the preferred means of discouraging through traffic.

2. Bicycle and Pedestrian Connectivity. Pedestrian access and circulation are required to provide for safe, reasonably direct, and convenient access for pedestrians in multiple-family development and non-residential development.

a) In non-residential development:

1) A pedestrian walkway system shall extend throughout the development site and connect to any existing adjacent sidewalks, parking areas, or transit facilities, and to all future phases of the development, as applicable.

2) Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way pursuant to the following standards:

(a) The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that is straight-line or limits deviation from a straight line.

(b) 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 approving authority may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

(c) A pathway system shall extend throughout the development site and connect building entrances to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to future phases of the development, as applicable.

b) In multi-family developments:

1) Internal connections. On sites larger than 10,000 square feet, an internal pedestrian walkway system shall be provided. The system shall connect all main entrances to the following:

(a) On-site shared facilities (if proposed), including parking areas, bicycle parking, recreational areas, and outdoor areas; and

(b). Adjacent off-site improvements, including existing and planned public transit stops, schools, and parks.

2) Walkways shall be direct. A walkway is direct when it follows a route for which the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less.

c) Where a walkway is parallel and adjacent to an auto travel lane, the facility shall be raised or be separated from the auto travel lane by a raised curb, bollards, landscaping, or other physical barrier approved as part of a discretionary review. If a raised walkway is used, it shall be at least 4 inches high and the ends of the raised portions shall have curb ramps. Bollard spacing shall be no farther apart than 5 feet on center.

d) Where a walkway crosses driveways, parking areas, or loading areas, the walkway shall be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved as part of a discretionary review. Striping does not meet this requirement. Elevation changes and speed bumps shall be at least 4 inches high.

e) Walkways shall be constructed of concrete, asphalt, brick or masonry pavers, or other County-approved durable surfaces meeting ADA requirements, and shall be a minimum of five feet wide. If being reviewed through a discretionary land use process, the approving authority may require wider walkways where the volume of pedestrian traffic warrants.

f) Sidepaths (designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt, shall be a minimum of eight feet wide, and shall be separated from the adjacent roadway by a minimum of five feet. If being reviewed through a discretionary land use process, the approving authority may require wider pathways where volume of pedestrian traffic warrants, where greater separation is needed based on the speed and configuration of the adjacent roadway, and by available right-of-way.

8. Transit Access and Supportive Improvements (OAR 660-12-0045(4) and 2023 TDP)

Add a new section to Article IV (Section 4.400 Transit Access and Supportive Improvements) regarding access to transit stops and improvements at transit stops.

Section 4.400 Transit Access and Supportive Improvements

1. Access Between the Site and the Street. On-site pedestrian and bicycle circulation shall be connected to adjacent sidewalks and existing or planned transit stops consistent with the standards in Section 4.050.20(2).

2. Access to the Transit Stop and Supportive Improvements. Non-residential and multi-family residential development that is proposed 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 in coordination with the transit service provider:

a) Direct connection. Connections between the transit stop and primary entrances of the buildings on-site shall 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. For multi-family residential development not being reviewed through a discretionary process, a walkway is direct when it follows a route for which the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less.

(1) For non-residential buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

(2) For multiple-family 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) In addition to direct connection, on-site pedestrian and bicycle circulation that is consistent with the standards in Section 4.050.20(2).

c) The primary entrance of the building that is closest to the street where the transit stop is or will be located is oriented to that street.

d) Easements and transit stop improvements (e.g., landings, seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with adopted transportation and transit plans.

9. Preferential Parking for Carpools and Vanpools (OAR 660-12-0045(4) and 2023 TDP)

Add new subsection to general parking provisions in Section 4.022 to encourage carpooling and vanpooling.

4.022 General Provisions - Off-Street Parking and Loading.

[...]

16. Carpool/Vanpool Parking

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.

10. Transit Uses in Parking Lots (OAR 660-12-0045(4) and 2023 TDP)

Add new subsection to general parking provisions in Section 4.022 that allows for the use of parking areas for transit uses such as stops and park-and-ride areas.

4.022 General Provisions - Off-Street Parking and Loading.

[...]

17. Transit Facilities and Uses. 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 be consistent with the location and design specifications of the Curry County Transit Development Plan.

11. Cross Section Updates (OAR 660-12-0045(7) and TSP Consistency)

Update references to road functional classifications in Section 4.050.5. Update the road design standards in Section 4.050.8 (Table 8A).

5. Functional classification of roads and road standards. Roadways within Curry County have been classified according to their function in moving vehicles and providing access to property. The functional class of all major public roads within the county is indicated ~~in Table 12.2A of the Curry County Comprehensive Plan and in Appendix B Chapter 4 of the Curry County Transportation System Plan.~~

[...]

8. Minimum right-of-way and roadway widths outside urban growth boundaries. Minimum right-of-way and roadway widths for roads of various functional classes that are located outside of urban growth boundaries, including Rural Communities, shall be as shown on Table 8A:

Table 8A. Rural Standards for Curry County

Functional Class	Minimum ROW	Minimum Road *Paved Surface Width (feet)	Shoulder Width
Minor Arterial	50	2634	6 feet paved shoulders
Major Collector with or without bike lanes	50	2630 (Revised June 21, 2017, Ordinance 17-03)	4 feet paved shoulders
Minor Collector	50	2430	24 feet paved shoulders
Industrial Commercial	50	2426	2 feet paved shoulders
11+ dwelling units Residential	50	2024	2 feet paved shoulders
5 to 10 dwelling units Residential	50	18	*Intervisible Turn-Outs (Revised June 21, 2017, Ordinance 17-03)

Functional Class	Minimum ROW	Minimum Road *Paved Surface Width (feet)	Shoulder Width
5 or less dwelling units Residential	50	16	*Intervisible Turn-Outs (Revised June 21, 2017, Ordinance 17-03)
Cul-de-sac	50R	45R	
*Intervisible Turn-Outs are required as set forth in (d)iii) below. (Revised June 21, 2017, Ordinance 17-03)			

12. Transportation-Related Use Definitions (Internal Consistency)

Update definitions in Section 1.030 to reflect terms used in the TSP and code updates proposed in this memorandum. Note: Numbering in the Definitions section will need to be revised to accommodate any new definitions adopted.

Section 1.030 Definitions

- Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made.
- 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.
- Sidewalk. A multi-use path located immediately adjacent and parallel to a roadway.
- 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. 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.