



Council Business Meeting

December 5, 2023

Agenda Item	Public Hearing and First Reading of Ordinance 3229 Amending Ashland’s Parking Standards	
From	Brandon Goldman	Community Development Director
Contact	Brandon.goldman@ashland.or.us 541-552-2076 Derek.severson@ashland.or.us	
Item Type	Requested by Council <input type="checkbox"/> Update <input type="checkbox"/> Request for Direction <input type="checkbox"/> Presentation <input type="checkbox"/>	

SUMMARY

The City of Ashland is required to update its Parking Ordinance by December 31, 2023, in compliance with state mandates stemming from the Climate-Friendly and Equitable Communities (CFEC) rules adopted by the Land Conservation and Development Commission in July 2022.

This proposed ordinance modifies our existing ordinances.

POLICIES, PLANS & GOALS SUPPORTED

The proposed elimination of minimum parking requirements in the City of Ashland aligns with several policies and goals that the city may aim to achieve:

- **Compliance with State Mandates:** The proposed changes are necessary to comply with state mandates, such as the Climate-Friendly and Equitable Communities rules. Ensuring compliance with state regulations is a fundamental policy goal.
- **Sustainability and Environmental Goals:** By eliminating parking mandates, the city can encourage alternative transportation options, such as walking, cycling, and public transit. This reduction in car usage can contribute to lower greenhouse gas emissions and align with sustainability and climate action goals. The retention of Bike Parking requirements further promotes use of alternative transportation.
- **Urban Density and Walkability:** Eliminating parking mandates can promote urban density and walkability by reducing the emphasis on car-centric planning. This supports goals related to creating more walkable and vibrant urban areas.
- **Economic Development:** Eliminating parking mandates can reduce development costs and regulatory burdens, which may attract businesses and developers, potentially spurring economic development and job growth in the city.
- **Housing affordability:** By eliminating minimum parking requirements for residential units, the city can reduce housing development costs, enabling more affordable housing options and higher-density housing, aligning with affordability goals.
- **Accessibility and Inclusion:** Focusing on accessible parking provisions for individuals with disabilities, even when there is no parking minimum requirement, demonstrates the city’s commitment to accessibility and inclusion. This aligns with goals related to creating an inclusive and accessible environment for all residents.

BACKGROUND AND ADDITIONAL INFORMATION





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The Climate-Friendly and Equitable Communities (CFEC) rules, adopted by the Land Conservation and Development Commission (LCDC) in July of 2022, included substantial changes to the ways that cities can regulate parking. With the first tier of these new rules, which took effect January 1st, cities are no longer allowed to mandate off-street parking within ½-mile of frequent transit. In addition, cities can no longer mandate parking (on- or off-street) for small units (< 750 s.f.), affordable housing, single room occupancy housing, shelters, childcare facilities, or facilities for people with disabilities. Additionally, cities can no longer require more than one parking space per dwelling unit for residential developments with more than one dwelling unit.

On January 1, 2023, the City initiated the implementation of the Climate Friendly and Equitable Communities (CFEC) rules, marking a significant step towards more sustainable urban planning. Following this, Ordinance 3229 was introduced to formally integrate these rules into our local Land Use Ordinance. This integration not only aligns local regulations with the CFEC standards but also presents a timely opportunity to address and clarify certain aspects of the existing code, particularly those concerning parking and driveways. These sections, previously highlighted for revision through various planning applications, are now being refined to ensure consistency and effectiveness in line with the new environmental and equitable standards set forth by the CFEC rules.

The CFEC rulemaking process established 3 different options, or reform paths, for cities to consider in amending parking regulations in their jurisdictions. These options are more fully addressed in the attached Staff Report dated 11/14/2023. Following the September 12th Planning Commission study session, and Council's discussion on October 17th, staff has incorporated the requisite "Option 1" CFEC amendments into Ordinance 3229, removing parking minimums, retaining parking maximums, and drafted additional amendments to the Ashland Land Use Ordinance as follows:

- Added draft code language allowing an applicant to newly obtain a Conditional Use Permit to exceed the maximum number of parking space provided in the Parking Spaces by Use Table (18.4.3.030.B.2)
- Added draft code language that requires at least one ADA-accessible parking space be provided in those instances when no other parking is proposed (18.4.3.050).
 - This provision would not apply in the C-1-D (Downtown) zone due to historic development patterns.
 - Where parking is voluntarily proposed the State Building Code stipulates the requisite number of accessible spaces required.
- Added new code language, and revised bicycle parking graphics, relating to cargo-bike dimensions and bike parking layouts (18.4.3.070.C.6)
- Incorporated requisite CFEC tree canopy coverage and maintenance requirements for parking lot trees (18.4.3.080.B.6)
- Removed code language which stipulated a 50' separation between driveways on neighborhood streets for lots serving three or more units. Retains the requisite 24' separation between driveways (18.4.3.080.C.3.c.i).



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- o Amended existing code language addressing width requirements for two-way vehicular circulation, and one-way vehicular circulation based on consistency with a prior variance approval (18.4.3.080.D.3).
- o Amended code language for on-street parking associated with Performance Standards Options subdivisions (18.3.9.060).
- o Amended existing code language relating to the maximum grade of flag drives to allow multiple sections, to exceed 15% grade, up to a maximum of 18%, to clarify intent based on consistency with a prior variance approval (18.5.3.060.F)

As noted previously, the draft ordinance presented at First Reading implements "Option 1" from the Climate Friendly and Equitable Communities (CFEC) rules. By implementing Option 1 from the CFEC rules Ashland is exempt from the more complex approaches outlined in Options 2 and 3 as it has already chosen to remove all city-wide parking mandates. Jurisdictions that don't remove these mandates must follow a different approach and adopt a fair parking policy as per OAR 660-012-0445(1)(a). This includes implementing at least two policies from that rule. Examples include requiring parking fees be charged and be separated from the rental, lease, or sale price of residential units, also known as unbundling parking. This unbundled parking methodology could also apply to tenants of commercial buildings. Ashland, having chosen to remove all parking mandates, isn't required to adopt these alternative parking policies under CFEC rules. Ordinance No 3229 as presented doesn't include any measures for unbundling parking costs.

During the November 14th public hearing on this ordinance, the Planning Commission expressed interest in having future discussions regarding the benefits and implications of unbundling parking, and more carefully examining implementation issues regarding the City's involvement and enforcement with private lease and sales agreements. However, the Commission recommended that the current ordinance should proceed without addressing unbundling parking at this time.

FISCAL IMPACTS

There are no direct fiscal impacts for the City resulting from the adoption of the proposed land use amendments to the parking standards.

Although not a direct impact of the legislation under consideration, eliminating parking mandates has the potential to positively impact a city's finances by fostering growth, increasing tax revenue, and reducing certain infrastructure costs.

RECOMMENDATIONS

Staff Recommendations

Staff recommends that the Council approve First Reading of Ordinance No 3229 and send it to second Reading for its enactment.

Commission/Committee recommendations



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The Planning Commission advises the Council to approve Ordinance 3229 as presented. At the Planning Commission November 14th, 2023 public hearing, the Commission did recommend an amendment to exempt the C-I-D zone (downtown) from the requirement to provide at least one accessible space (18.4.3.050) as this area has historically been exempt from any onsite parking requirements and therefore many buildings in this zone could not retroactively provide an accessible space due to the pattern of zero lot line development. This amendment has been incorporated into the draft Ordinance 3229 presented at First Reading.

The Transportation Advisory Committee reviewed the ordinance on November 16th. During their review the Committee recognized that Ordinance No. 3229 effectively implements the State regulations regarding the elimination of parking mandates. However, several committee members raised concerns about this state mandate in general and the resulting diminishment of the City's authority to mandate parking in relation to specific uses and transportation impacts.

ACTIONS, OPTIONS, AND POTENTIAL MOTIONS

1. I move to approve First Reading of Ordinance 3229, AN ORDINANCE AMENDING THE ASHLAND LAND USE ORDINANCE TO REMOVE AUTOMOBILE PARKING MANDATES AND AMEND PARKING STANDARDS SET FORTH IN ASHLAND MUNICIPAL CODE SECTIONS 18.2.2, 18.2.3, 18.3.14, 18.3.2, 18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3, 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5, AND 18.5.6; and to schedule Second Reading on December 19th, 2023.

REFERENCES & ATTACHMENTS

- Draft Ordinance 3229 amending the Ashland land use ordinance to remove automobile parking mandates and amend parking standards
- Staff Report dated 11/14/2023
- DLCDC Implementation Guidance – Unbundled Parking
- Draft Planning Commission Findings
 - Reviewed by Planning Commission scheduled for 11/28
- Public Comments Received:
 - Sharon Dormann Letter – Dated 11/10/2023
 - Housing Authority of Jackson County (Ryan Hanes) Letter – Dated 11/13/2023
 - Cat Gould Letter – Dated 11/13/2023
 - Streets for Everyone Letter – Dated 11/17/2023
 - Gary Schaff Letter 1 – Dated 11/10/2023
 - Gary Schaff Letter 2 – Dated 11/12/2023
 - Ray Chirgwin Letter – Sated 10/14/2022

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DRAFT

ORDINANCE NO. 3229

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**AN ORDINANCE AMENDING THE ASHLAND LAND USE ORDINANCE TO REMOVE
AUTOMOBILE PARKING MANDATES AND AMEND PARKING STANDARDS SET
FORTH IN ASHLAND MUNICIPAL CODE SECTIONS 18.2.2, 18.2.3, 18.3.14, 18.3.2,
18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3, 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5, AND 18.5.6.**

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Annotated to show **deletions** and **additions** to the code sections being modified. Deletions are **~~bold lined through~~** and additions are in **bold underline**.

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WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

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Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

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WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass’n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d 730, 734 (1975); and

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WHEREAS, the amendments are in compliance with OAR 660-012-0400, relating to implementation of the parking mandate reform requirements from the Climate Friendly and Equitable Communities (CFEC) rules adopted by the Land Conservation and Development Commission on July 21, 2022; and

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WHEREAS, the CFEC rules require cities with populations over 10,000 to reform parking standards, plan for mixed use “climate-friendly” areas where residents, workers, and visitors can

1 meet most of their daily needs by walking, bicycling or riding transit, and create more equitable
2 and accessible communities, especially for those traditionally underserved and who experience
3 discrimination; and
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5 **WHEREAS**, the City of Ashland Planning Commission considered the above-referenced
6 recommended amendments to the Ashland Land Use Ordinance at a duly advertised public
7 hearings on November 14, 2023, and following deliberations, recommended approval of the
8 amendments by a vote of 5-0; and
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10 **WHEREAS**, the City Council of the City of Ashland conducted a duly advertised public hearing
11 on the above-referenced amendments on December 5, 2023; and
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13 **WHEREAS**, the City Council of the City of Ashland, following the close of the public hearing
14 and record, deliberated and conducted first and second readings approving adoption of the
15 Ordinance in accordance with Article 10 of the Ashland City Charter.; and
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17 **WHEREAS**, the City Council of the City of Ashland has determined that in order to protect and
18 benefit the health, safety and welfare of existing and future residents of the City, it is necessary
19 to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an
20 adequate factual base exists for the amendments, the amendments are consistent with the
21 comprehensive plan and that such amendments are fully supported by the record of this
22 proceeding.
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1 **THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:**

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3 **SECTION 1.** Ashland Municipal Code Title 18.4.3 Land Use is hereby amended as follows.

4 **18.4.3.010 Purpose**

5 **Where automobile parking is voluntarily provided, it must meet the requirements of**

6 Chapter 18.4.3 **which also** contains requirements for ~~automobile and~~ bicycle parking, ~~and~~
7 vehicular and pedestrian access, circulation, and connectivity. The purpose **of this chapter** is to
8 provide safe and effective access and circulation for pedestrians, bicyclists, and vehicles. For
9 transportation improvement requirements, refer to chapter 18.4.6 Public Facilities. **While off-**
10 **street parking is not required, access for emergency vehicles must be retained, and**
11 **adequate accessible parking spaces, loading areas, delivery areas, pick-up/drop-off areas**
12 **should be considered.**

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14 **18.4.3.020 Applicability**

15 A. The requirements of this chapter apply to parking, access, and circulation facilities in all
16 zones, except those specifically exempted, whenever any building is erected or enlarged,
17 parking, access or circulation is expanded or reconfigured, or the use is changed.

18 ~~B. The City may require a study prepared by a qualified professional to determine offsets~~
19 ~~in parking demand, access, circulation, and other transportation impacts, pursuant to this~~
20 ~~section.~~

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22 ~~C. All required parking, access, and circulation facilities shall be constructed when a use~~
23 ~~is intensified by the addition of floor space, seating capacity, or change in use, or when an~~
24 ~~existing building or dwelling is altered or enlarged by the addition or creation of dwelling~~
25 ~~units or guest rooms.~~

26 **BD.** **Exceptions and Variances.** Requests to depart from the requirements of this chapter are
27 subject to chapter 18.5.5 Variances, except that deviations from the standards in subsections
28 18.4.3.080.B.4 ~~and 5~~, **18.4.3.080.B.5, 18.4.3.080.B.6**, and section 18.4.3.090 Pedestrian
29 Access and Circulation are subject to 18.5.2.050.E Exception to the Site Development and
30 Design Standards.

1 ~~E. Variance to Parking Standard for Commercial Buildings in the Historic District. In~~
2 ~~order to preserve existing structures within the Historic District overlay while permitting~~
3 ~~the redevelopment of property to its highest commercial use, the Staff Advisor, through a~~
4 ~~Type I procedure and pursuant to section 18.5.1.050, may grant a Variance to the parking~~
5 ~~standards of section 18.4.3.040 by up to 50 percent for commercial uses within the Historic~~
6 ~~District overlay. The intent of this provision is to provide as much off-street parking as~~
7 ~~practical while preserving existing structures and allowing them to develop to their full~~
8 ~~commercial potential. The City, through this ordinance provision, finds that reuse of the~~
9 ~~building stock within the Historic District overlay is an exceptional circumstance and an~~
10 ~~unusual hardship for the purposes of granting a variance.~~

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12 **18.4.3.030 General Automobile Parking Requirements and Exceptions**

13 ~~A. Minimum Number of Off-Street Automobile Parking Spaces. Off-street parking shall~~
14 ~~be provided pursuant to one of the following three methods and shall include required~~
15 ~~Disabled Person Parking.~~

16 ~~1. Standard Ratios for Automobile Parking. The standards in Table 18.4.3.040.~~

17 ~~2. Unspecified Use. Where automobile parking requirements for any use are not~~
18 ~~specifically listed in Table 18.4.3.040, such requirements shall be determined by the~~
19 ~~Staff Advisor based upon the most comparable use specified in this section, and other~~
20 ~~available data.~~

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22 ~~3. Parking Demand Analysis. The approval authority through a discretionary review~~
23 ~~may approve a parking standard that is different than the standards under subsections~~
24 ~~18.4.3.030.A.1 and 18.4.3.030.A.2, above, as follows:~~

25 ~~a. The applicant submits a parking demand analysis with supporting data~~
26 ~~prepared by a professional engineer, planner, architect, landscape architect, or~~
27 ~~other qualified professional;~~

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29 ~~b. The parking analysis, at a minimum, shall assess the average parking demand~~
30 ~~and available supply for existing and proposed uses on the subject site;~~
~~opportunities for shared parking with other uses in the vicinity; existing public~~

1 parking in the vicinity; transportation options existing or planned near the site,
2 such as frequent bus service, carpools, or private shuttles; and other relevant
3 factors. The parking demand analysis option may be used in conjunction with, or
4 independent of, the options provided under section 18.4.3.060, Parking
5 Management Strategies.

6 e. ~~The review procedure shall be the same as for the main project application.~~

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8 **B A.** Maximum Number of Off-Street Automobile Parking Spaces. ~~The number of spaces~~
9 ~~provided by any particular use in ground surface lots shall not exceed the number of spaces~~
10 ~~required by this chapter by more than ten percent.~~ **Voluntarily provided off-street**
11 **automobile parking spaces shall not exceed the maximum number of spaces listed in Table**
12 **18.4.3.040 ‘Parking Spaces by Use’.**

13 1. ~~Automobile~~ ~~S~~spaces provided on-street, or within the ~~building~~ footprint of structures,
14 such as in rooftop parking or under-structure parking, or in multi-level parking above or
15 below surface lots, shall not apply towards the maximum number of allowable spaces.

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17 **2. Construction of additional off-street parking spaces, in excess of the maximum**
18 **parking spaces established by use, as specified in Table 18.4.3.040, requires approval**
19 **of a Conditional Use Permit under chapter 18.5.4.**

20 ~~C. Commercial Downtown Zone. All uses within the C-1-D zone, except for hotel, motel,~~
21 ~~and hostel uses, are exempt from the off-street parking requirements of this section.~~

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23 ~~D. North Mountain Plan District. Within the Neighborhood Central zone of the North~~
24 ~~Mountain (NM) Neighborhood Plan district, all uses are exempt from the off-street parking~~
25 ~~requirements of this section, except that residential uses are required to provide a~~
26 ~~minimum of one parking space per residential unit. (Ord. 3167 § 11, amended, 12/18/2018)~~

27 18.4.3.040 Parking Ratios **Vehicle and Bicycle Quantity Standards**

28 Except as provided by section 18.4.3.030, the standard ratios required for ~~automobile~~ parking
29 are as follows, **as are the maximum allowances for voluntarily provided off-street**
30 **automobile spaces.** Fractional spaces shall be rounded up to the next whole number. See also
accessible parking space requirements in section 18.4.3.050.

Table 18.4.3.040. Parking Spaces by Use

Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
Residential Categories	See definition of dwelling types in section <u>18.6.1.030</u> .
Single-Family Dwellings	<p>2 spaces for detached dwelling units and the following for attached dwelling units:</p> <p>a. Studio units or 1-bedroom units less than 500 sq. ft.— 1 space/unit.</p> <p>b. 1-bedroom units 500 sq. ft. or larger— 1.50 spaces/unit.</p> <p>c. 2-bedroom units— 1.75 spaces/unit.</p> <p>d. 3-bedroom or greater units— 2.00 spaces/unit.</p>
Accessory Residential Unit	No additional parking spaces required. See definition of accessory residential unit in section <u>18.6.1.030</u> .
Duplex	<p>a. 2 spaces per duplex meeting the standards in section <u>18.2.3.110</u>. See definition of duplex in section <u>18.6.1.030</u>.</p> <p>b. Use multifamily dwelling parking ratio for duplex not meeting the standards of section <u>18.2.3.110</u>. See definition of duplex in section <u>18.6.1.030</u>.</p>
Multifamily Dwellings	<p>a. Studio units or 1-bedroom units less than 500 sq. ft.— 1 space/unit.</p> <p>b. 1-bedroom units 500 sq. ft. or larger— 1.50 spaces/unit.</p>

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Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
	<p>e. 2-bedroom units — 1.75 spaces/unit. d. 3-bedroom or greater units — 2.00 spaces/unit. e. Retirement complexes for seniors 55 years or greater — 1 space per unit. f. Transit Triangle (TT) overlay option developments, see chapter <u>18.3.14</u>.</p>
Cottage Housing	<p>a. Units less than 800 sq. ft. — 1 space/unit. b. Units greater than 800 sq. ft. and less than 1,000 sq. ft. — 1.5 spaces/unit. c. Units greater than 1,000 sq. ft. — 2.00 spaces/unit. d. Retirement complexes for seniors 55 years or greater — 1 space per unit.</p>
Manufactured Housing	<p>Parking for a manufactured home on a single-family lot is same as a single-family dwelling; for manufactured housing developments, see sections <u>18.2.3.170</u> and <u>18.2.3.180</u>.</p>
Performance Standards Developments	<p>See chapter <u>18.3.9</u>.</p>
Commercial Categories	
Auto, boat or trailer sales, retail nurseries and other outdoor retail uses	<p>1 space per 1,000 sq. ft. of the first 10,000 sq. ft. of gross land area; plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area; and 1 space per 2 employees.</p>
Bowling Alleys	<p>3 spaces per alley, plus 1 space for auxiliary</p>

Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
	activities set forth in this section.
Chapels and Mortuaries	1 space per 4 fixed seats in the main chapel.
Hotels	1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.
Offices	General Office: 1 space per 500 sq. ft. floor area.
	Medical/Dental Office: 1 space per 350 sq. ft. floor area.
Restaurants, Bars, Ice Cream Parlors, Similar Uses	1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is less.
Retail Sales and Services	General: 1 space per 350 sq. ft. floor area.
	Furniture and Appliances: 1 space per 750 sq. ft. floor area.
Skating Rinks	1 space per 350 sq. ft. of gross floor area.
Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses	1 space per 4 seats.
Travelers' Accommodations	1 space per guest room, plus 2 spaces for the owner or manager.
Industrial Categories	
Industrial, Manufacturing and Production, Warehousing and Freight	1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees, whichever is less, plus 1 space per company vehicle.

Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
Institutional and Public Categories	
Aircraft Hangar — Ashland Municipal Airport	1 space per hangar or 1 space per 4 aircraft occupying a hangar, whichever is greater. Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master Plan.
Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories	2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.
Daycare	1 space per 2 employees; a minimum of 2 spaces is required.
Golf Courses	Regular: 8 spaces per hole, plus additional spaces for auxiliary uses.
	Miniature: 4 spaces per hole.
Hospital	2 spaces per patient bed.
Nursing and Convalescent Homes	1 space per 3 patient beds.
Public Assembly	1 space per 4 seats.
Religious Institutions and Houses of Worship	1 space per 4 seats.
Rest Homes, Homes for the Aged, or Assisted Living	1 space per 2 patient beds or 1 space per apartment unit.
Schools	Elementary and Junior High: 1.5 spaces per

<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>Use Categories</p>	<p>Minimum Number of Parking Spaces per Land Use</p> <p>(Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)</p>
<p>6</p> <p>7</p>	<p>classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater.</p>
<p>8</p> <p>9</p> <p>10</p> <p>11</p>	<p>High Schools: 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater.</p>
<p>12</p> <p>13</p> <p>14</p> <p>15</p>	<p>Colleges, Universities and Trade Schools: 1.5 spaces per classroom, plus 1 space per 5 students the school is designed to accommodate, plus requirements for on-campus student housing.</p>
<p>16</p> <p>Other Categories</p>	
<p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>Temporary Uses</p>	<p>Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</p>

23 **Table 18.4.3.040. Automobile and Bike Parking Spaces by Use**

<p>25</p> <p>26</p> <p>27</p> <p>28</p> <p>29</p> <p>30</p> <p><u>Use Categories</u></p>	<p><u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u></p> <p>(fractional spaces shall be rounded up to next whole number)</p>	<p><u>Minimum Number of Bike Parking Spaces per Land Use</u></p> <p>(fractional spaces shall be rounded up to next whole number)</p>
<p><u>Residential Categories</u></p>	<p><u>See definition of dwelling</u></p>	

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<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> (fractional spaces shall be rounded up to next whole number)	<u>Minimum Number of Bike Parking Spaces per Land Use</u> (fractional spaces shall be rounded up to next whole number)
	<u>types in section 18.6.1.030.</u>	
<u>Single-Family Dwellings, Accessory Residential Units and Duplexes</u>	<u>No maximum.</u>	<u>No bike parking requirements.</u>
<u>Multifamily Dwellings</u>	<u>A maximum of 2 spaces per multifamily dwelling unit.</u>	<u>a. Dwellings with an individual garage are not required to provide bike parking.</u> <u>b. 1 sheltered space per studio/1 bedroom</u> <u>c. 1.5 sheltered spaces per 2 bedrooms</u> <u>d. 2 sheltered spaces per 3 bedrooms</u> <u>e. Senior housing. 1 sheltered space per 8 dwelling units</u>
<u>Cottage Housing</u>	<u>A maximum of 1.5 spaces per cottage.</u>	<u>1 sheltered space per cottage.</u>
<u>Manufactured Housing</u>	<u>A maximum of 2 spaces.</u>	<u>2 sheltered spaces per manufactured dwelling without a garage.</u>
<u>Performance Standards Developments</u>	<u>See chapter 18.3.9.</u>	

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
<u>Commercial Categories</u>		
<u>Auto, boat or trailer sales, retail nurseries and other outdoor retail uses</u>	<u>A maximum of 1 space per 1,000 sq. ft. of the first 10,000 sq. ft. of gross land area; plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area; and a maximum of 1 space per 2 employees.</u>	<u>1 per 5,000 sq. ft. of sales area</u>
<u>Bowling Alleys</u>	<u>A maximum of 3 spaces per alley, plus additional spaces for auxiliary uses.</u>	<u>1 per 2 per alleys</u>
<u>Chapels and Mortuaries</u>	<u>A maximum of 1 space per 4 fixed seats in the main chapel.</u>	<u>1 per 20 seats</u>
<u>Hotels</u>	<u>A maximum of 1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.</u>	<u>1 per 5 guest rooms</u>
<u>Offices</u>	<u>General Office: A maximum of 1 space per 500 sq. ft. floor area.</u>	<u>1 per 2,500 sq. ft. office</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
	<u>Medical/Dental Office: A maximum of 1 space per 350 sq. ft. floor area.</u>	<u>1 per 1,750 sq. ft. office</u>
<u>Restaurants, Bars, Ice Cream Parlors, Similar Uses</u>	<u>A maximum of 1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is more</u>	<u>1 per 20 seats or 1 per 500 sq. ft. of gross floor area, whichever is less.</u>
<u>Retail Sales and Services</u>	<u>General: A maximum of 1 space per 350 sq. ft. floor area.</u>	<u>1 per 1,000 sq. ft. floor area</u>
	<u>Furniture and Appliances: A maximum of 1 space per 750 sq. ft. floor area.</u>	<u>1 per 2,500 sq. ft. floor area</u>
<u>Skating Rinks</u>	<u>A maximum of 1 space per 350 sq. ft. of gross floor area.</u>	<u>1 per 1,000 sq. ft. floor area</u>
<u>Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses</u>	<u>A maximum of 1 space per 4 seats.</u>	<u>1 per 10 seats</u>
<u>Travelers' Accommodations</u>	<u>A maximum of 1 space per guest room, plus 2 spaces for the owner or manager.</u>	<u>1 per 10 guest rooms</u>
<u>Industrial Categories</u>		
<u>Industrial, Manufacturing and Production, Warehousing</u>	<u>A maximum of 1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2</u>	<u>1 per 5,000 sq. ft. floor area</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
<u>and Freight</u>	<u>employees, whichever is more, plus 1 space per company vehicle.</u>	
<u>Institutional and Public Categories</u>		
<u>Aircraft Hangar – Ashland Municipal Airport</u>	<u>Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master Plan.</u>	<u>Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master Plan.</u>
<u>Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories</u>	<u>A maximum of 2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.</u>	<u>1 per 5 guest rooms</u>
<u>Child Care Facilities</u>	<u>A maximum of 1 space per 2 employees, plus 1 space per 10 children the facility is designed to accommodate.</u>	<u>Home: None</u> <u>Commercial: 1 per classroom</u>
<u>Golf Courses</u>	<u>Regular: A maximum of 8 spaces per hole, plus additional spaces for auxiliary uses.</u>	<u>0.5 per hole</u>
	<u>Miniature: A maximum of 4 spaces per hole.</u>	<u>1 per hole</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
<u>Hospital</u>	<u>A maximum of 2 spaces per patient bed.</u>	<u>1 per 2,000 sq. ft.</u>
<u>Nursing and Convalescent Homes</u>	<u>A maximum of 1 space per 3 patient beds.</u>	<u>1 per 5 employees</u>
<u>Public Assembly</u>	<u>A maximum of 1 space per 4 seats.</u>	<u>1 per 20 seats</u>
<u>Religious Institutions and Houses of Worship</u>	<u>A maximum of 1 space per 4 seats.</u>	<u>1 per 20 seats in main assembly area</u>
<u>Rest Homes, Homes for the Aged, or Assisted Living</u>	<u>A maximum of 1 space per 2 patient beds or 1 space per apartment unit.</u>	<u>1 per 5 employees</u>
<u>Schools</u>	<u>Elementary and Junior High: A maximum of 1.5 spaces per classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater.</u>	<u>Preschool: 1 per classroom</u> <u>Elementary and Junior High: 6 per classroom</u>
	<u>High Schools: A maximum of 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater.</u>	<u>High school: 6 per classroom</u>
	<u>Colleges, Universities and</u>	<u>1 per 3 students/staff</u>

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<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
	<u>Trade Schools: A maximum of 1.5 spaces per classroom, plus 1 space per 5 students the school is designed to accommodate, plus requirements for on-campus student housing.</u>	
<u>Other Categories</u>		
<u>Temporary Uses</u>	<u>Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</u>	<u>Bike parking standards will be determined the same as primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</u>
<u>Transit Station</u>	<u>Automobile parking maximums are determined through the discretion of the City decision-making body.</u>	<u>4 per 10 automobile parking spaces</u>
<u>Park and Ride</u>	<u>Automobile parking maximums are determined through the discretion of the City decision-making body.</u>	<u>4 per 10 automobile parking spaces</u>

1 **(Ord 3229, amended 12/19/2023;** Ord. 3199 § 21, amended, 06/15/2021; Ord. 3191 § 23,
2 amended, 11/17/2020; Ord. 3167 § 12, amended, 12/18/2018; Ord. 3155 § 9, amended,
3 07/17/2018; Ord. 3147 § 7, amended, 11/21/2017)

4
5 **18.4.3.050 Accessible Parking Spaces**

6 **Where off-street vehicle parking is voluntarily provided, it must include the required**
7 **number of accessible vehicle parking spaces as specified by the state building code and**
8 **federal standards. Such parking spaces must be sized, signed, and marked as required by**
9 **these regulations and in compliance with ORS 447. In cases where no parking spaces are**
10 **voluntarily proposed, outside of the C-1-D zone, for commercial, industrial, public use,**
11 **mixed-use, and multifamily developments with three or more dwelling units, it is**
12 **mandatory to provide at least one accessible parking space.** Accessible parking shall be

13 provided consistent with the requirements of the building code, including but not limited to the
14 minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to
15 building entrances, accessible routes between parking areas and building entrances, identification
16 signs, lighting, and other design and construction requirements.. Accessible parking shall be
17 included and identified on the planning application submittals.

18 ~~**18.4.3.060 Parking Management Strategies**~~

19 ~~Except for detached single-family dwellings and duplexes, the off-street parking spaces~~
20 ~~may be reduced through the application of the following credits. The total maximum~~
21 ~~reduction in off-street parking spaces is 50 percent, except as allowed for off-site shared~~
22 ~~parking credits in subsection 18.4.3.060.E, below. The approval authority shall have the~~
23 ~~discretion to adjust the proposed off-street parking reduction based upon site-specific~~
24 ~~evidence and testimony, and may require a parking analysis prepared by a qualified~~
25 ~~professional. See subsection 18.4.3.030.A.3 for parking analysis requirements.~~

26
27 ~~**A. On-Street Parking Credit. Credit for on-street parking spaces may reduce the required**~~
28 ~~**off-street parking spaces up to 50 percent, as follows:**~~

- 29
30 ~~**1. Credit. One off-street parking space credit for one on-street parking space meeting**~~
~~**the standards of subsections 2-4, below. See Figure 18.4.3.060.A.1.**~~

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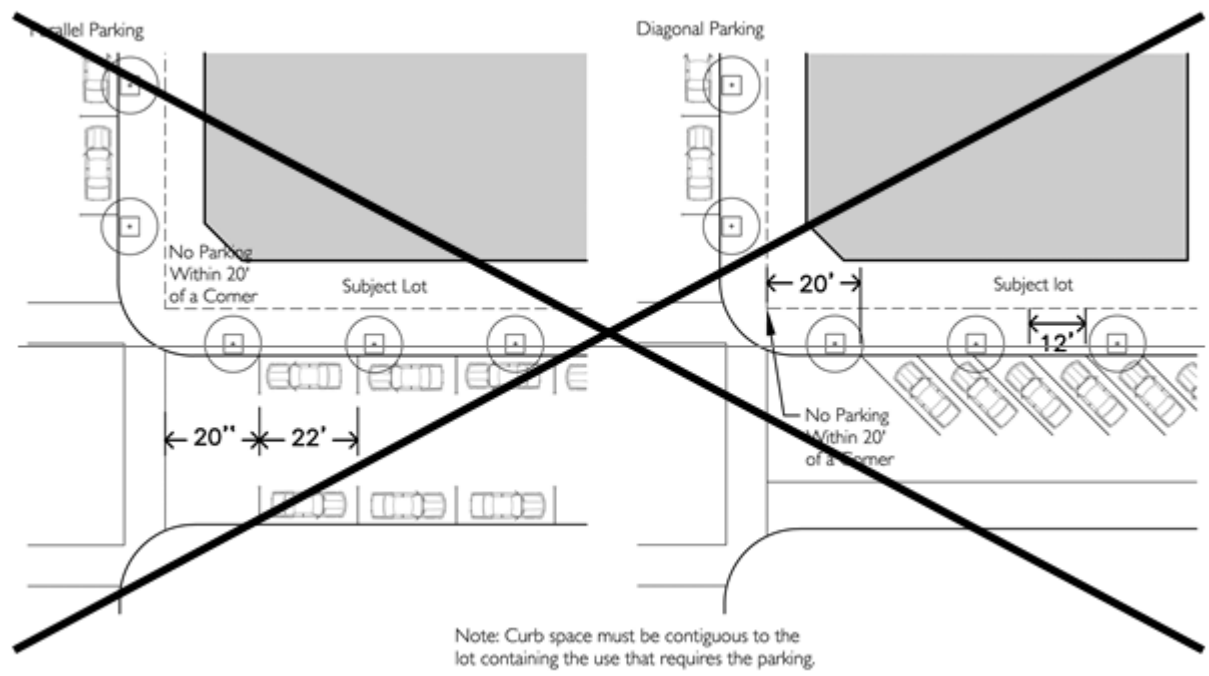


Figure 18.4.3.060.A.1. On-Street Parking Credit

2. Dimensions. On-street parking shall follow the established configuration of existing on-street parking, except that 45-degree diagonal parking may be allowed with the approval of the Public Works Director, taking into account traffic flows and street design, with the parking spaces designed in accord with the standards on file with the Public Works Department.

- a. Parallel parking, each 22 feet of uninterrupted curb.**
- b. 45-degree diagonal, each 12 feet of uninterrupted curb.**

3. Location.

- a. Curb space must be contiguous to the lot containing the use that requires the parking.**
- b. Parking spaces may not be counted that are within 20 feet measured along the curb of any corner or intersection of an alley or street, nor any other parking configuration that violates any law or standard of the City or State.**

1 ~~e. Parking spaces located on arterials and collectors may only receive credit if the~~
2 ~~arterial or collector is greater in width than the minimums established by the street~~
3 ~~standards in section 18.4.6.040.~~

4 ~~d. Parking spaces may not be counted that are within 200 feet of a C-1-D or SOU~~
5 ~~zone.~~

6
7 ~~e. Parking spaces may not be counted that are required as on-street parking in~~
8 ~~accordance with section 18.3.9.060 in a development under the Performance~~
9 ~~Standards Option.~~

10 ~~4. Availability. On-street parking spaces credited for a specific use shall not be used~~
11 ~~exclusively by that use, but shall be available for general public use at all times. No~~
12 ~~signage or actions limiting general public use of on-street spaces shall be permitted.~~

13
14 ~~B. Alternative Vehicle Parking. Alternative vehicle parking facilities may reduce the~~
15 ~~required off-street parking spaces up to 25 percent, as follows:~~

16 ~~1. Motorcycle or scooter parking. One off-street parking space credit for four~~
17 ~~motorcycle or scooter parking spaces.~~

18
19 ~~2. Bicycle parking. One off-street parking space credit for five additional, non-~~
20 ~~required bicycle parking spaces.~~

21
22 ~~3. Microcar parking. One off-street parking space credit for two microcar parking~~
23 ~~spaces. Microcar spaces shall be designed so that one full-size automobile can use two~~
24 ~~microcar spaces, and the microcar spaces shall not be limited in use by hours or type of~~
25 ~~vehicle through signage or other legal instrument.~~

26 ~~C. Mixed Uses. In the event that several users occupy a single structure or parcel of land,~~
27 ~~the total requirements for off-street automobile parking shall be the sum of the~~
28 ~~requirements for the several uses computed separately unless it can be shown that the peak~~
29 ~~parking demands are offset, in which case the mixed-use credit may reduce the off-street~~
30 ~~parking requirement by a percentage equal to the reduced parking demand. A mixed-use~~
~~parking credit may reduce the required off-street parking spaces up to 50 percent.~~

1 ~~D. Joint Use of Facilities. Required parking facilities of two or more uses, structures, or~~
2 ~~parcels of land may be satisfied by the same parking facilities used jointly, to the extent~~
3 ~~that it can be shown by the owners or operators that the need for the facilities does not~~
4 ~~materially overlap (e.g., uses primarily of a daytime vs. nighttime nature) and provided~~
5 ~~that such right of joint use is evidenced by a deed, lease, contract, or similar written~~
6 ~~instrument establishing such joint use. Jointly used parking facilities may reduce the~~
7 ~~required off-street parking spaces up to 50 percent.~~

8 ~~E. Off-Site Shared Parking. One off-street parking space credit for every one parking~~
9 ~~space constructed in designated off-site shared parking areas, or through payment of in-~~
10 ~~lieu-of parking fees for a common parking. Off-site shared parking facilities may reduce~~
11 ~~the required off-street parking spaces up to 100 percent.~~

12 ~~F. TDM Plan Credit. Through implementation of an individual Transportation Demand~~
13 ~~Management (TDM) plan that demonstrates a reduction of long-term parking demand by a~~
14 ~~percentage equal to the credit requested. A TDM plan may reduce the required off-street~~
15 ~~parking spaces up to 50 percent.~~

16 ~~G. Transit Facilities Credit. Sites where at least 20 spaces are required and where at least~~
17 ~~one lot line abuts a street with transit service may substitute transit-supportive plazas as~~
18 ~~follows. A Transit Facilities Credit may reduce the required off-street parking spaces up to~~
19 ~~50 percent.~~

20 ~~1. Pedestrian and transit supportive plazas may be substituted for up to ten percent of~~
21 ~~the required parking spaces on site.~~

22 ~~2. A street with transit service shall have a minimum of 30-minute peak period transit~~
23 ~~service frequency.~~

24 ~~3. Existing parking areas may be converted to take advantage of these provisions.~~

25 ~~4. The plaza must be adjacent to and visible from the transit street. If there is a bus~~
26 ~~stop along the site's frontage, the plaza must be adjacent to the bus stop.~~

1 5. ~~The plaza must be at least 300 square feet in area and be shaped so that a ten-foot~~
2 ~~by ten-foot (10 feet X 10 feet) square will fit entirely in the plaza.~~

3
4 6. ~~The plaza must include all of the following elements:~~

5 a. ~~A plaza that is open to the public. The owner must record a public access~~
6 ~~easement that allows public access to the plaza.~~

7 b. ~~A bench or other sitting area with at least five linear feet of seating.~~

8 c. ~~A shelter or other weather protection. The shelter must cover at least 20 square~~
9 ~~feet and the plaza must be landscaped. This landscaping is in addition to any other~~
10 ~~landscaping or screening required for parking areas by this ordinance. (Ord. 3199~~
11 ~~§ 22, amended, 06/15/2021; Ord. 3167 § 13, amended, 12/18/2018; Ord. 3155 § 10,~~
12 ~~amended, 07/17/2018)~~

13
14 **18.4.3.070 Bicycle Parking Standards**

15 **A. Applicability and Minimum Requirement.** All uses, with the exception of ~~residential~~
16 ~~units~~ **single family residences, accessory residential units and duplexes** ~~with a garage~~ and
17 uses in the C-1-D zone, are required to provide a **the** minimum ~~of two sheltered~~ bike parking
18 spaces **required in Table 18.4.3.030.** ~~pursuant to this section.~~ The required bicycle parking
19 shall be constructed when an existing residential building or dwelling is altered or enlarged by
20 the addition or creation of dwelling units, or when a non-residential use is intensified by the
21 addition of floor space, seating capacity, or change in use.

22
23 **B. Calculation.** ~~Fractional spaces shall be rounded up to the next whole space.~~

24 **C. Bicycle Parking for Residential Uses.** ~~Every residential use of two or more dwelling~~
25 ~~units per structure and not containing a garage for each dwelling shall provide bicycle~~
26 ~~parking spaces as follows.~~

27
28 1. ~~Multi-Family Residential. One sheltered space per studio unit or one-bedroom unit;~~
29 ~~1.5 sheltered spaces per two-bedroom unit; and two sheltered spaces per three-~~
30 ~~bedroom unit.~~

1 2. ~~Senior Housing. One sheltered space per eight dwelling units where 80 percent of~~
2 ~~the occupants are 55 or older.~~

3 ~~D. Bicycle Parking for Non-Residential Uses. Uses required to provide off street parking,~~
4 ~~except as specifically noted, shall provide two spaces per primary use, or one bicycle~~
5 ~~parking space for every five required automobile parking spaces, whichever is greater.~~
6 ~~Fifty percent of the bicycle parking spaces required shall be sheltered from the weather.~~
7 ~~All spaces shall be located in proximity to the uses they are intended to serve.~~

8
9 ~~E. Bicycle Parking for Parking Lots and Structures. All public parking lots and structures~~
10 ~~shall provide two spaces per primary use, or one bicycle parking space for every five~~
11 ~~automobile parking spaces, of which 50 percent shall be sheltered.~~

12 ~~F. Primary and Secondary Schools. Elementary, Junior High, Middle, and High Schools~~
13 ~~shall provide one sheltered bicycle parking space for every five students.~~

14
15 ~~G. Colleges, Universities, and Trade Schools. Colleges, universities, and trade schools shall~~
16 ~~provide one bicycle parking space for every five required automobile parking spaces, of~~
17 ~~which 50 percent shall be sheltered.~~

18 ~~H. No Fee for Use. No bicycle parking spaces required by this standard shall be rented or~~
19 ~~leased, however, a refundable deposit fee may be charged. This does not preclude a bike~~
20 ~~parking rental business.~~

21
22 **I.C. Bicycle Parking Design Standards.**

23 1. Bicycle parking shall be located so that it is visible to and conveniently accessed by
24 cyclists, and promotes security from theft and damage.

25
26 2. Bicycle parking requirements, pursuant to this section, can be met in any of the
27 following ways.

28 a. Providing bicycle racks or lockers outside the main building, underneath an
29 awning or marquee, or in an accessory parking structure.

30 b. Providing a bicycle storage room, bicycle lockers, or racks inside the building.

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c. Providing bicycle racks on the public right of way, subject to review and approval by the Staff Advisor.

3. All required exterior bicycle parking shall be located on-site and within 50 feet of a regularly used building entrance and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.

4. Required bicycle parking spaces located out-of-doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated, **well-lit**, and visible from adjacent walkways or motor vehicle parking lots during all hours of use. ~~Bicycle parking shall be at least as well lit as automobile parking.~~

5. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition

6. Bicycle parking located outside the building shall provide and maintain an aisle for bicycle maneuvering between each row of bicycle parking. Bicycle parking including rack installations shall conform to the minimum clearance standards as illustrated in Figure ~~18.4.3.070.I.6.~~ 18.4.3.070.C.6

a. Bicycle parking must be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from other parked bicycles, walls, or other obstructions.

b. Bicycle parking should include sufficient bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.

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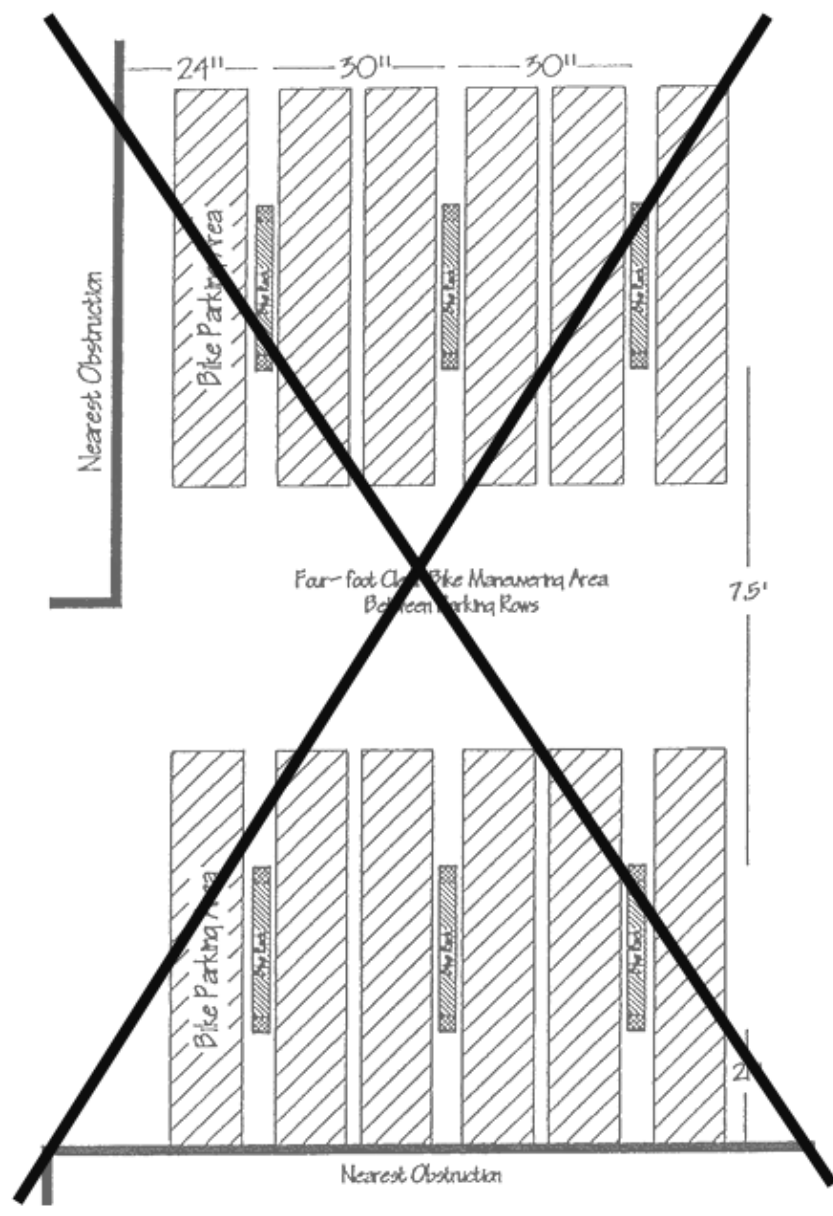


Figure 18.4.3.070.I.6.

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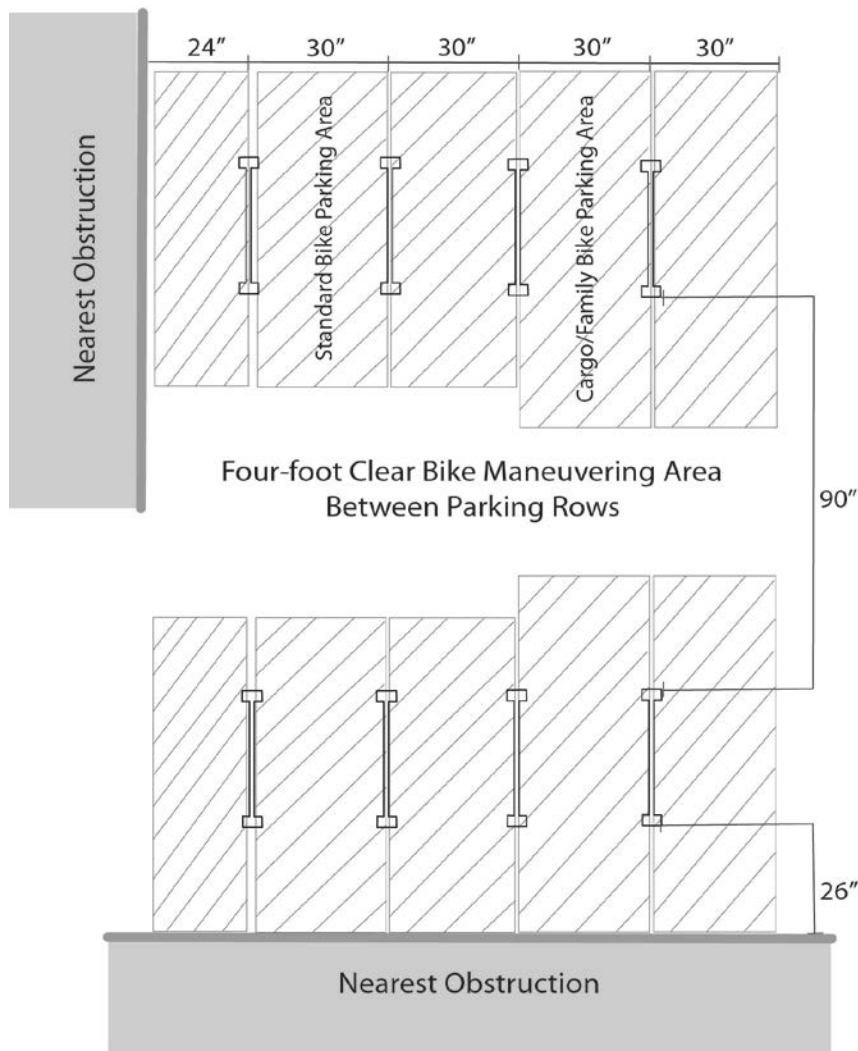


Figure 18.4.3.070.C.6 Bike Parking Layout

7. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by three feet wide by four feet high.
8. Each required bicycle parking space shall be accessible without moving another bicycle.
9. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.
10. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages as illustrated in Figure ~~18.4.3.070.I.10~~ **18.4.3.070.C.10.a**

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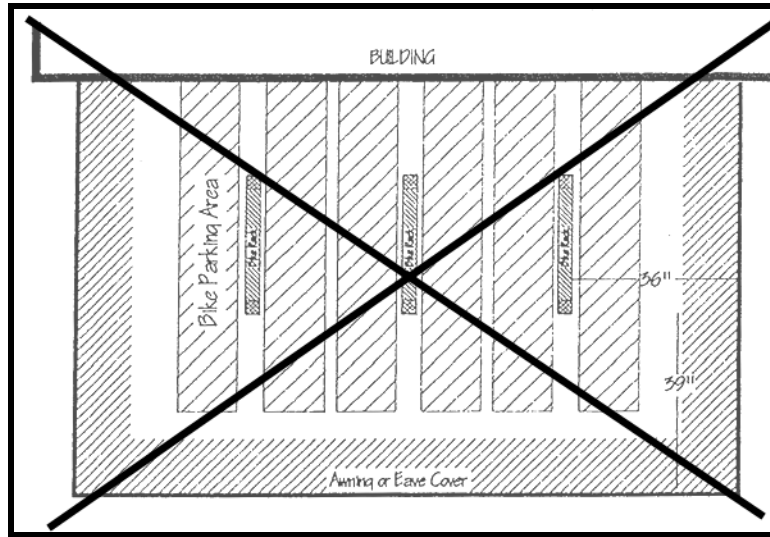
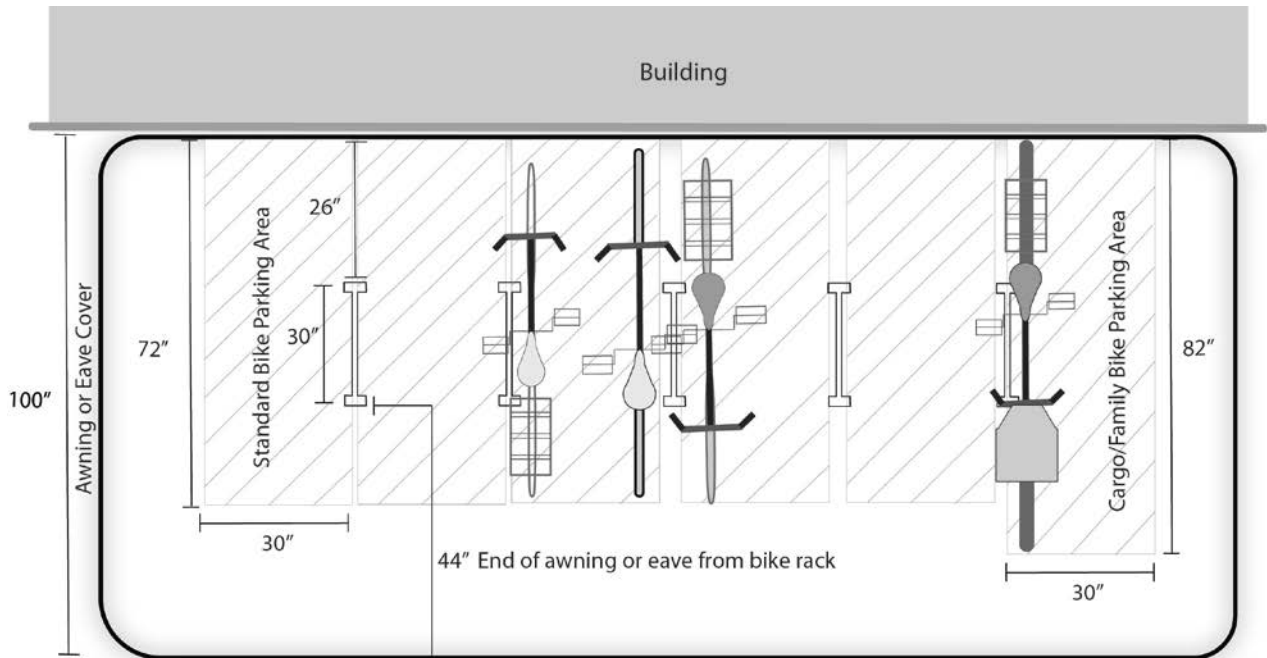


Figure 18.4.3.070.I.10.a.



Awning or Eave Covered Bicycle Parking Layout

18.4.3.070.C.10.a. Covered Bike Parking Layout

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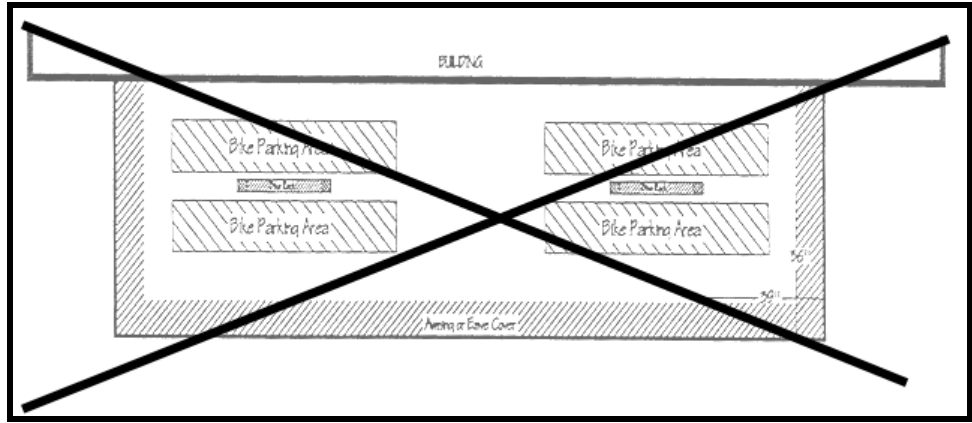


Figure 18.4.3.070.I.10.b Covered Bike Parking Layout

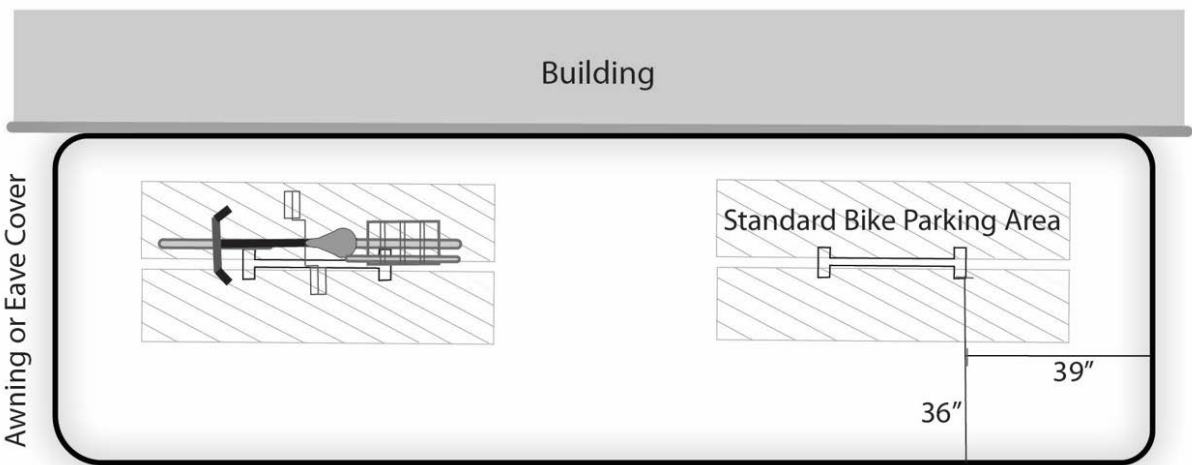
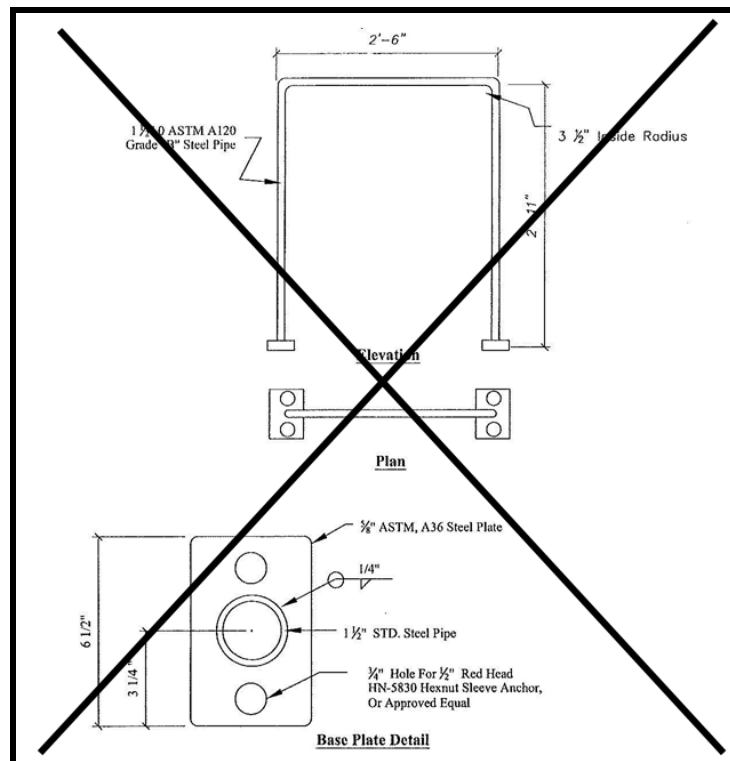


Figure 18.4.3.070.C.10.b. Covered Bike Parking Layout

- 11. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.
- 12. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate the vision clearance standards of section 18.2.4.050. Bicycle parking facilities should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into building design or street furniture.

1 **D. Bicycle Parking Rack Standards.** The intent of the following standards is to ensure that
2 required bicycle racks are designed so that bicycles may be securely locked to them without
3 undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

4
5 1. Bicycle parking racks shall consist of staple-design or inverted-u steel racks meeting the
6 individual rack specifications as illustrated in Figure ~~18.4.3.070.J.1~~ **18.4.3.070.D.1**. The
7 Staff Advisor, **in consultation with the Public Works Director, following review by the**
8 **Transportation Commission,** may approve alternatives to the above standards. Alternatives
9 shall conform to all other applicable standards of this section **including accommodating**
10 **large bicycles, family bicycles, or cargo bicycles so they may be secured by at least two**
11 **points, and providing adequate shelter and lighting.**



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27 **Figure 18.4.3.070.J.1. Bicycle Parking Rack**

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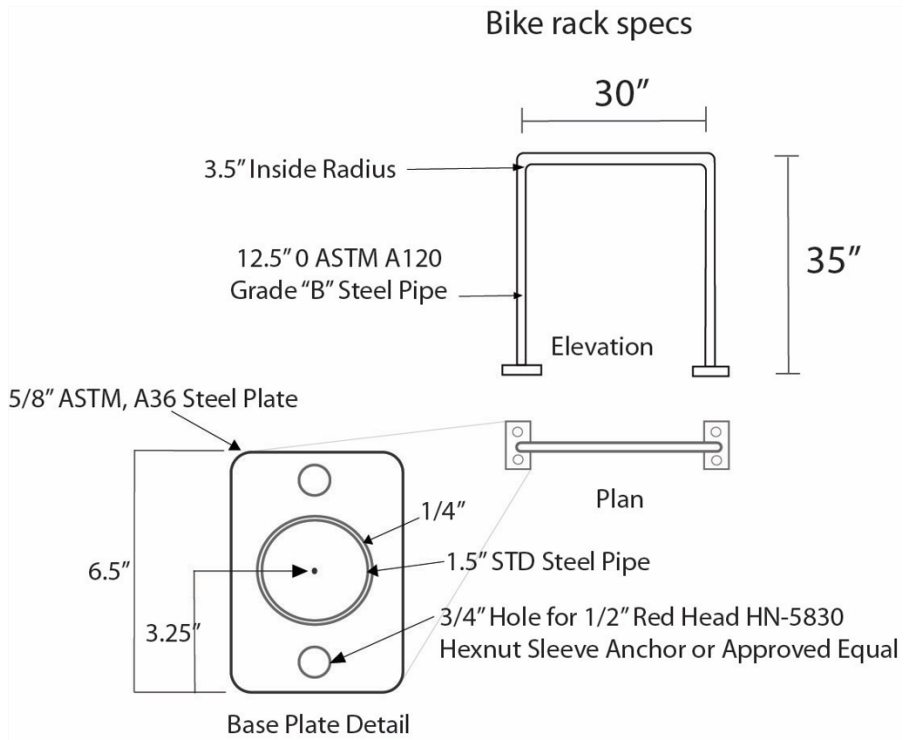


Figure 18.4.3.070.D.1. Bicycle Parking Rack

2. Commercial bike lockers are acceptable according to manufacturer's specifications.
3. Bicycle parking racks or lockers shall be anchored securely.
4. Bicycle racks shall hold bicycles securely by means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels. Bicycle racks shall accommodate all of the following.
 - a. Locking the frame and both wheels to the rack with a high-security U-shaped shackle lock, if the bicyclist removes the front wheel.
 - b. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, if the bicyclist leaves both wheels on the bicycle.
 - c. Locking the frame and both wheels to the rack with a chain or cable not longer than six feet without removal of the front wheel.

1 **18.4.3.080 Vehicle Area Design**

2 **A. Parking Location.**

3
4 ~~1. Except for single family dwellings and duplexes, required automobile parking~~
5 ~~facilities may be located on another parcel of land, provided said parcel is within 200~~
6 ~~feet of the use it is intended to serve. The distance from the parking lot to the use shall~~
7 ~~be measured in walking distance from the nearest parking space to an access to the~~
8 ~~building housing the use, along a sidewalk or other pedestrian path separated from~~
9 ~~street traffic. Such right to use the off-site parking must be evidenced by a deed, lease,~~
10 ~~easement, or similar written instrument establishing such use, for the duration of the~~
11 ~~use.~~

12 2.1. Except as allowed in the subsection below, automobile parking shall not be located in a
13 required front and side yard setback area abutting a public street, except alleys.

14
15 ~~3.~~ 2. In all residential zones, off-street parking in a front yard for all vehicles, including
16 trailers and recreational vehicles, is limited to a contiguous area no more than 25 percent of
17 the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard,
18 whichever is greater. Since parking in violation of this section is occasional in nature, and is
19 incidental to the primary use of the site, no vested rights are deemed to exist and violations
20 of this section are not subject to the protection of the nonconforming use sections of this
21 code.

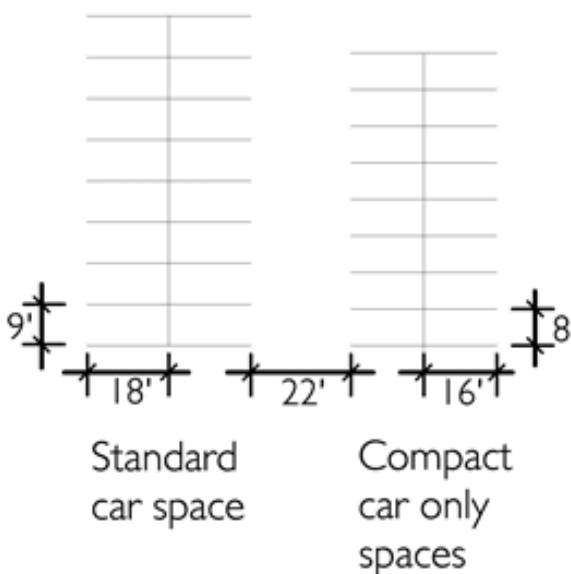
22 **B. Parking Area Design. ~~Required~~ Voluntarily provided parking areas and parking spaces**
23 **shall be designed in accordance with the following standards and dimensions as illustrated in**
24 **Figure 18.4.3.080.B. See also accessible parking space requirements in section 18.4.3.050 and**
25 **parking lot and screening standards in subsection 18.4.4.030.F.**

26
27 1. Parking spaces shall be a minimum of 9 feet by 18 feet.

28 2. ~~Up to 50 percent of the total automobile parking spaces in a parking lot~~ **Parking**
29 **spaces** may be designated for compact cars. Minimum dimensions for compact spaces shall
30 be 8 feet by 16 feet. Such spaces shall be signed or the space painted with the words
"Compact Car Only."

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3. Parking spaces shall have a back-up maneuvering space not less than 22 feet, except where parking is angled, and which does not necessitate moving of other vehicles.



Note: Up to 50% of the total of all parking spaces in a parking lot may be designed for compact cars.

Figure 18.4.3.080.B. Parking Area Dimensions

4. Parking lots with 50 or more parking spaces, and parking lots where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth, shall be divided into separate areas by one or more of the following means: a building or group of buildings; plaza landscape areas with walkways at least five feet in width; streets; or driveways with street-like features as illustrated in Figure 18.4.3.080.B.4. "Street-like features," for the purpose of this section, means a raised sidewalk of at least five feet in width, with six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting (i.e., not exceeding 14 feet typical height).

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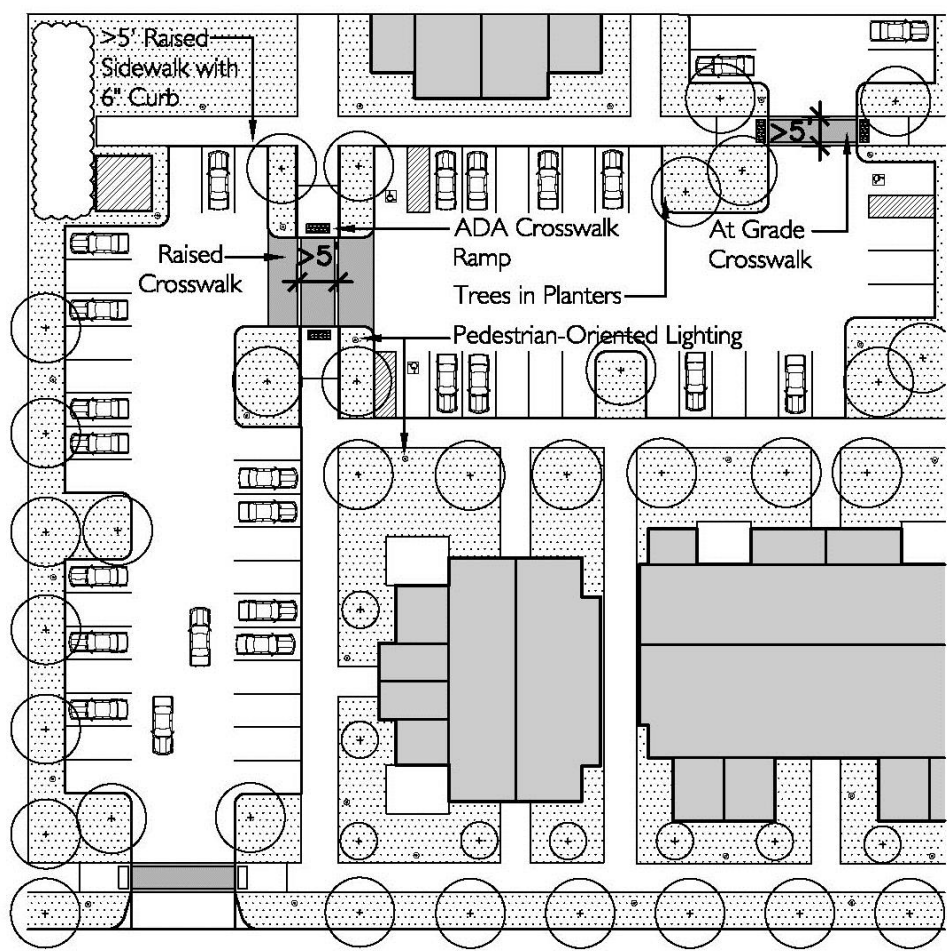


Figure 18.4.3.080.B.4. Dividing Parking Lots into Separate Areas

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection as illustrated in Figure 18.4.3.080.B.5. Parking areas of more than seven parking spaces shall meet the following standards:

- a. Use one or more of the following strategies for the surface parking area, or put 50 percent of parking underground. For parking lots with 50 or more spaces the approval authority may approve a combination of strategies.
 - i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50 percent of the parking area surface.

- ii. Provide porous solid surfacing or an open grid pavement system that is at least 50 percent pervious for a minimum of 50 percent of the parking area surface.
- iii. Provide at least 50 percent shade from tree canopy over the parking area surface within five years of project occupancy.
- iv. Provide at least 50 percent shade from solar energy generating carports, canopies or trellis structures over the parking area surface.

b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

c. Parking lot areas include all parking spaces, driveways and circulation and maneuvering areas.

6. Parking lot designs shall incorporate the strategies identified in 18.4.3.080.B.5.a and 18.4.3.080.B.5.b above, and further incorporate the following:

a. New or redeveloped parking lots of less than one-half acre in area shall include tree canopy covering at least 30 percent of the parking lot area at maturity, but no more than 15 years after planting.

b. New or redeveloped parking areas greater than one-half acre in area, shall provide one of the following:

- i. **Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.**
- ii. **The installation of solar panels with a generation capacity of at least one-half kilowatt per new parking space. These panels may be located anywhere on the property. In lieu of installing solar panels on site, the developer may pay an in-lieu-of fee of \$1,500 per new parking space to a city-established fund dedicated to equitable solar and/or wind energy development.**

- 1 iii. For public buildings, demonstration of compliance with OAR 330-135-
2 0010, which requires that projects involving public buildings spend at
3 least 1.5 percent on green energy.

4
5 c. Parking Lot Trees Planting Standards. Parking lot trees shall be selected from
6 the ‘Parking Lot Trees’ list found in the City of Ashland Recommended Street
7 Trees Guide. Alternative tree selections may be approved by the Staff advisor in
8 consultation with utility providers, and the Tree Advisory Committee.

- 9 i. Parking lot trees shall be planted and maintained to maximize their
10 root health and chances for survival, and maintained to 2021 American
11 National Standards Institute (ANSI) A300 standards including having
12 ample high-quality soil, space for root growth, and reliable irrigation
13 according to the needs of the species, or as amended by ANSI.

- 14 ii. A parking lot tree canopy plan for parking lots shall be prepared by a
15 licensed landscape architect or International Society of Arboriculture
16 (ISA) certified arborist and include certification that the plan is
17 consistent with ANSI A300 standards and was prepared in coordination
18 with the local electrical utility. Prior to final inspection or occupancy
19 approval, written certification from a licensed landscape architect or
20 ISA-certified arborist that the planting was completed according to the
21 approved plans shall be provided.

- 22 iii. Canopy coverage is measured from a plan view based on expected
23 canopy diameter 15 years after planting. Existing mature trees to be
24 preserved may be counted at their existing diameter. Paved areas not
25 for use by passenger vehicles, such as loading areas or outdoor storage
26 of goods or materials, may be exempted from the canopy coverage
27 calculation.

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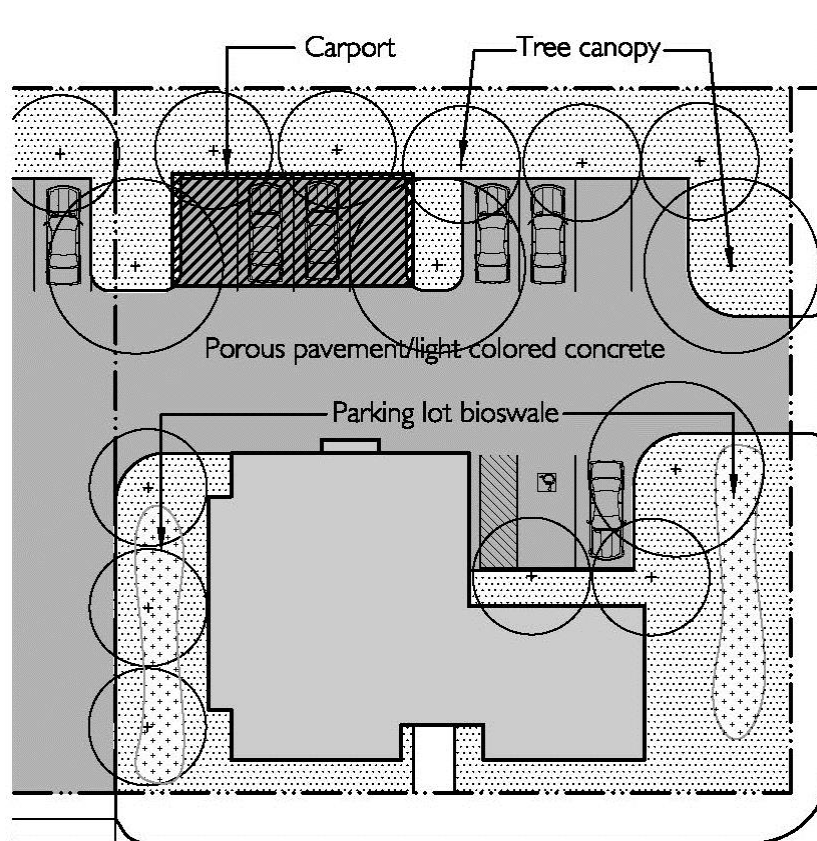


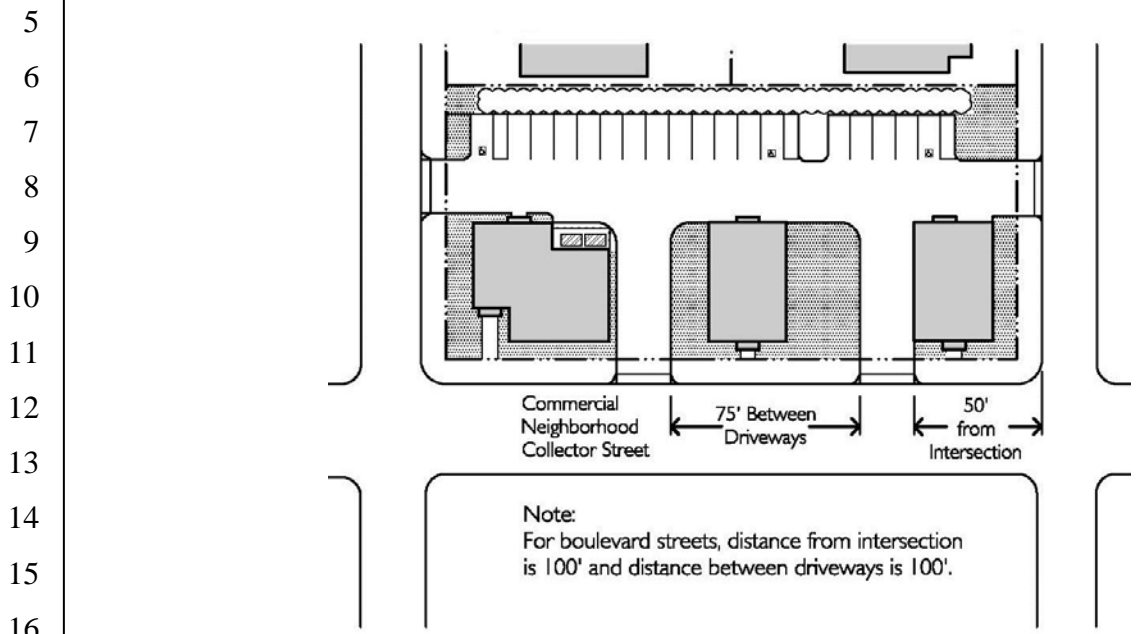
Figure 18.4.3.080.B.5. Parking Design to Reduce Environmental Impacts

C. Vehicular Access and Circulation. The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations. For transportation improvement requirements, refer to chapter 18.4.6, Public Facilities.

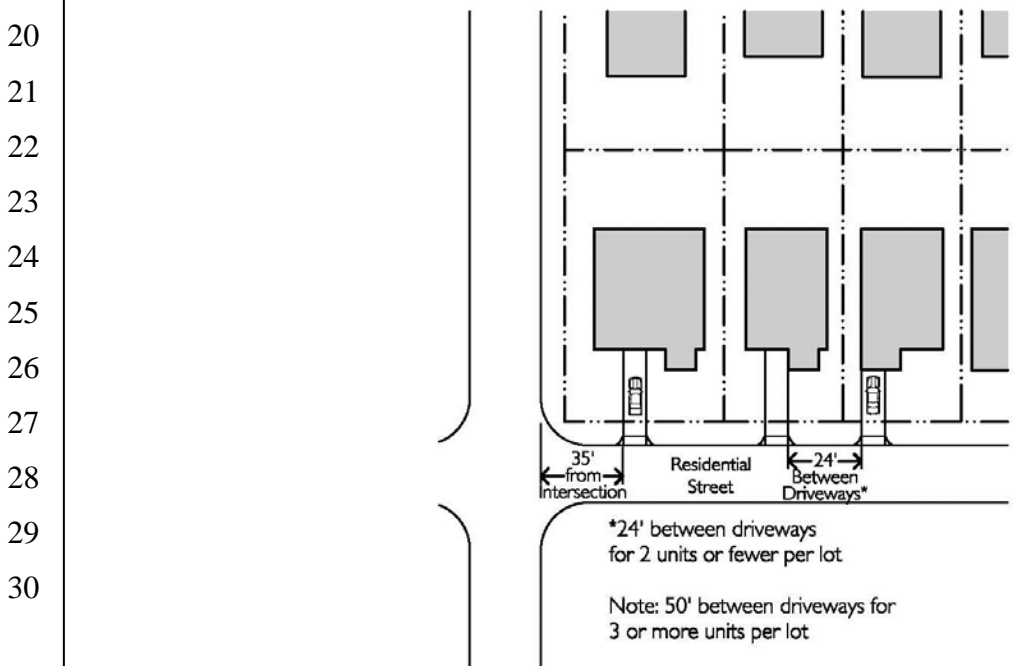
1. Applicability. This section applies to all public streets within the City and to all properties that abut these streets. The standards apply when developments are subject to a planning action (e.g., site design review, conditional use permit, land partition, performance standards subdivision).

2. Site Circulation. New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in 18.4.3.080.B.4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090.

1 3. Intersection and Driveway Separation. The distance from a street intersection to a
 2 driveway, or from a driveway to another driveway shall meet the minimum spacing
 3 requirements for the street's classification in the Ashland Transportation System Plan (TSP)
 4 as illustrated in Figures 18.4.3.080.C.3.a and 18.4.3.080.C.3.b.



18 **Figure 18.4.3.080.C.3.a. Driveway Separation for Boulevards, Avenues, and Collectors**



1 **Figure 18.4.3.080.C.3.b. Driveway Separation for Neighborhoods Streets**

2
3 a. In no case shall driveways be closer than 24 feet as measured from the bottom of the
4 existing or proposed apron wings of the driveway approach.

5
6 b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1
7 zone shall meet the controlled access standards set forth below. If applicable, cross
8 access easements shall be required so that access to all properties created by the land
9 division can be made from one or more points.

10 c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall
11 be limited to the following:

12 i. Distance between driveways.

13

14	on boulevard	100 feet
15	streets:	
16	on collector	75 feet
17	streets:	
18	on neighborhood	24 feet for 2 units or
19	streets:	fewer per lot,
20		50 feet for three or
		more units per lot

21 ii. Distance from intersections.

22

23	on boulevard	100 feet
	streets:	
24	on collector	50 feet
25	streets:	
26	on neighborhood	35 feet
27	streets:	

28 d. Access Requirements for Multifamily Developments. All multifamily developments
29 which will have automobile trip generation in excess of 250 vehicle trips per day shall
30 provide at least two driveway access points to the development. Trip generation shall be
determined by the methods established by the Institute of Transportation Engineers.

1 4. Shared Use of Driveways and Curb Cuts.

2 a. Plans submitted for developments subject to a planning action shall indicate how
3 driveway intersections with streets have been minimized through the use of shared
4 driveways and all necessary access easements. Where necessary from traffic safety and
5 access management purposes, the City may require joint access and/or shared driveways
6 in the following situations.

- 7 i. For shared parking areas.
8 ii. For adjacent developments, where access onto an arterial is limited.
9 iii. For multifamily developments, and developments on multiple lots.

10
11 b. Developments subject to a planning action shall remove all curb cuts and driveway
12 approaches not shown to be necessary for existing improvements or the proposed
13 development. Curb cuts and approaches shall be replaced with standard curb, gutter,
14 sidewalk, and planter/furnishings strip as appropriate.

15
16 c. If the site is served by a shared access or alley, access for motor vehicles must be
17 from the shared access or alley and not from the street frontage.

18 5. Alley Access. Where a property has alley access, vehicle access shall be taken from the
19 alley and driveway approaches and curb cuts onto adjacent streets are not permitted.
20

21 D. Driveways and Turn-Around Design. Driveways and turn-arounds providing access to
22 parking areas shall conform to the following provisions.

23 1. A driveway for a single-family dwelling or a duplex shall be a minimum of nine feet in
24 width except that driveways over 50 feet in length or serving a flag lot shall meet the width
25 and design requirements of section 18.5.3.060. Accessory residential units are exempt from
26 the requirements of this subsection.

27
28 2. Parking areas of seven or fewer spaces shall be served by a driveway 12 feet in width,
29 except for those driveways subject to subsection 18.4.3.080.D.1, above. Accessory
30 residential units are exempt from the requirements of this subsection.

1 3. Parking areas of more than seven parking spaces shall be served by a driveway **20 feet in**
2 **width and** constructed to: facilitate the flow of traffic on or off the site, with due regard to
3 pedestrian and vehicle safety; be clearly and permanently marked and defined; **and** provide
4 adequate aisles or turn-around areas so that all vehicles may enter the street in a forward
5 manner; **and a driveway width as follows:**

6 **a. A driveway accommodating two-way vehicular circulation on-site shall be 20 feet**
7 **in width.**

8 **b. A driveway configured for one-way vehicular circulation on-site, which provides**
9 **seperated ingress and egress access onto the public street, may be reduced to 15 feet**
10 **in width upon demonstration that adequate fire apparatus access is provided.**

11
12 4. The width of driveways and curb cuts in the parkrow and sidewalk area shall be
13 minimized.

14
15 5. For single-family lots and multifamily developments, the number of driveway
16 approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For
17 large multifamily developments and other uses, the number of approaches and curb cuts
18 shall be minimized where feasible to address traffic safety or operations concerns.

19
20 6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a
21 minimum vertical clearance of 13.5 feet for their entire length and width. Parking structures
22 are exempt from this requirement.

23
24 7. Vision Clearance. No obstructions may be placed in the vision clearance area except as
25 set forth in section 18.2.040.

26
27 8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the
28 driveway. If required by the City, the developer or owner shall provide certification of
29 driveway grade by a licensed land surveyor.

30
31 9. All driveways shall be installed pursuant to City standards prior to issuance of a
32 certificate of occupancy for new construction.

1 10. Driveways for lots created or modified through a land division or property line
2 adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3,
3 Land Divisions and Property Line Adjustments.

4 **E. Parking and Access Construction.** The development and maintenance as provided below
5 shall apply in all cases, except single-family dwellings, accessory residential units, and duplexes.
6

7 1. Paving. All ~~required~~ parking areas, aisles, turn-arounds, and driveways shall be paved
8 with concrete, asphaltic, porous solid surface, or comparable surfacing, constructed to
9 standards on file in the office of the City Engineer.

10 2. Drainage. All ~~required~~ parking areas, aisles, and turn-arounds shall have provisions
11 made for the on-site collection of drainage waters to eliminate sheet flow of such waters
12 onto sidewalks, public rights-of-way, and abutting private property.
13

14 3. Driveway Approaches. Approaches shall be paved with concrete surfacing constructed to
15 standards on file in the office of the City Engineer.

16 4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and
17 clearly marked.
18

19 5. Wheel stops. Wheel stops shall be a minimum of four inches in height and width and six
20 feet in length. They shall be firmly attached to the ground and so constructed as to withstand
21 normal wear. Wheel stops shall be provided where appropriate for all spaces abutting
22 property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.
23

24 6. Walls and Hedges.

25 a. Where a parking facility is adjacent to a street, a decorative masonry wall or fire-
26 resistant broadleaf evergreen sight-obscuring hedge screen between 30 and 42 inches in
27 height and a minimum of 12 inches in width shall be established parallel to and not
28 nearer than two feet from the right-of-way line, pursuant to the following requirements:

29 i. The area between the wall or hedge and street line shall be landscaped.

30 ii. Screen planting shall be of such size and number to provide the required
screening within 12 months of installation.

1 iii. All vegetation shall be adequately maintained by a permanent irrigation
2 system, and said wall or hedge shall be maintained in good condition.

3 iv. Notwithstanding the above standards, the required wall or screening shall be
4 designed to allow access to the site and sidewalk by pedestrians and shall meet the
5 vision clearance area requirements in section 18.2.4.040, and shall not obstruct fire
6 apparatus access, fire hydrants, or other fire appliances.

7
8 b. In all zones, except single-family zones, where a parking facility or driveway is
9 adjacent to a residential or agricultural zone, school yard, or like institution, a sight-
10 obscuring fence, wall, or fire-resistant broadleaf evergreen sight-obscuring hedge shall
11 be provided, pursuant to the following requirements:

12 i. The fence, wall or hedge shall be placed on the property line and shall be
13 between five feet and six feet in height as measured from the high grade side of the
14 property line, except that the height shall be reduced to 30 inches within a required
15 setback area and within ten feet of a street property line.

16 ii. Screen plantings shall be of such size and number to provide the required
17 screening within 12 months of installation.

18 iii. Adequate provisions shall be made to protect walls, fences, or plant materials
19 from being damaged by vehicles using said parking area.

20 iv. Notwithstanding the above standards, the required wall or screening shall be
21 designed to meet the vision clearance area requirements in section 18.2.4.040.

22 v. The fence, wall, or hedge shall be maintained in good condition.

23
24 7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not
25 less than seven percent of the area devoted to outdoor parking facilities, including the
26 landscaping required in subsection 18.4.3.080.E.6, above. Said landscaping shall be
27 uniformly distributed throughout the parking area, and provided with irrigation facilities and
28 protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover,
29 or related material. A minimum of one tree per seven parking spaces is required **and in**
30 **compliance with the parking lot tree canopy standards set forth in 18.4.3.080.B.6.**

1 **8. Electric Vehicle Charging. Mixed-use or multifamily residential developments with**
2 **five or more dwelling units shall provide electrical service capacity by extending**
3 **conduit to support future electric vehicle charging infrastructure to at least 40 percent**
4 **of the off-street parking spaces provided.**

5 **9. Where new designated employee parking areas are voluntarily provided in new**
6 **developments, preferential parking for carpools and vanpools shall be included.**

7
8 **§10. Lighting.** Lighting of parking areas within 100 feet of property in residential zones shall
9 be directed into or on the site and away from property lines such that the light element shall
10 not be directly visible from abutting residential property. Lighting shall comply with section
11 18.4.4.050. (Ord. 3199 § 23, amended, 06/15/2021; Ord. 3158 § 5, amended, 09/18/2018;
12 Ord. 3155 § 11, amended, 07/17/2018)

13
14 **18.4.3.090 Pedestrian Access and Circulation**

15
16 **A. Purpose.** The purpose of this section is to provide for safe, direct, and convenient pedestrian
17 access and circulation.

18 **B. Standards.** Development subject to this chapter, except single-family dwellings on
19 individual lots, accessory residential units, duplexes, and associated accessory structures, shall
20 conform to the following standards for pedestrian access and circulation:

21
22 1. **Continuous Walkway System.** Extend the walkway system throughout the development
23 site and connect to all future phases of development, and to existing or planned off-site
24 adjacent sidewalks, trails, parks, and common open space areas to the greatest extent
25 practicable. The developer may also be required to connect or stub walkway(s) to adjacent
26 streets and to private property for this purpose.

27
28 2. **Safe, Direct, and Convenient.** Provide safe, reasonably direct, and convenient walkway
29 connections between primary building entrances and all adjacent streets. For the purposes of
30 this section, the following definitions apply:

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- a. Reasonably Direct. 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 likely users.
- b. Safe and Convenient. Reasonably free from hazards and provides a reasonably direct means of walking between destinations.
- c. Primary Entrance. For a non-residential building, 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.
- d. Primary Entrance. For a residential building, the front door (i.e., facing the street). For multifamily buildings and mixed-use buildings where not all dwelling units have an individual exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway serving as a common entrance for more than one dwelling.

3. Connections within Development. Walkways within developments shall provide connections meeting all of the following requirements as illustrated in Figures [18.4.3.090.B.3.a](#) and [18.4.3.090.B.3.b](#):

- a. Connect all building entrances to one another to the extent practicable.
- b. Connect on-site parking areas, common and public open spaces, and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections.
- c. Install a protected raised walkway through parking areas of 50 or more spaces, and where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth.

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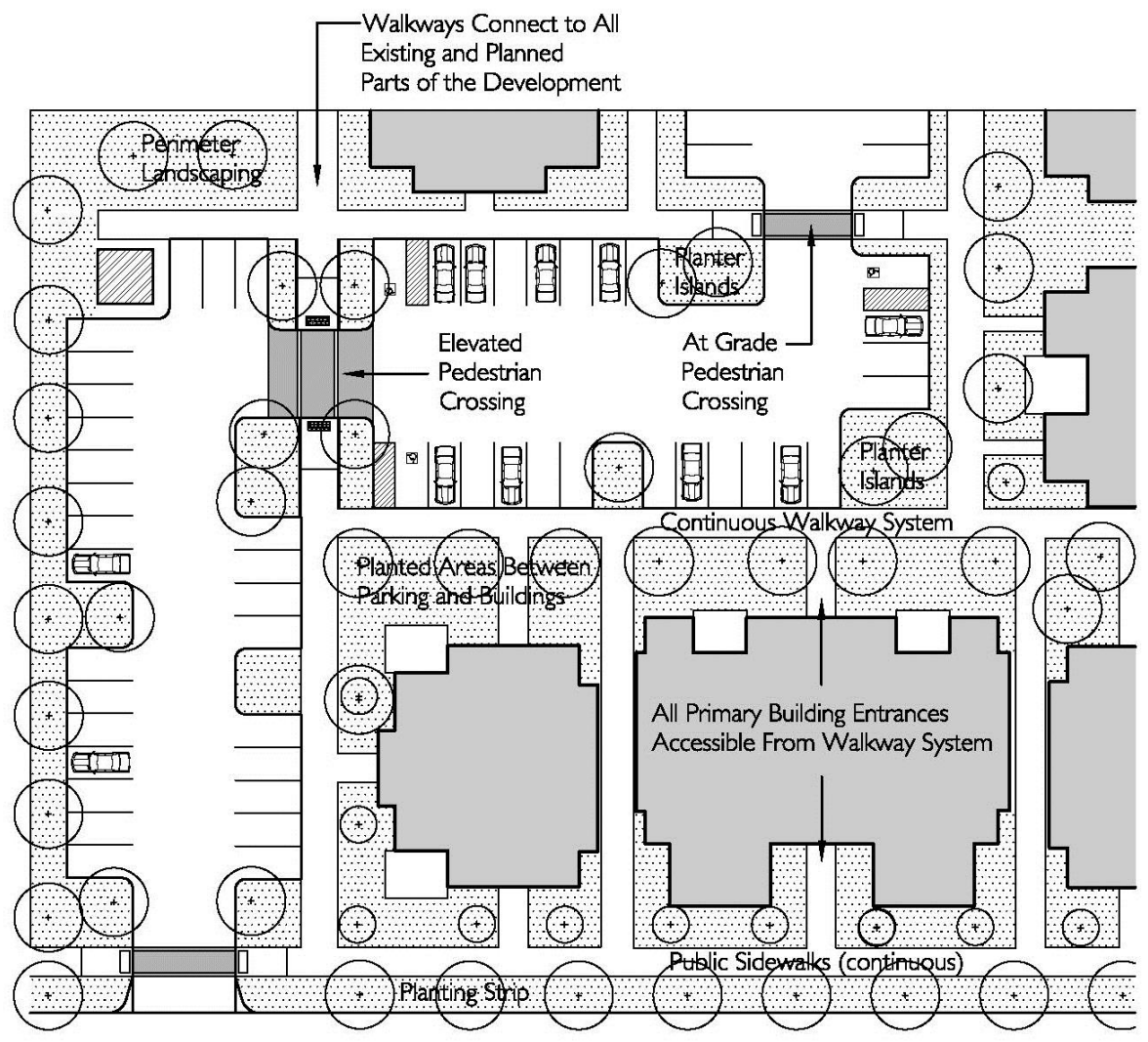


Figure 18.4.3.090.B.3.a. Pedestrian Access and Circulation

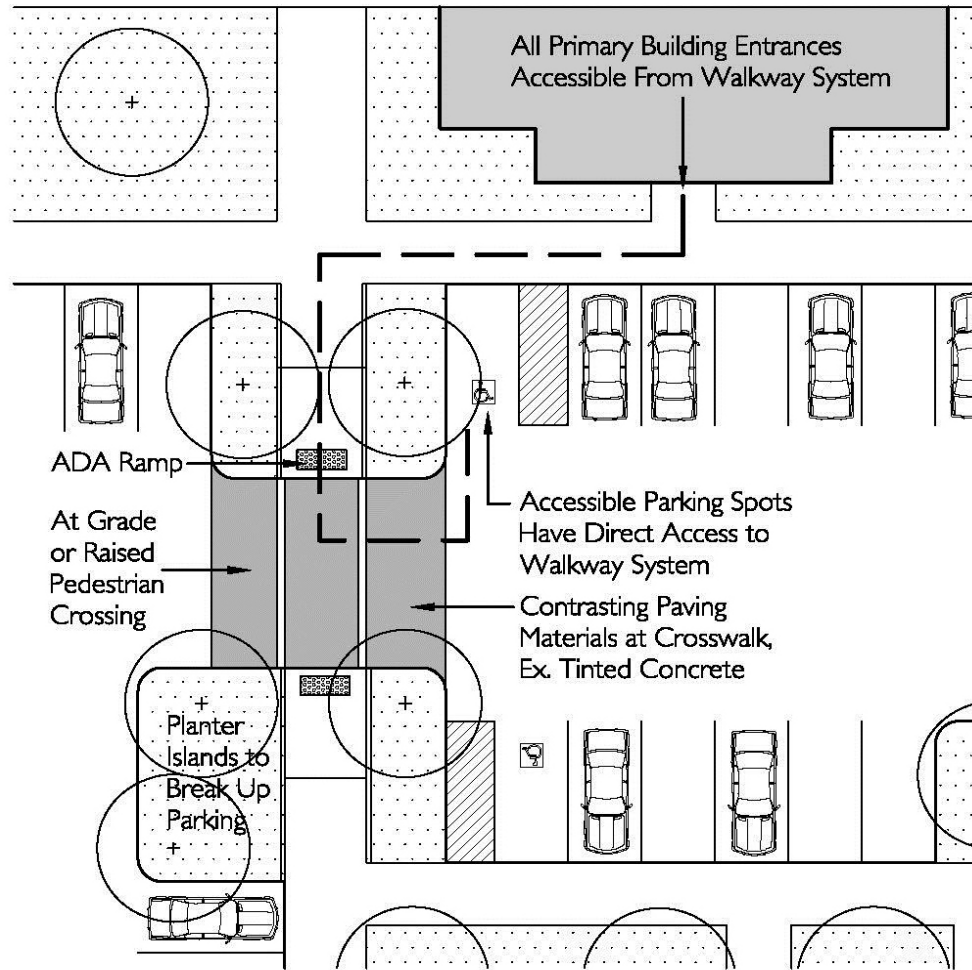


Figure 18.4.3.090.B.3.b. Pedestrian Access and Circulation Detail

4. Walkway Design and Construction. Walkways shall conform to all of the following standards as illustrated in Figures 18.4.3.090.B.3.a and 18.4.3.090.B.b. For transportation improvement requirements, refer to chapter 18.4.6, Public Facilities.

a. Vehicle/Walkway Separation. Except for crosswalks, where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway. Alternatively, the approval authority may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is distinguished from vehicle-maneuvering areas. Examples of alternative treatments are mountable curbs, surface treatments such as stamped concrete or reflector bumps, and using a row of decorative metal or concrete bollards to separate a walkway from a driveway.

1 b. Crosswalks. Where walkways cross a parking area or driveway, clearly mark
2 crosswalks with contrasting paving materials (e.g., light-color concrete inlay between
3 asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic
4 striping and similar types of non-permanent applications may be approved for
5 crosswalks not exceeding 24 feet in length.

6 c. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt,
7 brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use
8 paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, and at least ten feet
9 wide, in accordance with section [18.4.6.040](#), Street Design Standards.

10 d. Accessible routes. Walkways shall comply with applicable Americans with
11 Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised
12 walkways, where the walkway intersects a driveway or street, shall provide ramps that
13 are ADA accessible, and walkways shall provide direct routes to primary building
14 entrances.

15 e. Lighting. Lighting shall comply with section [18.4.4.050](#). (Ord. 3199 § 24, amended,
16 06/15/2021; Ord. 3191 § 24, amended, 11/17/2020)

17
18
19
20 **18.4.3.100 Construction**

21 ~~The required p~~Parking, access, and circulations facilities, shall be installed **as approved** prior
22 to a release of a certificate of use and occupancy or a release of utilities, and shall be
23 permanently maintained as a condition of use. However, the Building Official may, unless
24 otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate
25 of use and occupancy and a temporary release of utilities before the installation of said facilities
26 provided: (1) there is proof that the owner has entered into a contract with a qualified, bonded,
27 and insured contractor for the completion of the parking, including walkways, landscaping, and
28 other elements required by this chapter, with a specified time, and no other conditions of
29 approval are outstanding; or (2) the owner has posted a satisfactory performance bond to ensure
30 the installation of said parking facilities within a specified time.

1 **18.4.3.110 Availability of Facilities**

2 ~~Required~~ **P**arking, access, and circulation shall be available for use by residents, customers,
 3 and employees only, and shall not be used for the storage or display of vehicles or materials.
 4

5 **SECTION 2.** Section 18.2.2, Base Zones and Allowed Uses, Table 18.2.2.030 is hereby
 6 amended to allow Public Parking Facilities a permitted use in all zones as follows:
 7

8 **Table 18.2.2.030. Uses Allowed by Zone**

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
D. Public and Institutional Uses										
Public Parking Facility	N-P	N-P	N-P	N-P	N-P	N-P	P	P	P	

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12
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14
15 1 KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

16
17 **SECTION 3.** Section 18.2.3, Special Use Standards, is hereby amended as follows:

18 ~~18.2.3.040.E. Accessory Residential Units Off-street parking spaces are not required for~~
 19 ~~accessory residential units as specified in the parking ratio requirements in section~~
 20 ~~18.4.3.040.~~

21
22 ~~18.2.3.090.C.3.i Cottage Housing. Parking shall meet the minimum parking ratios per~~
 23 ~~section 18.4.3.040.~~

24
25 **18.2.3.100.B.2 Drive-Thru's.** All facilities providing drive-up service shall provide ~~at least two~~
 26 ~~designated parking spaces~~ a waiting area to accommodate at least two customer vehicles
 27 outside of the queue immediately beyond the service window or provide other satisfactory
 28 methods to allow customers requiring excessive waiting time to receive service. ~~while parked.~~

29
30 **18.2.3.110.F. Duplexes.** ~~The property shall have two off-street parking spaces in~~
~~conformance with the parking ratio requirements in section~~ 18.4.3.040. Parking spaces shall

1 meet the vehicle area design requirements of section 18.4.3.080, except that parking spaces, turn-
2 arounds, and driveways are exempt from the requirements in subsections
3 18.4.3.080.D.1 and 2 and paving requirements in subsection 18.4.3.080.E.1. (Ord. 3199 § 6,
4 amended, 06/15/2021)

5
6 ~~18.2.3.130.B.4 4. Dwelling in Non-Residential Zone. Off-street parking is not required for~~
7 ~~residential uses in the C-1-D zone. (Ord. 3167 § 5, amended, 12/18/2018)~~

8
9 **18.2.3.180. Manufactured Housing Developments.**

10 **A. Purpose.** The purpose of this section is to encourage the most appropriate use of land for
11 manufactured housing development purposes, to encourage design standards which will create
12 pleasing appearances, to provide sufficient open space for light, air, and recreation, to provide
13 adequate access to ~~and parking for~~ manufactured housing sites, and to refer minimum utility
14 service facilities to appropriate City codes.

15
16 ~~18.2.3.180.D.8. Off-Street Parking Standards. Each manufactured housing unit shall be~~
17 ~~provided with one off-street parking space on each manufactured housing site, set back 20~~
18 ~~feet from the street. In addition, guest parking facilities of one parking space for each~~
19 ~~manufactured housing site shall also be provided on the project site, within 200 feet of the~~
20 ~~units they are intended to serve, either adjacent to the road or in an off-street parking lot.~~
21 ~~Parking space construction, size, landscaping, and design requirements shall be according~~
22 ~~to chapters 18.4.3 and 18.4.4.~~

23
24 ~~18.2.3.180.E.8 . Each manufactured housing unit shall have a one parking space located on~~
25 ~~or adjacent to the unit space. The parking space shall be set back at least 20 feet from the~~
26 ~~street.~~

27
28 **18.2.3.200 Multi-Family Rental Unit Conversion to For Purchase Housing**

29 **C.1** Existing multiple-family dwelling structures may be converted from rental units to
30 for-purchase housing, where all or only a portion of the structure is converted, as set forth
in Table 18.2.3.200.C.1, provided the existing structure meets the following regulations

1 of the applicable zone: permitted density, yard requirements, maximum height, maximum
2 lot coverage, open space, maximum permitted floor area, waste enclosures, **parking**, and
3 bike storage.

4
5 **C.2.a.** Conversion of existing multiple-family structures to for-purchase housing shall
6 comply with the following general regulations and the site development and design
7 standards in part 18.4: number of bike ~~and automobile~~ parking spaces, trash, and
8 recycling enclosures.

9
10 **18.2.3.210 Retail Uses Allowed in the Railroad Historic District.** Uses are limited to those
11 designed to serve primarily pedestrian traffic. ~~No additional off-street parking is required,~~
12 ~~except for accessible parking as required by the building code.~~

13
14 ~~AMC 18.2.3.220.B.5 Travelers Accommodations. Each accommodation must have one off-~~
15 ~~street parking space and the business owner's unit must have two parking spaces. All~~
16 ~~parking spaces shall be in conformance with chapter 18.4.3.~~

17
18 **18.2.3.220.C.4 Accessory Travelers Accommodations.** ~~The property must have two off-~~
19 ~~street parking spaces.~~ The total number of guest vehicles associated with the accessory
20 travelers' accommodation must not exceed one.

21
22 **SECTION 4.** Section 18.3.2, Croman Mill District, is hereby amended as follows:

23 **18.3.2.060.A.11 On-Street Parking.** On-street parallel parking may be required along the
24 central boulevard and local streets as illustrated in Figure 18.3.2.060.A.10. ~~If on-street parking~~
25 ~~is required on streets identified on the On-Street Parking map, angled parking and loading~~
26 ~~zones are prohibited on these streets.~~ Options addressing the street configuration will be
27 evaluated with the final design of the streets identified on the On-Street Parking map.

28 **18.3.2.060.B.4. Parking Areas and On-Site Circulation.** Except as otherwise required by this
29 chapter, automobile parking, loading, and circulation areas shall comply with the requirements of
30 part 18.4, Site Development and Design Standards, and the following standards:

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a. Primary parking areas shall be located behind buildings with limited parking on one side of the building, except that parking shall be located behind buildings only where development is adjacent to an active edge street or is within a NC, MU or OE zone.

b. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

~~c. **Maximum On-Site Surface Parking.** After a parking management strategy for the Croman Mill District is in place, a maximum of 50 percent of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met through one or a combination of the credits for automobile parking in chapter 18.4.3, Parking, Access, and Circulation.~~

18.3.2.060.C.13 b. Structured Parking Bonus. A building may be increased by up to one story in height when ~~the corresponding required~~ voluntarily provided automobile parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district.

SECTION 5. Section 18.3.4, Normal Neighborhood District, is hereby amended as follows:

18.3.4.060.A.4 Required On-Street Parking. On-street parking is a key strategy to traffic calming and ~~is~~ may be required along the neighborhood collector and local streets.

18.3.4.060.B.5 Off-Street Parking. Where provided, ~~a~~Automobile parking, loading and circulation areas must comply with the requirements of chapter 18.4.3, Parking, Access, and Circulation, and as follows:

a. Neighborhood serving commercial uses within the NN-1-3.5-C zone must have parking primarily accommodated by the provision of public parking areas and on-street parking spaces, ~~and are not required to provide private off-street parking or loading areas, except for residential uses where one space shall be provided per residential unit.~~

SECTION 6. Section 18.3.5, North Mountain Neighborhood District, Table 18.5.050 is hereby amended to allow public parking lots as a permitted use as follows:

Table 18.3.5.050. North Mountain Neighborhood Uses Allowed by Zone¹

	North Mountain Neighborhood Zones ²				
	NM-R-1-7.5	NM-R-1-5	NM-MF	NM-C	NM-Civic
B. Public and Institutional Uses					
Public Parking Lots	N P	N P	N P	CU P	N P

¹ Key: P = Permitted Uses; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

SECTION 7. Section 18.3.9, Performance Standars Option & PSO Overlay, is hereby amended as follows:

18.3.9.060 Parking Standards

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3, Parking, Access, and Circulation.

A. On-Street Parking Required. ~~At least one on-street parking space per dwelling unit shall be provided, in addition to the off-street parking requirements for all developments in an R-1 zone, with the exception of cottage housing developments, and for all developments in R-2 and R-3 zones that create or improve public streets.~~ For all Performance Standards Subdivisions in R-1 zones, and for all Performance Standards Subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions.

1. Where on-street parking is provided on newly created or improved streets, the total number of on-street spaces required should not surpass the available street frontage, with each parking space being considered equivalent to 22 feet in length without interruption and exclusive of designated no-parking areas.

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2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.

3. Lots containing cottage housing developments, housing units smaller than 750 square feet, or affordable housing are not subject to the requirement of providing on-street parking in Performance Standards Subdivisions.

B. On-Street Parking Standards. On-street parking spaces shall be immediately adjacent to the public right-of-way on publicly or association-owned land and be directly accessible from public right-of-way streets. On-street parking spaces shall be located within 200 feet of the **dwelling lot** that it is intended to serve. In addition, on-street public parking may be provided pursuant to minimum criteria established under subsection 18.4.3.060.A.

C. Signing of Streets. The installation of “No Parking” signs regulating parking in the public right-of-way and any other signs related to the regulation of on-street parking shall be consistent with the Street Standards in 18.4.6.030, and shall be consistent with the respective City planning approval.

SECTION 8. Section 18.3.14 Transit Triangle Overlay, is hereby amended as follows:

C. Parking Ratios. Properties developed under the TT overlay option are subject to the standard requirements of chapter 18.4.3 , Parking, Access, and Circulation, ~~except as provided by subsection 18.4.3.030.C.~~

~~1. Multi-Family Dwellings. The minimum number of off-street automobile parking spaces required for multi-family dwelling units for development under the TT overlay option are as follows:~~

~~a. Units less than 800 square feet—1 space/unit.~~

~~b. Units greater than 800 square feet and less than 1,000 square feet—1.5 spaces/unit.~~

~~c. Units greater than 1,000 square feet—2.00 spaces/unit.~~

1 ~~2. Retail Sales and Services, Offices, and Restaurants. The required off-street~~
2 ~~parking spaces may be reduced up to three parking spaces for retail sales and~~
3 ~~services, general office, or restaurant uses. The maximum reduction under this~~
4 ~~subsection is three parking spaces per building.~~

5 ~~D. Availability of Parking Facilities. For properties developed under the TT overlay~~
6 ~~option, required off-street automobile parking spaces shall be available for use by~~
7 ~~residents, customers, and employees, and shall not be limited in use by hours or type of~~
8 ~~user through signage or other legal instrument. Required off-street automobile parking~~
9 ~~shall not be used for the storage or display of vehicles or materials. (Ord. 3166 § 2 (part),~~
10 ~~added, 12/18/2018)~~

11
12 **SECTION 9.** Section 18.5.2, Site Design Review, is hereby amended as follows:

13 **18.5.2.020.A.7** Any change of occupancy from a less intense to a more intensive occupancy, as
14 defined in the building code, ~~or a change in use that requires a greater number of parking~~
15 ~~spaces.~~

16
17 ~~18.5.2.020.B.5. Any change in use that requires a greater number of parking spaces.~~

18
19 **SECTION 10.** Section 18.5.3, Land Divisions and Property Line Adjustments, is hereby
20 amended as follows:

21 **18.5.3.060.F** Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may
22 be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent ~~for~~
23 ~~not more than~~ **provided that the cumulative length of such variances across multiple**
24 **sections of the flag drive does not exceed** 200 feet. Such variances shall be required to meet all
25 of the criteria for approval in chapter 18.5.5 Variances.

26
27 ~~18.5.3.060.K Each flag lot has at least three parking spaces~~ **Where off-street parking is**
28 **voluntarily provided on a flag lot, it shall be** situated to eliminate the necessity for vehicles
29 backing out.

30
SECTION 11. Section 18.5.4, Conditional Use Permits, is hereby amended as follows:

1 **18.5.4.050.B.7** Designating the size, number, location, ~~and/or~~ design, **and screening** of vehicle
2 and pedestrian access points, ~~or~~ **and applicant proposed** parking and loading areas.

3
4 **SECTION 12.** Section 18.5.5, Variances, is hereby amended as follows:

5 ~~18.5.5.030.A.5. Up to ten percent reduction in the number of required parking spaces.~~

6 ~~18.5.5.030.A.6. Up to 50 percent reduction for parking requirements in the Historic~~
7 ~~District.~~

8
9 **SECTION 13.** Section 18.5.6, Modifications to Approved Planning Actions , is hereby

10 **18.5.6.030.A Authorization of Major Modifications.** The approval authority and review
11 procedure for Major Modification applications is the same as for the original project or plan
12 approval. Any one of the following changes constitutes a Major Modification.

13 1. A change in land use, from a less intensive use to a more intensive use, as evidenced
14 by ~~parking, paved area,~~ **an** estimated ~~an~~ increase in automobile or truck trips (peak
15 and/or average daily trips), an increase in hours of operation, ~~an increased demand for~~
16 **parking**, additional paved area, or similar factors, where the increase is 20 percent or
17 more, provided the standards of parts 18.2, 18.3, and 18.4 are met.

18
19 **SECTION 14. Codification.** In preparing this ordinance for publication and distribution, the
20 City Recorder shall not alter the sense, meaning, effect, or substance of the ordinance, but within
21 such limitations, may:

- 22 (a) Renumber sections and parts of sections of the ordinance;
23 (b) Rearrange sections;
24 (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
25 (d) Delete references to repealed sections;
26 (e) Substitute the proper subsection, section, or chapter numbers;
27 (f) Change capitalization and spelling for the purpose of uniformity;
28 (g) Add headings for purposes of grouping like sections together for ease of reference; and
29 (h) Correct manifest clerical, grammatical, or typographical errors.
30

1 **SECTION 15. Severability.** Each section of this ordinance, and any part thereof, is severable,
2 and if any part of this ordinance is held invalid by a court of competent jurisdiction, the
3 remainder of this ordinance shall remain in full force and effect.

4
5 The foregoing ordinance was first ready by title only in accordance with Article X,
6 Section 2(C) of the City Charter on the _____ day of _____, 2023, and duly
7 PASSED and ADOPTED this _____ day of _____, 2023.

8
9 PASSED by the City Council this _____ day of _____, 2023.

10
11 ATTEST:

12
13 _____
14 Alissa Kolodzinski, City Recorder

15 SIGNED and APPROVED this _____ day of _____, 2023.

16
17
18 _____
19 Tonya Graham, Mayor

20
21 Reviewed as to form:

22
23 _____
24 Douglas M. McGeary, Acting City Attorney

ASHLAND PLANNING DIVISION

STAFF REPORT

November 14, 2023

PLANNING ACTION: PA-T3-2023-00006

APPLICANT: City of Ashland

ORDINANCE REFERENCES:

AMC 18.2.2	Base Zones and Allowed Uses
AMC 18.2.3	Special Use Standards
AMC 18.3.14	Transit Triangle Overlay
AMC 18.3.2	Croman Mill District
AMC 18.3.4	Normal Neighborhood District
AMC 18.3.5	North Mountain Neighborhood District
AMC 18.3.9	Performance Standards Option and PSO Overlay
AMC 18.4.2	Building Placement, Orientation, and Design
AMC 18.4.3	Parking, Access, and Circulation
AMC 18.4.4	Landscaping, Lighting, and Screening
AMC 18.4.6	Public Facilities
AMC 18.5.2	Site Design Review
AMC 18.5.3	Land Divisions and Property Line Adjustments
AMC 18.5.4	Conditional Use Permits
AMC 18.5.5	Variances
AMC 18.5.6	Modifications to Approved Planning Applications

REQUEST: The proposal involves amendments to the Ashland Land Use Ordinance to remove automobile parking mandates and amend parking standards set forth in the Ashland Municipal Code (AMC) in order to implement the requirements of the State of Oregon’s Climate-Friendly & Equitable Communities (CFEC) rules. The proposal includes amendments to AMC 18.2.2, 18.2.3, 18.3.14, 18.3.2, 18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3, 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5, AND 18.5.6.

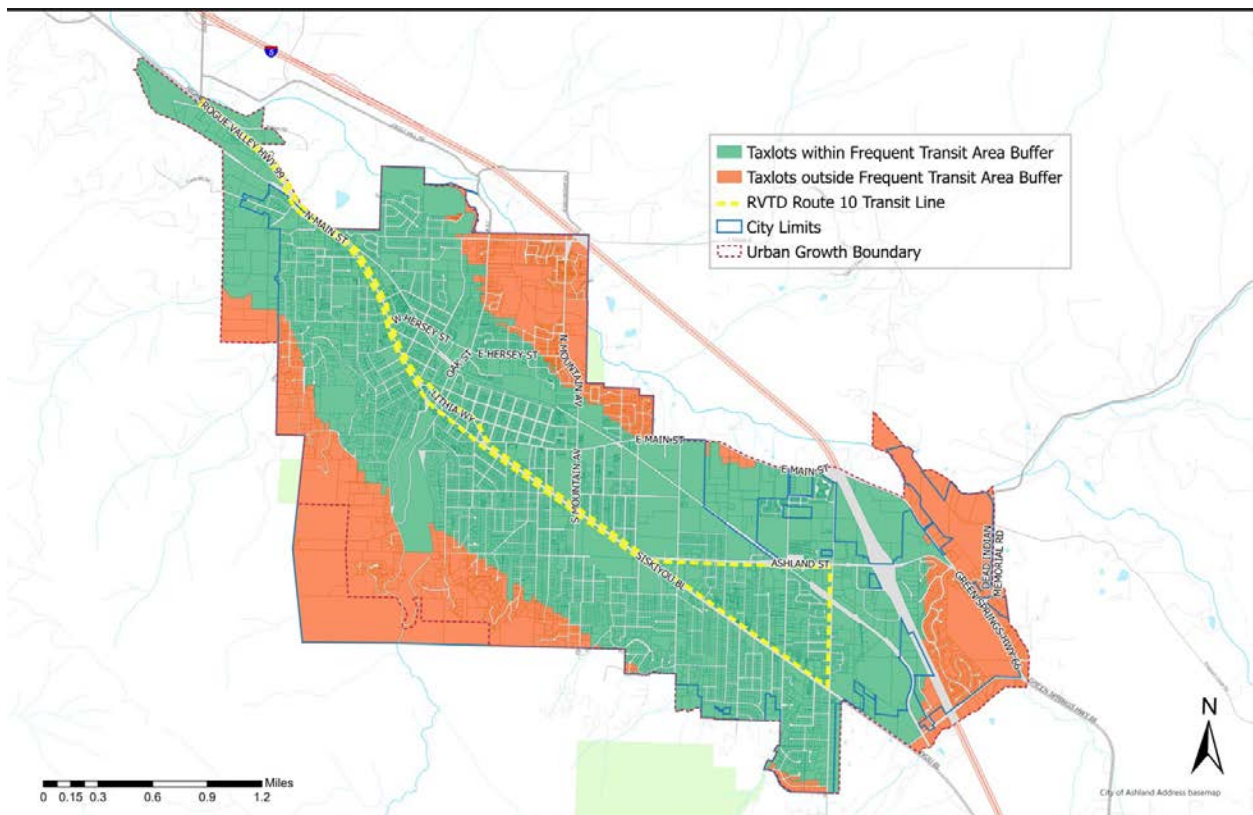
I. Ordinance Amendments

A. Project Background

The Climate-Friendly and Equitable Communities (CFEC) rules, adopted by the Land Conservation and Development Commission (LCDC) in July of 2022, included substantial changes to the ways that cities can regulate parking. With the first tier of these new rules,

which took effect January 1st, cities are no longer allowed to mandate off-street parking within ½-mile of frequent transit. In addition, cities can no longer mandate parking (on- or off-street) for small units (< 750 s.f.), affordable housing, single room occupancy housing, shelters, childcare facilities, or facilities for people with disabilities. Additionally, cities can no longer require more than one parking space per dwelling unit for residential developments with more than one dwelling unit. Assuming there would not be time between these new rules being adopted and taking effect on January 1, 2023, cities were directed to implement this first tier of new requirements directly from the states rules (*i.e. to ignore locally-adopted regulations which can no longer be applied under the new state rules*).

The map below illustrates the areas within ½-mile of frequent transit in Ashland in green where parking mandates were no longer allowed as of January 1, 2023. The yellow line is the Rogue Valley Transportation District’s Route 10 which follows North Main/East Main to Siskiyou Boulevard to Ashland Street to Tolman Creek Road and back to Siskiyou Boulevard. Route 10 stops at Ashland locations at roughly 20-minute intervals between 5:30 a.m. and 8:30 p.m.



Under this first tier of CFEC parking rules, 79.4 percent of tax lots within the city’s Urban Growth Boundary (UGB) and 69 percent of the land within the UGB are no longer subject to parking mandates. Much of the remaining land outside the ½-mile buffer is constrained from further development by existing development including the airport and golf course and by hillside lands, water resource protection zones and floodplain corridors.

A second tier of new rules requires that cities either eliminate all minimum parking requirements citywide (“**Option 1**”) or select from a menu of additional requirements. This

second tier of new rules was to have taken effect on June 30, 2023, however Ashland requested and received an extension from the state. As extended, Ashland must select one of the three options in the chart below and adopt the necessary code amendments by December 31, 2023.

Parking Mandate Reform

Effective date June 30, 2023 per OAR 660-012-0012(4)(f)

Option 1 OAR 660-012-0420	Options 2 and 3 OAR 660-012-0425 through 0450	
Repeal all parking mandates within the jurisdiction	Reduce parking burdens – adopt eight land use regulations related to reduced mandates based on factors such as shared parking, solar panels, parking space accessibility, on-street parking; unbundling of parking from rent for multifamily units near transit (OAR 660-012-0425)	
	Cities with populations 100,000+ adopt on-street parking prices equivalent to at least 50¢/day per spot for 5%/10% of total on-street parking supply by September 30, 2023/2025 (OAR 660-012-0450; effective dates per OAR 660-012-0012(4)(g))	
	Parking Reform Approaches <i>Choose ONE of the following (option 2 -or- option 3)</i> <i>Policies to take effect no later than June 30, 2023</i> <i>(effective date per OAR 660-012-0012(4)(f))</i>	
no additional action needed	Option 2 <i>OAR 660-012-0445(1)(a) - Adopt at least 3 of 5 policies below</i>	Option 3 <i>OAR 660-012-0445(1)(b) - Adopt regulations minimizing or exempting required parking for 15 development types (summarized below)</i>
	<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 space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for redevelopments/additions.</p> <p>Adopt parking maximums.</p> <p>No parking mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>

Option 1 eliminates all parking mandates citywide. This is by far the simplest option and requires no additional action on the part of the city after the initial code amendments. A number of other cities have already selected Option 1 including Portland, Salem, Corvallis, Tigard, Bend, Albany and Central Point. Option 1 does not eliminate parking; it simply allows the number of parking spaces associated with any development to be market-driven rather than a mandate imposed and enforced by the city. Although under this option the City cannot mandate minimum parking requirements, a city can maintain or establish parking design standards and limits on the maximum number of parking spaces where parking is voluntarily provided.

Option 2 requires that, if the city opts to retain parking mandates in the roughly 30 percent of the city that is more than ½-mile from frequent transit, parking mandates be further reduced by adopting new land use regulations based on factors such as shared parking, solar panels, parking space accessibility and on street parking; that parking be unbundled from rent for multi-family units near transit; and that 3 of the 5 policies below be adopted as well:

1. Unbundle parking for all residential units.
2. Unbundle leased commercial parking.
3. Provide a flexible commute benefit for businesses with more than 50 employees.
4. Impose a tax on parking lot revenues.
5. Mandate no more than ½-space/unit for multi-family development.

Option 3 requires that, if the city opts to retain parking mandates in the roughly 30 percent of the city that is more than ½-mile from frequent transit, those mandates must be further reduced by adopting new land use regulations based on factors such as shared parking, solar panels, parking space accessibility and on street parking; that parking be unbundled from rent for multi-family units near transit; and that regulations be adopted to minimize or exempt parking requirements for 15 development types including no mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.; no additional parking for redevelopments/additions; no parking mandates within ½-mile walking distance of Climate-Friendly Areas (CFAs); adopting parking maximums and designating a district to manage on-street residential parking.

B. Summary of Proposed Amendments

The code amendments provided are largely consistent with those reviewed by the Planning Commission at the September study session and the City Council in October, and are based on the city pursuing “Option 1”, eliminating all mandated parking city-wide.

Following the September 12th Planning Commission study session, and Council’s discussion on October 17th, staff has incorporated the requisite CFEC amendments in ordinance format and drafted additional amendments to the parking standards as follows:

- Added draft code language in AMC 18.4.2.010 to encourage redevelopment of existing off-street parking areas.
- Amended code language for on-street parking associated with Performance Standards Options subdivisions in AMC 18.3.9.060.
- Added draft code language that requires at least one ADA-accessible parking space be provided in those instances when no other parking is proposed (18.4.3.050). Where parking is proposed the State Building Code stipulates the requisite number of accessible spaces required.
- Added draft code language allowing an applicant to newly obtain a Conditional Use Permit to exceed the maximum number of parking space provided in the Parking Spaces by Use Table (18.4.3.030.B.2)

- Added new code language, and revised bicycle parking graphics, relating to cargo-bike dimensions and bike parking layouts (18.4.3.070.C.6)
- Incorporated requisite CFEC tree canopy coverage and maintenance requirements for parking lot trees (18.4.3.080.B.6)
- Removed code language which stipulated a 50' separation between driveways on neighborhood streets for lots serving three or more units. Retains the requisite 24' separation between driveways (18.4.3.080.C.3.c.i).
- Amended existing code language addressing width requirements for two-way vehicular circulation, and one-way vehicular circulation based on consistency with a prior variance approval (18.4.3.080.D.3).
- Amended existing code language relating to the maximum grade of flag drives to allow multiple sections, to exceed 15% grade, up to a maximum of 18%, to clarify intent based on consistency with a prior variance approval (18.5.3.060.F)

II. Procedural

Applications for Type III (i.e. Legislative) Plan Amendments and Zone Changes are described in the Ashland Land Use Ordinance section 18.5.9.020 as follows:

B. Type III. It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.

1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.
2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
3. Land Use Ordinance amendments.
4. Urban Growth Boundary amendments.

In this instance, the State of Oregon's adoption of Climate-Friendly & Equitable Communities (CFEC) rules require cities to amend their parking codes, which can be found to be a change in circumstances necessitating the amendments. The City has been implementing the State's CFEC parking rules directly since January 1, 2023.

The CFEC rules required that cities adopt mandated changes no later than June 30, 2023 however the City of Ashland received an extension and must adopt the required code amendments no later than December 31, 2023.

III. Conclusions and Recommendations

Staff recommends that Option 1 be selected, and the draft ordinance attached proceeds on that basis. If the Planning Commission recommends approval of the attached ordinance, staff will prepare written findings for adoption at the November 28, 2023 meeting. The Planning Commission's recommendations will be forwarded to the City Council for consideration at a public hearing and First Reading of the draft Ordinance scheduled on December 5, 2023.

Attachments

- Draft Ordinance: *11142023 Parking ORD3229_Hearing_Draft*
- Public Comments Received

**BEFORE THE PLANNING COMMISSION
CITY OF ASHLAND, JACKSON COUNTY, OREGON**

November 28, 2023

In the matter of PA-T3-2023-00006 involving)
amendments to the Ashland Municipal Code (AMC))
Title 18 Land Use Ordinance to remove automobile)
parking mandates and to amend parking standards in order)
to implement requirements of the Sate of Oregon’s) **FINDINGS OF FACT &**
Climate-Friendly & Equitable Communities (CFEC) rules.) **CONCLUSIONS OF LAW**
The proposal includes amendments to AMC 18.2.2, 18.2.3,)
18.3.14, 18.3.2, 18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3,)
18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5 and 18.5.6)

PURPOSE:

The proposal involves amendments to the Ashland Land Use Ordinance to remove automobile parking mandates and amend parking standards set forth in the Ashland Municipal Code (AMC) in order to implement the requirements of the State of Oregon’s Climate-Friendly & Equitable Communities (CFEC) rules. The proposal includes amendments to AMC 18.2.2, 18.2.3, 18.3.14, 18.3.2, 18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3, 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5 and 18.5.6.

PUBLIC HEARINGS:

Notice was published in the Ashland News on October 24, 2023, prior to the Planning Commission and City Council public hearings. A public hearing was held at the Planning Commission on November 14, 2023, and a hearing is scheduled before the City Council on December 5, 2023. Notice of the proposed ordinance amendments was also sent to the Department of Land Conservation and Development on September 5, 2023.

SUMMARY OF AMENDMENTS

The proposed code amendments primarily seek to implement “Option 1” of the Climate-Friendly and Equitable Communities rules in eliminating parking mandates city-wide. In addition, the amendments include:

- Amended code language for on-street parking associated with Performance Standards Options subdivisions in AMC 18.3.9.060.
- Added draft code language in AMC 18.4.2.010 to enable redevelopment of existing off-street parking areas.
- Added code language allowing an applicant to obtain a Conditional Use Permit to exceed the maximum number of parking spaces provided in the ‘Parking Spaces by Use’ Table (18.4.3.030.B.2).

- Amended code language to retain automobile parking maximums, which are not required under the Climate-Friendly and Equitable Communities rules for a city of Ashland’s size, but which have long been established in the Ashland Land Use Ordinance, by removing the correlation to the number of required parking spaces and instead setting a maximum number of spaces based on the proposed use (Table 18.4.3.040).
- Added code language to require at least one ADA-accessible parking space to be provided in those instances when no other parking is proposed (18.4.3.050). This provision would not apply within the C-1-D zone. Where parking is voluntarily proposed, the State Building Code stipulates the requisite number of accessible spaces required.
- Added code language, and revised bicycle parking graphics, relating to bicycle parking dimensions and bike parking layouts and accommodation of cargo bikes and family bikes (18.4.3.070.C.6). Bicycle parking requirements were previously tied to automobile parking requirements; the requirements have been adjusted to remove the correlation to the number of automobile parking spaces provided and establish bicycle-specific parking ratios based on the uses proposed.
- Added code language to incorporate requisite CFEC tree canopy coverage and maintenance requirements for parking lot trees (18.4.3.080.B.6).
- Removed code language which stipulated a 50-foot separation between driveways on neighborhood streets for lots serving three or more units, while retaining a requisite 24-foot separation between driveways (18.4.3.080.C.3.c.i).
- Amended code language addressing width requirements for two-way vehicular circulation, and one-way vehicular circulation for consistency with previous precedent (18.4.3.080.D.3).
- Amended existing code language relating to the maximum grade of flag drives to allow multiple sections to exceed 15 percent grade, up to a maximum of 18 percent, to clarify intent of the code language based on previous precedent (18.5.3.060.F)

REVIEW CRITERIA

The decision of the City Council together with the recommendation by the Planning Commission was based on consideration and findings of consistency with the following factors:

- A. Consistency with City of Ashland approval criteria for legislative amendments, AMC 18.5.9.020.B
- B. Consistency with City of Ashland Comprehensive Plan and Other City Policies
- C. Consistency with Oregon Statewide Planning Goals and associated Oregon Administrative Rules

EVALUATION AND COUNCIL FINDINGS:

A. Consistency with City of Ashland approval criteria for legislative amendments and zoning map amendments, AMC 18.5.9.020.B

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

B. Type III. *It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.*

1. *Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.*
2. *Comprehensive Plan changes, including text and map changes or changes to other official maps.*
3. *Land Use Ordinance amendments.*
4. *Urban Growth Boundary amendments. (Ord. 3195 § 5, amended, 12/01/2020)*

Finding: Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions. The Planning Commission finds that in this instance, the State of Oregon’s adoption of Climate-Friendly & Equitable Communities (CFEC) rules require that cities amend their parking codes, which can be found to be a change in circumstances necessitating the proposed amendments. The City of Ashland has been implementing the State’s CFEC parking rules directly from the Oregon Administrative Rules since January 1, 2023. The CFEC rules required that cities adopt the new state-mandated changes no later than June 30, 2023, however the City of Ashland requested and received an extension to this deadline and must adopt the required code amendments no later than December 31, 2023.

B. Consistency with the Ashland Comprehensive Plan and other City Policies

The Ashland Comprehensive Plan’s Policy 6.10.02.14 is to, “Provide for minimal off-street parking requirements in locations where it is demonstrated that car ownership rates are low for resident populations in order to help reduce housing costs and increase affordability and where the impact on neighborhoods allow.”

Finding: The elimination of off-street parking requirements city wide will help to reduce housing costs and increase affordability in keeping with this policy.

The Ashland Comprehensive Plan’s Goal 8.16.19 is to, “*Increase the portion of the city covered by a tree canopy, especially parking lots and other paved areas.*”

Finding: The proposed code amendments include new parking lot tree canopy coverage requirements to provide 30 to 40 percent of parking lot areas in tree canopy coverage which directly implements this goal.

The Ashland Comprehensive Plan’s Goal 10.09.02.25 is to, “*Reduce the number of automobile parking spaces required for new development, discouraging automobile use as the only source of access and encouraging use of alternative modes.*”

Finding: The Planning Commission finds that the proposed amendment is directly in keeping with this goal and will aid in encouraging the use of alternative modes of transportation.

The Planning Commission finds and determines that the proposed land use code amendments are consistent with the Comprehensive Plan goals and policies.

C. Consistency with Oregon Statewide Planning Goals

The proposed code amendments were also reviewed for conformance with the applicable Statewide Planning Goals and administrative rules adopted by the Department of Land Conservation and Development. The following goals and OARs are applicable to the proposed code amendment:

GOAL 1: CITIZEN INVOLVEMENT

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding: The process to adopt these proposed code amendments included three meetings before the Planning Commission, as well as a meeting before the Transportation Commission, and three meetings before the City Council with required public notice provided. Both the Planning Commission and Council meetings were conducted in person but allowed the opportunity for participation via Zoom which afforded citizens multiple opportunities to review, comment, and be involved in all phases of the planning process. The Climate-Friendly and Equitable Communities rulemaking process which lead to the adoption of rules requiring these parking code amendments included numerous meetings in every region of the state and similarly provided the opportunity for citizens and municipalities to be involved in all phases of the rulemaking process. This Goal is met.

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual bases for such decisions and actions.

Finding: The proposed land use code amendments have an adequate factual base, as has been thoroughly described through the application and hearing process. The implementation measures proposed are consistent with Comprehensive Plan policies as noted in these findings and with the requirements of the Climate-Friendly and Equitable Communities rules with regard to parking, as reflected in OAR 660-012 and further discussed under ‘Goal 12’ below. The Goal is met.

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

Finding: Not applicable because the proposal does not propose any land use regulation changes to agricultural lands outside of the Ashland Urban Growth Boundary (UGB).

GOAL 4: FOREST LANDS

To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding: Not applicable because the proposal does not propose any land use regulation changes to forest lands outside of the Ashland UGB.

GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: The proposed land use code amendments will not negatively impact inventoried Goal 5 resources. Ashland’s Historic District Development Standards in AMC 18.4.2.050, Physical and Environmental Constraints Review procedures in AMC 18.3.10, and Water Resource Protections Zones Ordinance in AMC 18.3.11 are not proposed to be modified and will remain in place to protect historic and natural resources from negative impacts. The Goal is met.

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

Finding: The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the existing goals and policies and does not negatively impact Goal 6. This Goal is met.

GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

Finding: The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the existing goals and policies, and the removal of parking mandates within the city of Ashland will not negatively impact natural hazard area protections under Goal 7.

AMC 18.3.10 ‘Physical and Environmental Constraints Overlay’ regulates the development of flood plain corridor lands, hillside lands, hillside lands with severe constraints, and wildfire lands. The standards applying to the aforementioned natural hazard areas follow the same provisions for any proposed development, and the proposal will not alter the applicability of the city’s Physical and Environmental Constraints Overlay regulations or the protection from natural hazards they were implemented to provide. This Goal is met.

GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 8 and recreational needs. This Goal is met.

GOAL 9: ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

Finding: The proposed code amendments do not modify the existing goals and policies related to Goal 9 and economic development, but instead seek only to implement state requirements that would eliminate requirements to provide off-street parking. This Goal is met.

GOAL 10: HOUSING

To provide for the housing needs of citizens of the state.

Finding: The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 10 and housing needs. With the adoption of the proposed code amendments to eliminate parking mandates citywide, the development of proposed housing will no longer be burdened by a city mandate to provide off-street parking and as such these changes will facilitate the development of more housing units. Specifically, as affordable

housing is also no longer required to provide parking spaces, the cost of affordable housing development may be reduced thereby increasing opportunities to provide needed housing at a cost that is affordable to lower and moderate-income households. This Goal is met.

GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The City of Ashland has master plans in place for water, wastewater and stormwater that address projected population growth and development in the Ashland city limits and UGB. The Water Master Plan was completed in 2020 and projects and plans for an adequate water supply for a 20-year planning period. The Wastewater Master Plan was completed in 2012 and projects and plans for an adequate water supply for a 20-year planning period. The Stormwater and Drainage Master Plan was completed in 2020 and projects and plans for an adequate water supply for a 20-year planning period. This Goal is met.

GOAL 12: TRANSPORTATION & THE TRANSPORTATION PLANNING RULE

(TPR): To provide and encourage a safe, convenient and economic transportation system.

Finding: The City of Ashland adopted a Transportation System Plan (TSP) in 2013 which has gone through the post acknowledgement amendment process. The transportation system is planned to accommodate the population growth and development of the community for the 20-year planning period.

Oregon Administrative Rule (OAR) 660-012-0400(3): Parking Management requires that, “*Cities and counties shall remove parking mandates as directed under OAR 660-012-0420. In lieu of removing parking mandates, cities and counties may amend their comprehensive plans and land use regulations to implement the provisions of OAR 660-012-0425, OAR 660-012-0430, OAR 660-012-0435, OAR 660-012-0440, OAR 660-012-0445, and OAR 660-012-0450.*” The proposed code amendment conforms to this goal and the TPR by implementing OAR 660-012-0400(3). Specifically, the proposal eliminates minimum off-street parking requirements citywide. This Goal is met.

GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 13 and energy conservation. This Goal is met.

GOAL 14: URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding: The proposed code amendments conform to this goal because they promote more efficient use of land by helping to better accommodate Ashland’s urban population within its portion of the UGB by enabling higher density development and encouraging infill or redevelopment of properties that may be underutilized (i.e., due to an over-supply of parking). This means urban lands will be able to accommodate more housing and employment uses than they were able to when the City mandated that significant portions of properties be used for off-street parking.

The proposed land use code amendments do not include changes to the Ashland Urban Growth Boundary, do not encourage sprawl, do not lower residential densities, or promote uncoordinated and inefficient development. The amendments proposed are limited to eliminating parking mandates within the city as required by the state under the Climate-Friendly & Equitable Communities rules. The management of the City’s land use inventories is unaffected by these amendments. This Goal is met.

PLANNING COMMISSION FINDINGS AND RECOMENDATIONS

Based on the above discussion, the Planning Commission finds that the proposed amendments to the Ashland Land Use Ordinance are consistent with the statewide planning goals and therefore comply with the requirement that the amendments be consistent with state land use planning law. The Planning Commission accordingly recommends that the City Council approve the amendments and adopt the proposed ordinance subject to the following overall conclusions.

Ashland Planning Commission Approval

Lisa Verner, Planning Commission Chair

Date

RECOMMENDED COUNCIL CONCLUSIONS

The City Council finds and determines the approval criteria for this decision have been fully met, based on the detailed findings set forth herein, the detailed findings and analysis of the Planning Commission, and supporting documents together with all staff reports, addenda and supporting materials in the whole record.

Specifically, the Council finds that the proposed land use code amendments are consistent with City of Ashland approval criteria for land use ordinance amendments as Findings of Fact and Conclusions of Law

set forth in ALUO 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan and other City policies. The Council finds and determines that the proposed amendments are consistent with the Oregon Statewide Planning Goals and applicable Oregon Administrative Rules.

Accordingly, based on the above Findings of Fact and Conclusions of Law, and based upon the evidence in the whole record, the City Council hereby APPROVES the ADOPTION of the following amendments to AMC Title 18 Land Use as reflected in the attached ordinance.

Ashland City Council Approval

City Council Approval

Date

Signature authorized and approved by the full Council this 19th day of December 2023.

Attest:

Alissa Kolodzinski, City Recorder

Date

Approved as to form:

Douglas M. McGeary, Acting City Attorney

Date

Parking Ordinance

Written Public Comments

- Sharon Dormann Letter – Dated 11/10/2023
- Housing Authority of Jackson County (Ryan Hanes) Letter – Dated 11/13/2023
- Cat Gould Letter – Dated 11/13/2023
- Streets for Everyone Letter – Dated 11/17/2023
- Gary Scaff Letter 1 – Dated 11/10/2023
- Gary Schaff Letter 2 – Dated 11/12/2023
- Ray Chirgwin Letter – Dated 10/14/2022

11/14/23 Planning Commission Hearing Testimony

Sharon Dohrmann <sjdohrmann@gmail.com>

Fri 2023-11-10 01:57 PM

To: Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

[EXTERNAL SENDER]

Hi there,

I'm writing to support the Planning Commission's plans to drop all parking minimums throughout Ashland. I also support a requirement to unbundle parking for residential units and leased parking in commercial areas. That would be consistent with the CEAP goals (reduce vehicle miles of travel) and could help ease the housing affordability crisis. Unbundling is a powerful climate and housing affordability tool which would allow the city to compel landlords to charge for parking separately from the rent of the dwelling. In addition, unbundling allows people who don't own a car to save money by not having to pay for a parking space that they don't use.

I appreciate your consideration on this matter.

Thank you,

Sharon Dohrmann

sjdohrmann@gmail.com

(541) 205-8488

RE: 11/14/23 PC Hearing Testimony

Michael Sullivan <michael.sullivan@ashland.or.us>

Mon 2023-11-13 02:54 PM

To: Ryan Haynes <ryan@hajc.net>; Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

Hello Mr. Haynes,

Your public comment has been received. It has been added to the planning action file and will be forwarded to the Planning Commission.

Thank you,

Michael Sullivan
Executive Assistant

Pronouns he, him



Better Together

City of Ashland

Community Development Department

51 Winburn Way, Ashland, Oregon 97520

541.552.2072 | TTY 800.735.2900

Michael.sullivan@ashland.or.us

This email transmission is official business of the City of Ashland and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2072. Thank you.

From: Ryan Haynes <ryan@hajc.net>

Sent: Monday, November 13, 2023 2:51 PM

To: Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

Subject: 11/14/23 PC Hearing Testimony

[EXTERNAL SENDER]

I am writing today to express opposition to the concept of unbundling parking. Like most of the CFEC rules, this will dramatically curtail the development of new affordable housing. Housing Authority of Jackson County (HAJC) is the largest developer of affordable housing in Southern Oregon, and the overwhelming majority of our tenants own cars.

Our concerns related to unbundling are along multiple fronts, including complexity in billing and management, allocation, pricing challenges, enforcement, tenant dissatisfaction, and lender requirements. Unbundling parking makes property management more difficult. Affordable housing managers such as HAJC actually lose money on property management, performing the task only to ensure quality control and compliance with the tax-credit programs that support the development of affordable housing. These programs, like LIHTC, prohibit charging separately for parking when construction of parking lots are included in the eligible tax-credit basis. Every development that HAJC has ever built utilizing LIHTC included parking in the eligible basis. Therefore, passage of such a rule would put HAJC in default with regard to tax-credit regulations.

By unbundling parking, property managers will have to handle separate billing for parking spaces, which can increase administrative workload and costs. There's also the task of tracking which tenants are using parking spaces and ensuring compliance with parking policies. Managing and allocating parking spaces will become more challenging when they are unbundled. Dealing with issues like unauthorized parking, parking space assignments, and potential conflicts between tenants over parking will significantly increase the burden on management staff. Enforcing parking rules and regulations will become more challenging. Tenants who were accustomed to having parking included in their rent have also indicated to us that they view unbundling as a reduction in value or an additional, unwelcome expense. Finally, we cannot secure financing for the development of affordable housing if there is an inadequate supply of parking for the units that are built. This isn't Portland, and the lenders consider the inadequacy of our local transit system when underwriting loans or equity investments. Even if the system were doubled in size, it would not be robust enough to take the place of owning a vehicle for most of the tenants we service in Ashland.

While we have no qualms with dropping minimum parking requirements for new development, we are very concerned that unbundling parking will preclude HAJC from further development in Ashland.

Best,

Ryan D. Haynes

Director of Development

(541).779-5785

ryan@hajc.net

www.hajc.net

2251 Table Rock Rd, Medford, OR 97501



RE: Unbundling parking from rent

Michael Sullivan <michael.sullivan@ashland.or.us>

Mon 2023-11-13 08:29 AM

To: catgould@gmail.com <catgould@gmail.com>; Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

Good morning Cat,

Your public comment has been received, it will be forwarded to the Planning Commission and added to the Planning Action file.

Thank you,

Michael Sullivan
Executive Assistant

Pronouns he, him



Better Together

City of Ashland

Community Development Department

51 Winburn Way, Ashland, Oregon 97520

541.552.2072 | TTY 800.735.2900

Michael.sullivan@ashland.or.us

This email transmission is official business of the City of Ashland and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2072. Thank you.

From: Cat Gould <cat.gould@gmail.com>

Sent: Sunday, November 12, 2023 8:59 AM

To: Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

Subject: Unbundling parking from rent

[EXTERNAL SENDER]

Hallo,

As a member of CEPAC I have been made aware of proposed changes to the city's parking regulations. I am in favour of unbundling the cost of a parking space from the overall rent of an apartment so that people who choose not to have vehicles can have an economic benefit and not be subsidising those who have 1 or more vehicles. I believe this is a great economic tool to encourage those who can and wish to go car free and reward them for that choice.

Sincerely,

Cat Gould

member CEPAC

member Tree MAC

member CERT



To: Mayor Graham and City Council
From: Streets for Everyone
Date: 11/17/2023
Re: 12/05/23 Public Hearing Testimony - Parking

Streets for Everyone supports the Community Development Department’s recommendation to utilize “Option 1” of the Climate Friendly and Equitable Communities (CFEC) rule to the extent that it eliminates minimum parking requirements. However, we are concerned that the proposed amendments don’t go far enough to effectively mitigate climate change and promote equity. In the near future, Ashland City Council should also direct the Community Development Department to initiate additional parking code amendments to include unbundled parking. The rationale for this improvement is detailed below.

Unbundled parking is officially defined in OAR 660-012-0005(57). It constitutes paying for parking separately from paying for the rent, lease, or purchase of a residential or commercial unit, with the option to not use and pay for parking.

It is important to note that CFEC “rules set a floor, not a ceiling, on parking actions.” [Evan Manvel, Climate Mitigation Planner, Oregon Department of Land Conservation and Development, 635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540, Direct/Cell: 971-375-5979 | Main: 503-373-0050, evan.manvel@dlcd.oregon.gov | www.oregon.gov/LCD]
Consequently, the city can and should combine CFEC option 1 (as reflected in the current draft code amendments) with unbundling parking.

We understand that the public notice for the current draft code amendments did not include notification of property management firms. This group and others should be notified, in advance, of rules to unbundle parking. Consequently, we recommend that the current code amendment process not be expanded to include unbundled parking code requirements. We also understand that the city is under an obligation to complete the current round of parking code amendments before December 31. These facts should not deter the Council, in the future, from pursuing parking code amendments that will foster a more just and equitable community and help implement the city’s Climate and Energy Action Plan (CEAP).

Streets for Everyone recommends that the Council direct the Community Development Department to develop draft code amendments that would unbundle parking, in the next 180 days, and provide for their phased implementation. As an example:

90 days after adoption - new multi-family and commercial developments

1 year after adoption - existing commercial developments

2 years after adoption - existing multi-family developments.

Exception. The city should provide for a waiver from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

Using a phased approach ensures that there is time to refine the code and provide a period of transition for those, relatively few, properties that will be affected. Unbundling would only apply to multi-family housing, and commercial developments that include parking lots.

We also recommend that employers with 50 or more employees, that provide free or subsidized parking for their employees, be required to develop, and implement a commute reduction plan with the goal of minimizing the percentage of employees that travel to work in single occupant vehicles. Strategies must include parking cash-out and transit allowances.

Uncoupling parking is crucial for the thirteen reasons listed below.

1. Housing in Ashland is in short supply, especially affordable housing. Parking, throughout most of the city, is plentiful. This imbalance, in part, reflects the city's own historic parking code requirements.
2. "Being explicit about the cost of parking and allowing people to avoid that cost helps people make more climate-friendly decisions, such as carpooling, transit, walking and biking. Unbundling also improves equity, as the majority of households who do not own cars are in the bottom fifth of households in terms of income, and homeowners own 50% more cars than renters. Where parking is bundled in with other goods, these households disproportionately subsidize parking for those with more resources."
https://www.oregon.gov/lcd/CL/Documents/Guidance_Unbundling.pdf
3. The Handbook for Analyzing Greenhouse Gas Emission Reductions Assessing Climate Vulnerabilities and Advancing Health and Equity (<https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft%202021-Aug.pdf>) found unbundling parking can cut transportation-related climate pollution by up to 15.7%. It is doubtful that unbundling parking in Ashland will achieve this same magnitude of impact.

4. The city's Climate Energy Action Plan, Urban, Land Use & Transportation section establishes the goal to **reduce community and city employee vehicle miles of travel**. That outcome will only occur if more people choose to bicycle, walk or use transit (or work from home). Unbundling parking reinforces the decision not to own an auto and thus promotes walking, biking and the use of transit.
5. "Separating the cost of parking from other goods can significantly impact mode choice. When there is a price on parking, commuters look to make other, more climate-friendly choices such as transit, carpooling, walking or biking. One study found a 17% decrease in solo driving to work when commuters had to pay for parking at work, versus having the costs of that parking hidden and subsidized. In that study, carpooling increased 64%, transit use increased 50%, and walking and biking increased 33%. The collective mode shifts reduced total driving commute miles by 12%."
https://www.oregon.gov/lcd/CL/Documents/Guidance_Unbundling.pdf
6. It is obvious that unbundling parking can reduce the cost of housing for households that rely upon transit, walking and bicycling. But that is only one part of the potential savings. The American Automobile Association's latest estimate of the cost of auto ownership suggests the savings could be as much as \$1,000 per month. See <https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/> These transportation savings are available for housing and other household expenses, giving rise to more local spending and supporting the city's economy.
7. Just as the market determines the price of housing, so should it (i.e. the market) determine the price of parking. Parking in the city, with notable exceptions, is free leading to market distortions and, possibly, undervaluing the land upon which the parking, itself, is sited.
8. The elimination of parking minimums may have little impact on parking supply. If the parking were priced (i.e. unbundled) developers would only build the amount of parking that households (businesses) demanded.
9. Because parking is bundled, households are denied a choice between paying for parking or spending that money on a larger or better unit, saving for a home, or any other use of their budget.
10. Based upon the city's fees for monthly use of spaces in the Hargadine Parking Structure, the minimum parking fee could be as low as \$30 per month. The CFEC rules require that the city establish a minimum parking fee but not a maximum. The absence of an upper cap on parking fees would minimize the city's administrative burden.

11. The table below provides auto ownership data for Ashland. It is clear, from the data, that auto ownership is on the rise with fewer households owning zero or just one vehicle.

Table 5
Household Auto Ownership

Number of Vehicles Owned	Percentage of Households 2013	Percentage of Households 2018	Annual Compound Rate of Change
0	3.15	2.06	-8.1
1	36.4	26.3	-6.3
2	33.9	44.4	5.5
3	18.9	16.3	-2.9
4	4.79	7.19	8.5
5 plus	2.87	3.76	5.6

Source: <https://datausa.io/profile/geo/ashland-or/#housing> (car ownership)

12. The oft-sited concern with the potential for increased demand for on-street parking is but a positive indicator of the success of the city’s efforts to implement the CEAP, encourage the conversion of surface parking to housing, and thus make walking and bicycling safe, convenient and practical, everyday modes of travel.

13. Unbundling parking, as a city policy, is consistent with the City Council’s priorities including:

- Climate Energy Action Plan implementation
- Affordability including attainable housing
- Economic development
- All with the underlying supporting principles of equity.

TO: Planning Commission
From: Gary Shaff, 516 Herbert St
Date: 11/10/2023
Re: **11/14/23 PC Hearing Testimony - parking**

I support the Community Development Department's recommendation to utilize "option 1" of the CFEC rule to the extent that it eliminates minimum parking requirements. **I do not support the Department's decision to not unbundle parking as a part of the parking code amendments.**

Uncoupling parking is crucial for reasons listed below. **Unbundled parking is paying for parking separately from paying for the rent, lease or purchase of a residential or commercial unit, with the option to not use and pay for parking.** Unbundled parking is officially defined in OAR 660-012-0005(57).

It is important to note that CFEC "rules set a floor, not a ceiling, on parking actions." [Evan Manvel, Climate Mitigation Planner, Oregon Department of Land Conservation and Development, 635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540, Direct/Cell: 971-375-5979 | Main: 503-373-0050, evan.manvel@dlcd.oregon.gov | www.oregon.gov/LCD] Consequently, the city can and should combine CFEC option 1 with unbundling parking.

Findings:

- "Being explicit about the cost of parking and allowing people to avoid that cost helps people make more climate-friendly decisions, such as carpooling, transit, walking and biking. Unbundling also improves equity, as the majority of households who do not own cars are in the bottom fifth of households in terms of income, and homeowners own 50% more cars than renters. Where parking is bundled in with other goods, these households disproportionately subsidize parking for those with more resources."
https://www.oregon.gov/lcd/CL/Documents/Guidance_Unbundling.pdf
- The Handbook for Analyzing Greenhouse Gas Emission Reductions Assessing Climate Vulnerabilities and Advancing Health and Equity (https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf) found unbundling parking can cut transportation-related climate pollution by up to 15.7%.
- The city's Climate Energy Action Plan, Urban, Land Use & Transportation section establishes the goal to **reduce community and city employee vehicle miles of travel**. That outcome will only occur if more people choose to bicycle, walk or use transit (or work from home). Unbundling parking reinforces the decision not to own an auto and thus promotes walking, biking and the use of transit.

- It is obvious that unbundling parking can substantially reduce the cost of housing for households that rely upon transit, walking and bicycling. But that is only one part of the potential savings. The American Automobile Association’s latest estimate of the cost of auto ownership suggests the savings could be as much as \$1,000 per month. See <https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/> These transportation savings are available for housing and other household expenses, giving rise to more local spending and supporting the city’s economy.
- Unbundling parking, as a part of the city’s parking code amendments, is consistent with the City Council’s priorities including:
 - Climate Energy Action Plan implementation
 - Affordability including attainable housing
 - Economic development
 - All with the underlying supporting principles of equity...

Model Language for Development Code

- City of Seattle (Chapter 23.42.070) - https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IIIILAUSSRE_CH23.42GEUSPR_23.42.070PARELEMUDWUNCOUS.
- City of Berkeley (Title 23.334.030.A, part of Transportation Demand Management requirements) – [https://berkeley.municipal.codes/BMC/23.334.030\(A\)](https://berkeley.municipal.codes/BMC/23.334.030(A)).
- City of San Francisco (Article 1.5, Section 167) - https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-19298.
- City of Oakland (Section 17.116.310) - https://library.municode.com/ca/oakland/codes/planning_code?nodeId=TIT17PL_CH17.116OREPALORE_ARTVSTREPALOFA_17.116.310UNPA
- City of Santa Monica (Section 9.28.110) - https://library.qcode.us/lib/santa_monica_ca/pub/municipal_code/item/article_9-division_3-chapter_9_28-9_28_110.
- City of Bellevue (Chapter 20.25J.050(B)) - <https://bellevue.municipal.codes/LUC/20.25J.050>
Unbundling required for lease and rental agreements:
- City of Seattle (Chapter 7.24.030.G) - https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT7COPR_CH7.24REAGRE_7.24.030REAGRE

11/14/23 PC Hearing Testimony - parking

gshaff@gmail.com <gshaff@gmail.com>

Sun 2023-11-12 07:46 PM

To: Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

[EXTERNAL SENDER]

Please direct the planning staff to prepare code language to unbundle parking as described below.

(A) Require that parking spaces for each residential unit in multi-unit housing developments be unbundled parking upon lease creation, lease renewal, or sale. The regulation should not exempt townhouse and rowhouse development from this requirement;

(B) Require that parking spaces serving leased commercial developments be unbundled parking upon lease creation or renewal;

(C) Require for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking.

Eliminating Parking Minimums

Ray Chirgwin <rayc@kswarchitects.com>

Fri 2022-10-14 10:18 AM

To: Derek Severson <derek.severson@ashland.or.us>

[EXTERNAL SENDER]

Derek – Please forward this to Ashland Planning Commission and Staff. Thank you!

Dear Members of the Ashland Planning Staff and Commission –

On behalf of KSW Architecture and Planning, we have compiled important resources on eliminating mandatory parking minimums.

Please take sufficient time to study these as you consider parking reform as a part of the “Climate-Friendly and Equitable Communities” rulemaking.

Videos:

<https://www.strongtowns.org/journal/2017/7/24/parking-has-shaped-our-cities>

<https://www.youtube.com/watch?v=lgA4FJWjl8>

<https://www.youtube.com/watch?v=H6wBSRj3NWg>

<https://www.youtube.com/watch?v=3g-z-PEzTas>

Articles/ Reports/ Resources:

https://www.oregon.gov/lcd/CL/Documents/StPaulMN_ParkingSlides.pdf

https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33_0

<https://www.strongtowns.org/parking>

<https://www.eesi.org/articles/view/how-eliminating-parking-actually-makes-cities-better>

We hope that you find this informative.

KSW fully supports the removal of mandatory parking minimums. The benefits include:

- Promotes infill development
- Increases tax value of properties
- Reduces pressure on surrounding rural land
- Reduces pressure on existing road capacity and maintenance
- Increases places for humans to enjoy (green space, pedestrian space, etc)
- Promotes healthier lifestyles (physical and social)
- Reduces stormwater pollution and heat island effect
- Promotes healthier forms of transportation (bike, walk, transit)
- Community resiliency in the wake of Amazon, work-from-home, ride-share & autonomous vehicles, cyber-Monday
- Reduces single occupancy vehicle trips counts and distances
- Reduces noise pollution
- Promotes better building design and landscape design

Remember that removing parking minimums will not drastically change our city overnight. Any change will be very slow.

Developers and designers can continue to build parking. It just gives us more opportunities to build slightly better places for our community.

Please don't hesitate to call and discuss parking with us more. We would appreciate the opportunity!

Kindest regards,

Ray Chirgwin R.A., LEED AP

KSW Architects

66 Water Street Suite 101

Ashland, OR 97520

m. 541.601.9478 (primary)

o. 541.488.8200 x.19

rayc@kswarchitects.com