

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please fill out a Speaker Request Form and place it in the Speaker Request Box by staff. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
STUDY SESSION MEETING
June 28, 2022
AGENDA
<https://zoom.us/j/96935828276>**

- I. **CALL TO ORDER:** 7:00 PM via Zoom
- II. **ANNOUNCEMENTS**
- III. **PUBLIC FORUM**
- IV. **DISCUSSION ITEMS**
 - A. Ashland Characteristics, Demographics and Urban Form Presentation
 - B. Food Truck Discussion
- V. **ADJOURNMENT**

**CITY OF
ASHLAND**



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

Parking Reform Summary

June 15, 2022

Rules Implementing

OAR 660-012-0400 through 0450

(see also definitions in 0005 and deadlines in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas, and counties with more than 5,000 people inside the urban growth boundary but outside city limits (Washington, Clackamas, Marion, Lane, Multnomah).

Some of the rules take effect December 31, 2022; others require action by March 31, 2023 or June 30, 2023.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a real cost.

Because of the cookie-cutter approach of mandates, parking is often over-built, unnecessarily adding costs while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require more than adequate parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update code to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

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Phase 1 – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after Dec 31, 2022 (amend code or directly apply OAR)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

Phase 2 – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New developments with parking lots more than ¼ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Parking maximums in appropriate locations (in existing TPR)

0410 Electric Vehicle Charging **due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
(additional provisions for 200,000+ population cities, i.e. Portland)

0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates no additional action needed	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. Must unbundle parking for multifamily units near frequent transit. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% by September 30, 2025	
	<p style="text-align: center;">Option 2 enact at least three of:</p> <ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development 	<p style="text-align: center;">Option 3</p> No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30%. Adopt parking maximums. No mandates within ½ mile walking distance of Climate-Friendly Areas. Designate district to manage on-street residential parking.

DISCUSSION ITEM

Ashland Characteristics, Demographics, and Urban Form Presentation

Memo

DATE: June 28, 2022

TO: Ashland Planning Commission

FROM: Brandon Goldman, Planning Manager

RE: Ashland Characteristics, Demographics and Urban Form Presentation

Summary

The Community Development Department, under the direction of the City Manager, recently assembled data regarding Ashland's demographics, general characteristics of the community, and potential opportunity zones for future concentration of development activity. This information was presented to the City Council at a special meeting on May 23rd.

Planning Staff recognizes that the information contained in this presentation has direct bearing on much of the legislative work the Planning Commission considers throughout the year, and as such it is being presented to the commission at this evening's study session.



DISCUSSION ITEM

Food Truck Discussion

Memo

DATE: 6/22/2022
TO: Ashland Planning Commission
FROM: Derek Severson, Senior Planner
RE: Food Trucks in Ashland

Despite food vendors and space for outdoor eating being requisite elements in the Detail Site Review Zone's Plaza Space Standards in AMC 18.4.2.040.D.2.c.vi, food trucks have typically been looked at either in terms of the short-term event allowances or as temporary seasonal uses requiring a Type I Conditional Use Permit. In addition to serving as an incubator for restaurateurs to make a more affordable entry into the business without a bricks-and-mortar investment, food trucks can enliven and activate a space and during the pandemic provided an affordable outdoor dining option in many communities. The current treatment of food trucks in Ashland as a Type I Conditional Use Permit results in an application process that in terms of both fees and timeframe can pose a barrier to many food truck owners.

Staff would like to present the Commission with some options to consider which might provide a smoother path for food truck owners interested in operating in Ashland.

1. Food vendors and space for outdoor eating are a requisite element for plaza space in the Detail Site Review zone. As such, it could be made an administrative policy that any property in the Detail Site Review Zone that can accommodate food vendors and outdoor eating spaces in their existing plaza space without physical alteration of the space (other than extension of utilities) could do so without separate land use approval. The basis for this change would be in not requiring a Conditional Use Permit for something that is already one of the required elements for plaza space in this zone.
2. In addition, staff believe it would be appropriate to allow food trucks and/or outdoor eating space in existing parking lots in commercial zones with over five spaces, except in cases where the parking lot is already subject to a mixed use or joint use credit. Up to 20 percent of parking spaces could be used for food trucks as an outright permitted use without a requirement for land use approval.

In both cases, signage could be limited to what was on the truck itself, and the food trucks would need to obtain business licenses, register for and pay food and beverage tax, and obtain any required inspections from the Building, Fire and the Health Departments.

