



# Council Business Meeting

October 17, 2023

<b>Agenda Item</b>	DEQ Presentation on Railyard Cleanup Plan	
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<b>Item Type</b>	Requested by Council <input type="checkbox"/> Update <input type="checkbox"/> Request for Direction <input checked="" type="checkbox"/> Presentation <input checked="" type="checkbox"/>	

## **SUMMARY**

The City of Ashland is required to update its Parking Ordinance by December 31, 2024, 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. These State rules, which took effect on January 1, 2023, significantly change how parking can be regulated, eliminating mandates for off-street parking near frequent transit and for specific types of housing and facilities.

## **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.





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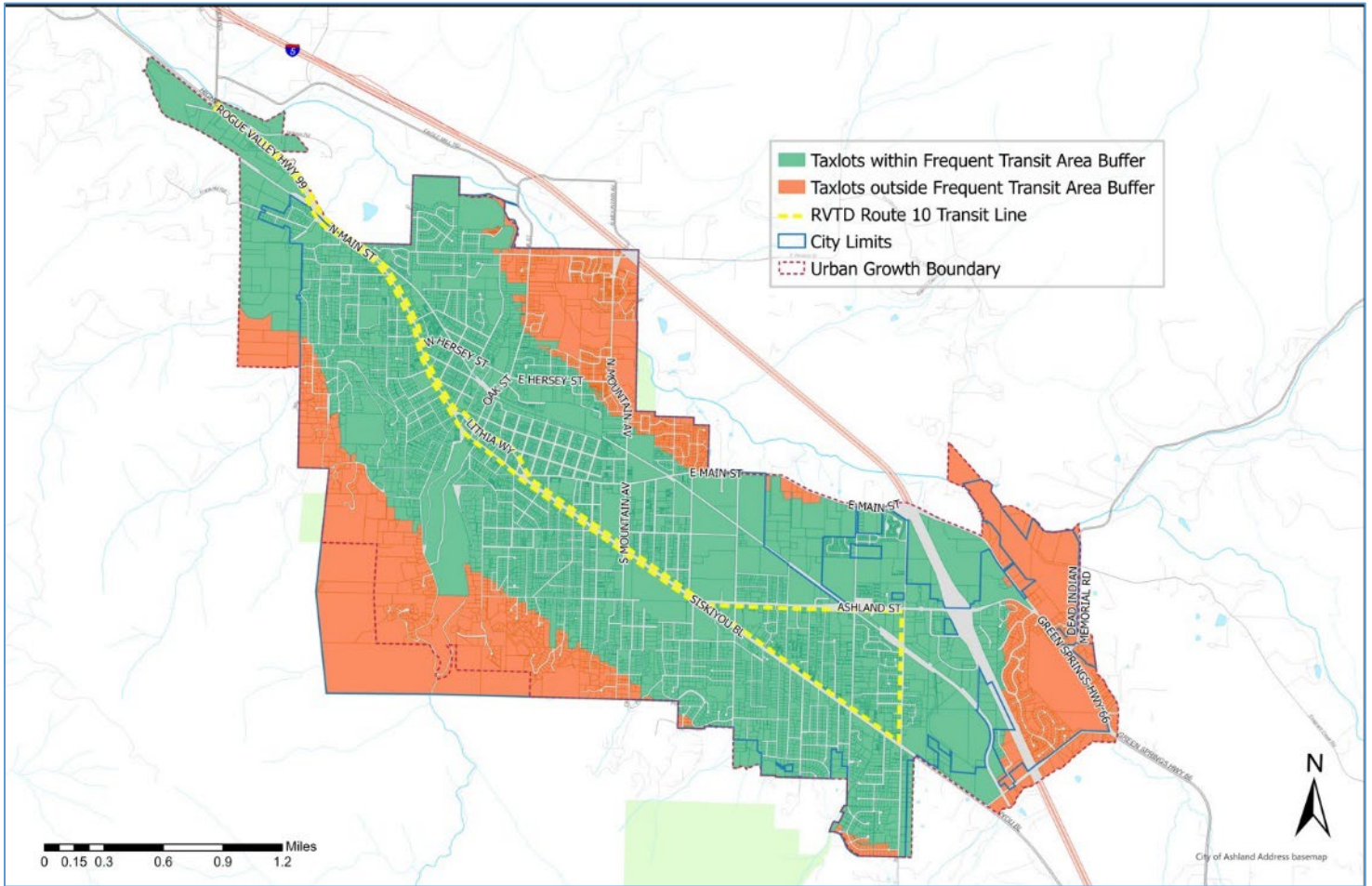
In summary, the proposed elimination of minimum parking requirements in the City of Ashland supports a range of policies and goals, including sustainability, affordability, accessibility, urban planning, economic development, and compliance with state regulations. It reflects a shift toward more sustainable and inclusive urban development practices.

## **BACKGROUND AND ADDITIONAL INFORMATION**

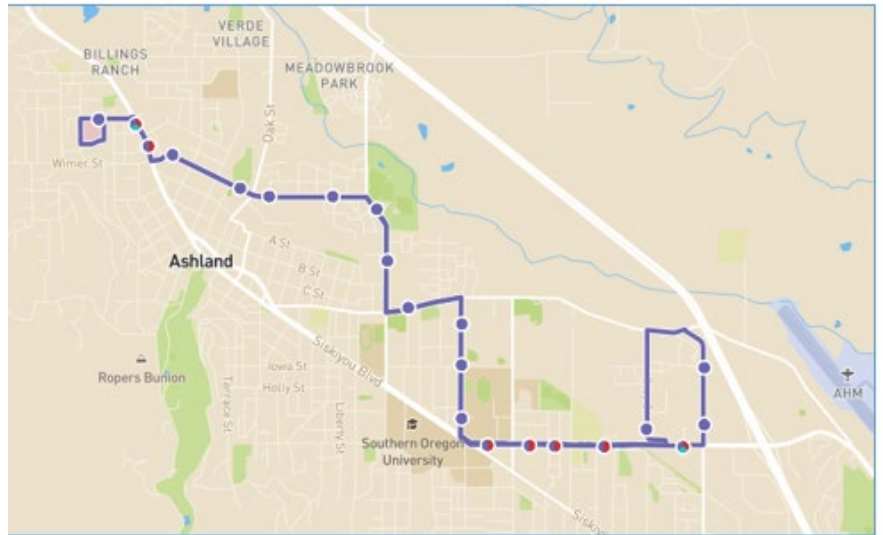
The Climate-Friendly and Equitable Communities (CFEC) rules, initially adopted by the Land Conservation and Development Commission (LCDC) in July of 2022, included substantial changes to the ways that cities can regulate parking. With the first tier of these new rules, which took effect January 1<sup>st</sup>, 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 these new requirements directly from the rules (*i.e. to ignore locally-adopted regulations which can no longer be applied under the new state rules*).

The map on the following page 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 10s stops at Ashland locations at roughly 20-minute intervals between 5:30am and 8:30pm (Ashland Plaza stop).

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.



Additionally RVTD recently established a new route within Ashland, Route 17 – Ashland Circulator – which expands the area served by transit. This route presently has hourly service running between 9:00am and 4:00pm.



RVTD Route 17 Ashland Circulator



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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))	
	<p style="text-align: center;"><b>Parking Reform Approaches</b> Choose ONE of the following (option 2 -or- option 3)</p> <p style="text-align: center;"><i>Policies to take effect no later than June 30, 2023 (effective date per OAR 660-012-0012(4)(f))</i></p>	
no additional action needed	<p style="text-align: center;"><b>Option 2</b> OAR 660-012-0445(1)(a) - Adopt at least 3 of 5 policies below</p>	<p style="text-align: center;"><b>Option 3</b> OAR 660-012-0445(1)(b) - Adopt regulations minimizing or exempting required parking for 15 development types (summarized below)</p>
	<ol style="list-style-type: none"> <li>1. Unbundle parking for residential units</li> <li>2. Unbundle leased commercial parking</li> <li>3. Flexible commute benefit for businesses with more than 50 employees</li> <li>4. Tax on parking lot revenue</li> <li>5. No more than ½ space/unit mandated for multifamily development</li> </ol>	<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. Several 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







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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 permitted, when 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.

As with Option 2, **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.

The Land Conservation and Development Commission (LCDC) initiated the rulemaking process for the Climate-Friendly and Equitable Communities (CFEC) program on April 20, 2023, and initially adopted rules in July 2023. Since then, LCDC has been actively working on making corrections, providing clarifications, and amending these rules. The latest amendments are expected to be adopted during the November 2-3, 2023 commission meeting. It's essential to understand that the CFEC rules mandated by the state, which include guidance on parking, notably bicycle parking requirements, could undergo further changes as part of this ongoing rulemaking process. However, due to the state deadline for local implementation by December 31, 2023, the City is compelled to proceed with its local adoption process, including the necessary public hearings and the first and second readings of an ordinance as required by state laws. The draft ordinance currently incorporates LCDC's guidance, but it remains subject to potential amendments if the final rule changes necessitate adjustments.

## **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.



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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.

## **STAFF RECOMMENDATION**

Considering the relatively confined area where parking mandates might be retained, along with the presence of constraints such as existing development, the airport, the golf course, hillsides, floodplains, and water resource lands that limit further development, Option 1 emerges as the most efficient and comprehensible choice for both city administration and the public. Therefore, Staff recommends that the Planning Commission and Council select Option #1 and instruct staff to make the necessary changes to the land use ordinance. We also suggest retaining existing parking maximums and applying current requirements, including space dimensions, circulation, parking lot landscaping, and screening, when parking is voluntarily provided. Additionally, bicycle parking requirements will need to be updated to align with the Climate-Friendly and Equitable Communities (CFEC) rules. Since parking regulations are interconnected with various sections of the Ashland Municipal Code (AMC), even the simplest option presented will necessitate modifications across multiple AMC chapters.

## **COMMISSION RECOMMENDATIONS**

The Planning Commission conducted a review of the initial draft ordinance changes during a study session held on September 12th, 2023. While they have not yet completed their formal recommendation to the City Council, during the session, the Commission expressed a keen interest in proceeding with Option #1. Additionally, they discussed removing references in the draft code to the Climate Friendly and Equitable Communities Act; the exploration of options that would allow applicants to exceed the maximum allowable parking under specific conditions, as well as the importance of ensuring accessible parking provisions for individuals with disabilities in commercial developments, even in cases where there is no parking minimum requirement. These critical considerations have been incorporated into the draft presented for discussion during tonight's City Council meeting.

The Transportation Advisory Committee is scheduled discuss the Climate Friendly and Equitable Communities rulemaking on October 19, 2023.

The Climate Policy committee is scheduled to discuss the Climate Friendly and Equitable Communities rulemaking on October 11, 2023.

The Planning Commission is scheduled hold a public hearing to review the proposed parking ordinance amendments on November 14, 2023.

Recommendations from the Planning Commission following their public hearing will be presented to the City Council on December 5<sup>th</sup>, 2023 when the Council is scheduled to hold a public hearing and first reading of the ordinance.



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## **DISCUSSION QUESTIONS**

City Council members are encouraged to provide questions, comments, and direction to staff concerning the proposed ordinance amendment. It's important to note that no formal motion is required during this discussion phase. The City Council will hold a public hearing and First Reading on the proposed ordinance changes on December 5, 2023.

## **REFERENCES & ATTACHMENTS**

Attachment #1: Draft Amendments to 18.4.3 Parking, Access, and Circulation (dated 10/17/2023)

Attachment #2: Draft Additional Parking Code Amendments (dated 10/17/2023)

# Attachment #1

## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

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The proposed amendments to the parking ordinance, Chapter 18.4.3, outlined below, are designed to address key aspects related to parking regulations in the City of Ashland. These changes aim to eliminate automobile parking minimums, establish parking maximums, and accommodate bike parking requirements in alignment with the Climate Friendly and Equitable Rulemaking mandated by the State LCDC. While Chapter 18.4.3, focusing on Parking, Parking Access, and Circulation, is a pivotal part of these amendments, it's important to recognize that various other sections of the land use ordinance will also require adjustments to effectively address the elimination of minimum parking requirements. These additional amendments are shown in Attachment #2.

Sections which are shown as ~~**Bold Strikethrough**~~ are to be removed.

**Bold Underlined** sections are to be added

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### Chapter 18.4.3

#### PARKING, ACCESS, AND CIRCULATION

Sections:

18.4.3.010	<del><b>Purpose.</b></del>
18.4.3.020	<del><b>Applicability.</b></del>
18.4.3.030	<del><b>General Automobile Parking Requirements and Exceptions.</b></del>
18.4.3.040	<del><b>Parking Ratios.</b></del>
18.4.3.050	<del><b>Accessible Parking Spaces.</b></del>
18.4.3.060	<del><b>Parking Management Strategies.</b></del>
18.4.3.070	<del><b>Bicycle Parking.</b></del>
18.4.3.080	<del><b>Vehicle Area Design.</b></del>
18.4.3.090	<del><b>Pedestrian Access and Circulation.</b></del>
18.4.3.100	<del><b>Construction.</b></del>
18.4.3.110	<del><b>Availability of Facilities.</b></del>

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### 18.4.3.010 Purpose

Where automobile parking is voluntarily provided, it must meet the requirements of Chapter 18.4.3 which also contains requirements for ~~automobile and~~ bicycle parking, ~~and~~ vehicular and pedestrian access, circulation, and connectivity. The purpose of this chapter is to provide safe and effective access and circulation for pedestrians, bicyclists, and vehicles. For transportation improvement requirements, refer to chapter [18.4.6](#) Public Facilities. While off-street parking is not required, access for emergency vehicles must be retained, and adequate accessible parking spaces ,loading areas, delivery areas, pick-up/drop-off areas should be considered.

### 18.4.3.020 Applicability

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

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

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

**BD. Exceptions and Variances.** Requests to depart from the requirements of this chapter are subject to chapter [18.5.5](#) Variances, except that deviations from the standards in subsections [18.4.3.080.B.4](#) and [B.5](#) and section [18.4.3.090](#) Pedestrian Access and Circulation are subject to [18.5.2.050.E](#) Exception to the Site Development and Design Standards.

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

### 18.4.3.030 General Automobile Parking Requirements and Exceptions

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

- ~~1. Standard Ratios for Automobile Parking. The standards in Table 18.4.3.040.~~
- ~~2. Unspecified Use. Where automobile parking requirements for any use are not specifically listed in Table 18.4.3.040, such requirements shall be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data.~~
- ~~3. Parking Demand Analysis. The approval authority through a discretionary review may approve a parking standard that is different than the standards under subsections 18.4.3.030.A.1 and 18.4.3.030.A.2, above, as follows:~~

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

~~b. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The parking demand analysis option may be used in conjunction with, or independent of, the options provided under section 18.4.3.060, Parking Management Strategies.~~

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

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

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

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

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

~~D. North Mountain Plan District. Within the Neighborhood Central zone of the North Mountain (NM) Neighborhood Plan district, all uses are exempt from the off-street~~

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~~parking requirements of this section, except that residential uses are required to provide a minimum of one parking space per residential unit. (Ord. 3167 § 11, amended, 12/18/2018)~~

### 18.4.3.040 ~~Parking Ratios~~ Vehicle and Bicycle Quantity Standards

Except as provided by section [18.4.3.030](#), the standard ratios required for ~~automobile~~ parking are as follows, **as are the maximum allowances for voluntarily provided off-street 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](#).

***[Existing Table (18.4.3.040) below to be Removed and Replaced]***

~~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 <del>18.6.1.030</del> .
Single-Family Dwellings	<del>2 spaces for detached dwelling units and the following for attached dwelling units:</del> <del>a. Studio units or 1 bedroom units less than 500 sq. ft. — 1 space/unit.</del> <del>b. 1 bedroom units 500 sq. ft. or larger — 1.50 spaces/unit.</del> <del>c. 2 bedroom units — 1.75 spaces/unit.</del> <del>d. 3 bedroom or greater units — 2.00 spaces/unit.</del>
Accessory Residential Unit	No additional parking spaces required. See definition of accessory residential unit in section <del>18.6.1.030</del> .
Duplex	<del>a. 2 spaces per duplex meeting the standards in section 18.2.3.110.</del> <del>See definition of duplex in section 18.6.1.030.</del> <del>b. Use multifamily dwelling parking ratio for duplex not meeting the standards of section 18.2.3.110. See definition of duplex in section 18.6.1.030.</del>
Multifamily Dwellings	<del>a. Studio units or 1 bedroom units less than 500 sq. ft. — 1 space/unit.</del> <del>b. 1 bedroom units 500 sq. ft. or larger — 1.50 spaces/unit.</del>

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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>c. 2-bedroom units — 1.75 spaces/unit.</p> <p>d. 3-bedroom or greater units — 2.00 spaces/unit.</p> <p>e. Retirement complexes for seniors 55 years or greater — 1 space per unit.</p> <p>f. Transit Triangle (TT) overlay option developments, see chapter <del>18.3.14</del>.</p>
Cottage Housing	<p>a. Units less than 800 sq. ft. — 1 space/unit.</p> <p>b. Units greater than 800 sq. ft. and less than 1,000 sq. ft. — 1.5 spaces/unit.</p> <p>c. Units greater than 1,000 sq. ft. — 2.00 spaces/unit.</p> <p>d. Retirement complexes for seniors 55 years or greater — 1 space per unit.</p>
Manufactured Housing	Parking for a manufactured home on a single-family lot is same as a single-family dwelling; for manufactured housing developments, see sections <del>18.2.3.170</del> and <del>18.2.3.180</del> .
Performance Standards Developments	See chapter <del>18.3.9</del> .
<b>Commercial Categories</b>	
Auto, boat or trailer sales, retail nurseries and other outdoor retail uses	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.
Bowling Alleys	3 spaces per alley, plus 1 space for auxiliary 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.

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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.)
	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.
<b>Industrial Categories</b>	
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.
<b>Institutional and Public Categories</b>	
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 classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater.
	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.



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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.)
	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.
<b>Other Categories</b>	
Temporary Uses	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.

***[Replacement Table below changing to a Maximum Automobile Parking and incorporating Bike Parking requirements]***

Table 18.4.3.040. Automobile and Bike Parking Spaces by Use

<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>Residential Categories</u>	<u>See definition of dwelling 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>

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<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces (fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use (fractional spaces shall be rounded up to next whole number)</u>
		<p><u>b. 1 sheltered space per studio/1 bedroom</u></p> <p><u>c. 1.5 sheltered spaces per 2 bedrooms</u></p> <p><u>d. 2 sheltered spaces per 3 bedrooms</u></p> <p><u>e. Senior housing. 1 sheltered space per 8 dwelling units</u></p>
<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 <a href="#">18.3.9</a>.</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</u>	<u>1 per 2 per alleys</u>

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<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces (fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use (fractional spaces shall be rounded up to next whole number)</u>
	<u>uses.</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>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>

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## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces (fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use (fractional spaces shall be rounded up to next whole number)</u>
<b><u>Industrial Categories</u></b>		
<b><u>Industrial, Manufacturing and Production, Warehousing and Freight</u></b>	<b><u>A maximum of 1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees, whichever is more, plus 1 space per company vehicle.</u></b>	<b><u>1 per 5,000 sq. ft. floor area</u></b>
<b><u>Institutional and Public Categories</u></b>		
<b><u>Aircraft Hangar – Ashland Municipal Airport</u></b>	<b><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></b>	<b><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></b>
<b><u>Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories</u></b>	<b><u>A maximum of 2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.</u></b>	<b><u>1 per 5 guest rooms</u></b>
<b><u>Daycare</u></b>	<b><u>A maximum of 1 space per 2 employees;</u></b>	<b><u>Home: None Commercial: 1 per classroom</u></b>
<b><u>Golf Courses</u></b>	<b><u>Regular: A maximum of 8 spaces per hole, plus additional spaces for auxiliary uses.</u></b>	<b><u>0.5 per hole</u></b>
	<b><u>Miniature: A maximum of 4 spaces per hole.</u></b>	<b><u>1 per hole</u></b>
<b><u>Hospital</u></b>	<b><u>A maximum of 2 spaces per patient bed.</u></b>	<b><u>1 per 2,000 sq. ft.</u></b>
<b><u>Nursing and Convalescent Homes</u></b>	<b><u>A maximum of 1 space per 3 patient beds.</u></b>	<b><u>1 per 5 employees</u></b>
<b><u>Public Assembly</u></b>	<b><u>A maximum of 1 space per 4 seats.</u></b>	<b><u>1 per 20 seats</u></b>

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## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces (fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use (fractional spaces shall be rounded up to next whole number)</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 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>1 per 3 students/staff</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>

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## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

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<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces (fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use (fractional spaces shall be rounded up to next whole number)</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>

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

### 18.4.3.050 Accessible Parking Spaces

Accessible parking shall be provided consistent with the requirements of the building code, including but not limited to the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements. Accessible parking shall be included and identified on the planning application submittals. **Where off-street vehicle parking is provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by these regulations and in compliance with ORS 447.**



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## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

### 18.4.3.060 — ~~Parking Management Strategies~~

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

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

- ~~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.~~

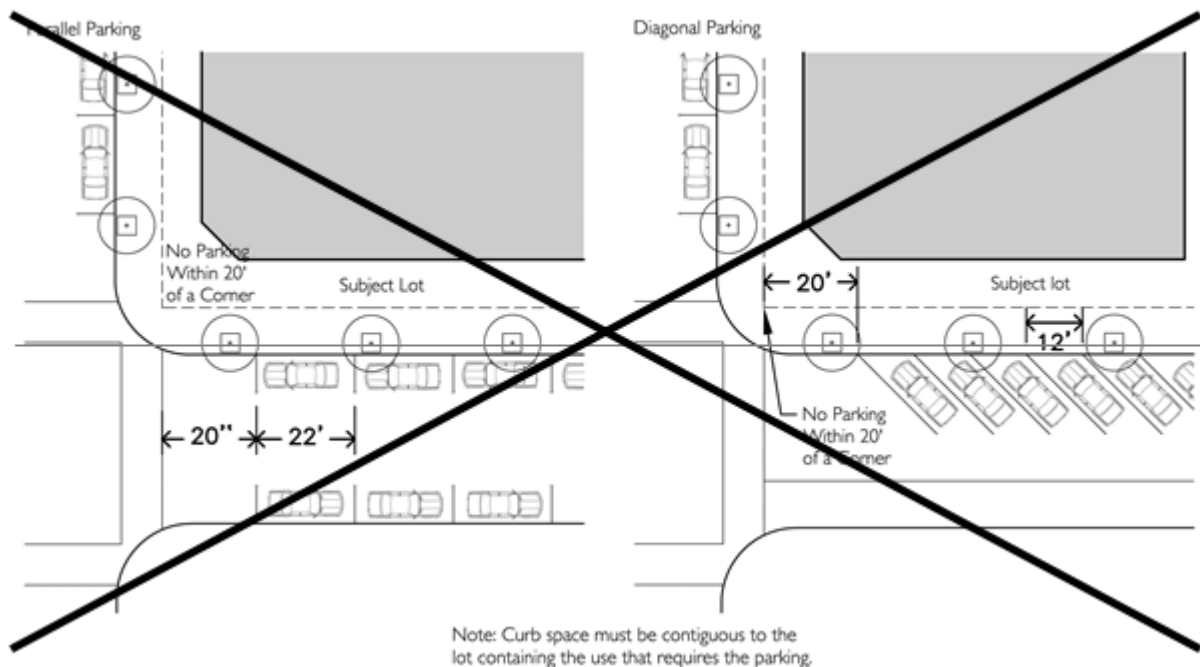


Figure 18.4.3.060.A.1. ~~On-Street Parking Credit~~

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~~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.~~

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

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

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

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

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

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~~1. Motorecycle or scooter parking. One off-street parking space credit for four motorecycle or scooter parking spaces.~~

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

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

~~C. Mixed Uses. In the event that several users occupy a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for the several uses computed separately unless it can be shown that the peak parking demands are offset, in which case the mixed-use credit may reduce the off-street 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.~~

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

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

~~F. TDM Plan Credit. Through implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long-term parking demand by~~

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~~a percentage equal to the credit requested. A TDM plan may reduce the required off-street parking spaces up to 50 percent.~~

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

- ~~1. Pedestrian and transit supportive plazas may be substituted for up to ten percent of the required parking spaces on site.~~
- ~~2. A street with transit service shall have a minimum of 30-minute peak period transit service frequency.~~
- ~~3. Existing parking areas may be converted to take advantage of these provisions.~~
- ~~4. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.~~
- ~~5. The plaza must be at least 300 square feet in area and be shaped so that a ten-foot by ten-foot (10 feet X 10 feet) square will fit entirely in the plaza.~~
- ~~6. The plaza must include all of the following elements:
  - ~~a. A plaza that is open to the public. The owner must record a public access easement that allows public access to the plaza.~~
  - ~~b. A bench or other sitting area with at least five linear feet of seating.~~
  - ~~c. A shelter or other weather protection. The shelter must cover at least 20 square feet and the plaza must be landscaped. This landscaping is in addition to any other landscaping or screening required for parking areas by this ordinance. (Ord. 3199 § 22, amended, 06/15/2021; Ord. 3167 § 13, amended, 12/18/2018; Ord. 3155 § 10, amended, 07/17/2018)~~~~

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### 18.4.3.070 Bicycle Parking Standards

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

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

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

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

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

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

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

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

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

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

### I.C. Bicycle Parking Design Standards.

1. Bicycle parking shall be located so that it is visible to and conveniently accessed by cyclists, and promotes security from theft and damage.
2. Bicycle parking requirements, pursuant to this section, can be met in any of the following ways.
  - a. Providing bicycle racks or lockers outside the main building, underneath an awning or marquee, or in an accessory parking structure.
  - b. Providing a bicycle storage room, bicycle lockers, or racks inside the building.
  - 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



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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

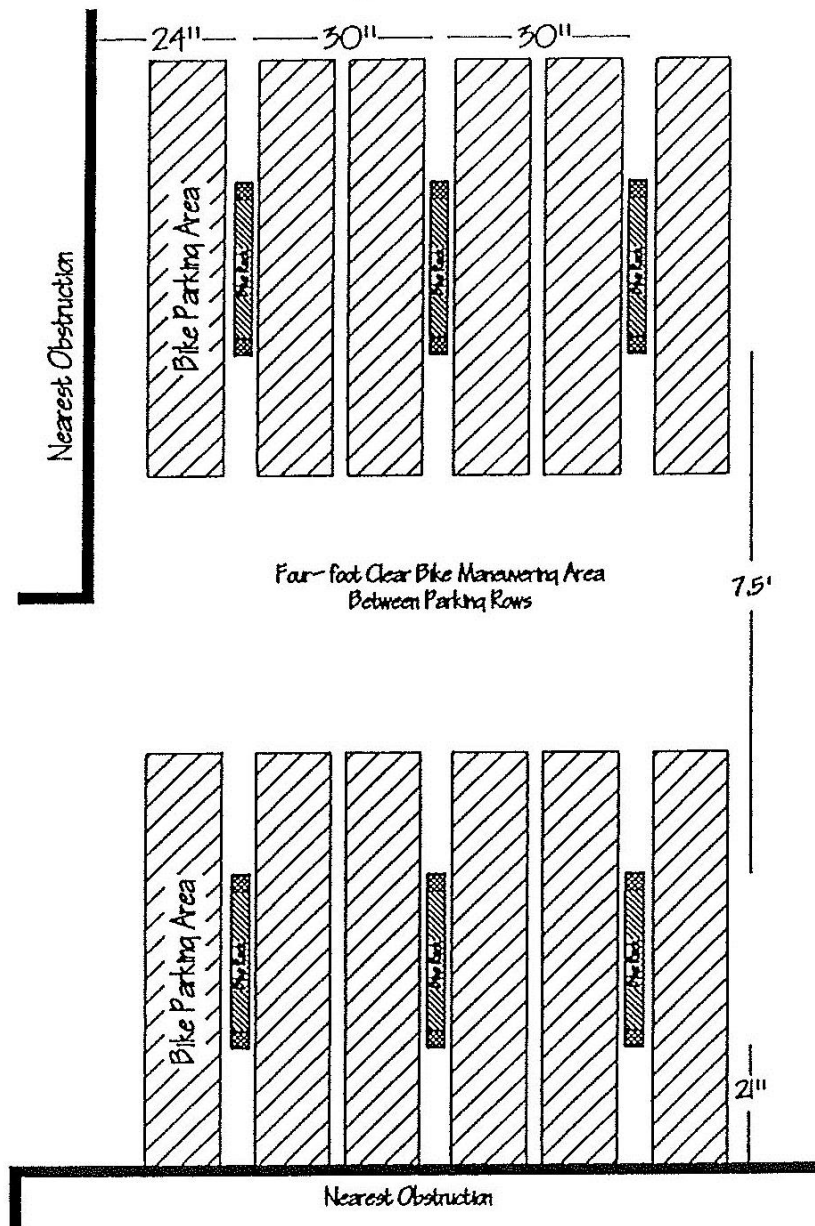
6. Bicycle parking located outside the building shall provide and maintain an aisle for bicycle maneuvering between each row of bicycle parking. Bicycle parking including rack installations shall conform to the minimum clearance standards as illustrated in Figure ~~18.4.3.070.I.6.~~ 18.4.3.070.C.6

**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 GRAPHICS TO CHANGE – in process with more complete dimensions, verifying will accommodate cargo bikes & longtails.]**

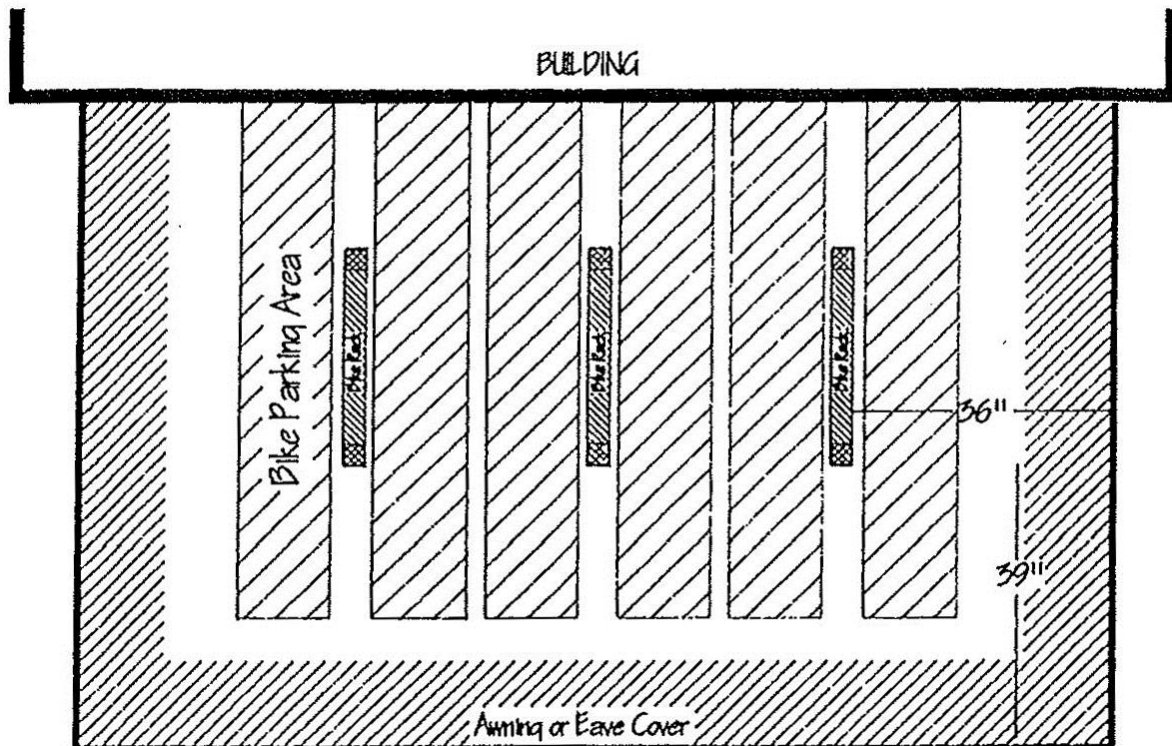
Figure 18.4.3.070.I.6- 18.4.3.070.C.6 Bike Parking Layout

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.

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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.

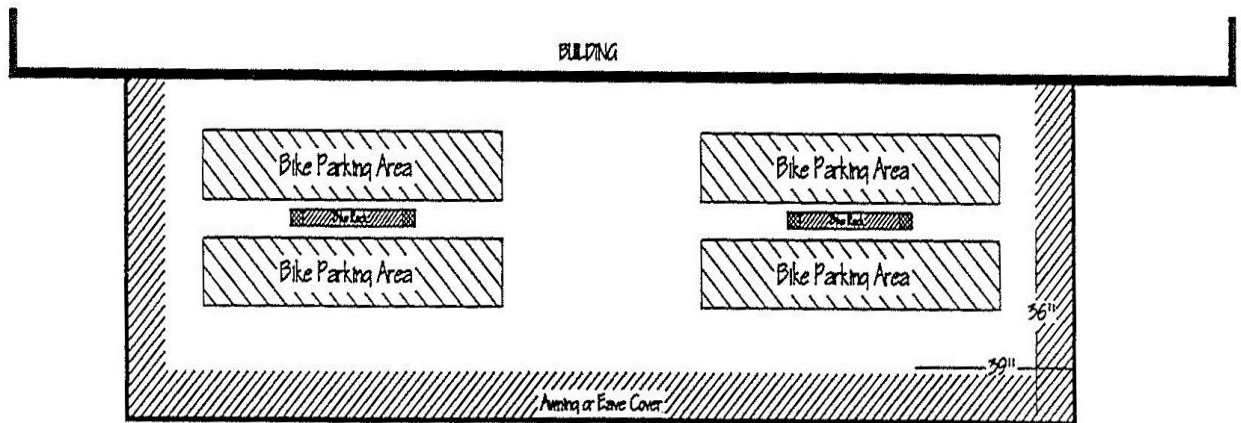


**[FIGURE GRAPHICS TO CHANGE – in process with more complete dimensions, verifying will accommodate cargo bikes & longtails.]**

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

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**[FIGURE GRAPHICS TO CHANGE – in process with more complete dimensions, verifying will accommodate cargo bikes & longtails.]**

Figure ~~18.4.3.070.I.10.b.~~ 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.

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

1. Bicycle parking racks shall consist of staple-design or inverted-u steel racks meeting the individual rack specifications as illustrated in Figure ~~18.4.3.070.J.1~~ 18.4.3.070.D.1. The Staff Advisor, **in consultation with the Public Works Director, following review by the ~~Transportation Commission,~~** may approve alternatives to the above standards. Alternatives shall conform to all other applicable standards of this section **including**

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accommodating large bicycles, family bicycles, or cargo bicycles so they may be secured by at least two points, and providing adequate shelter and lighting.

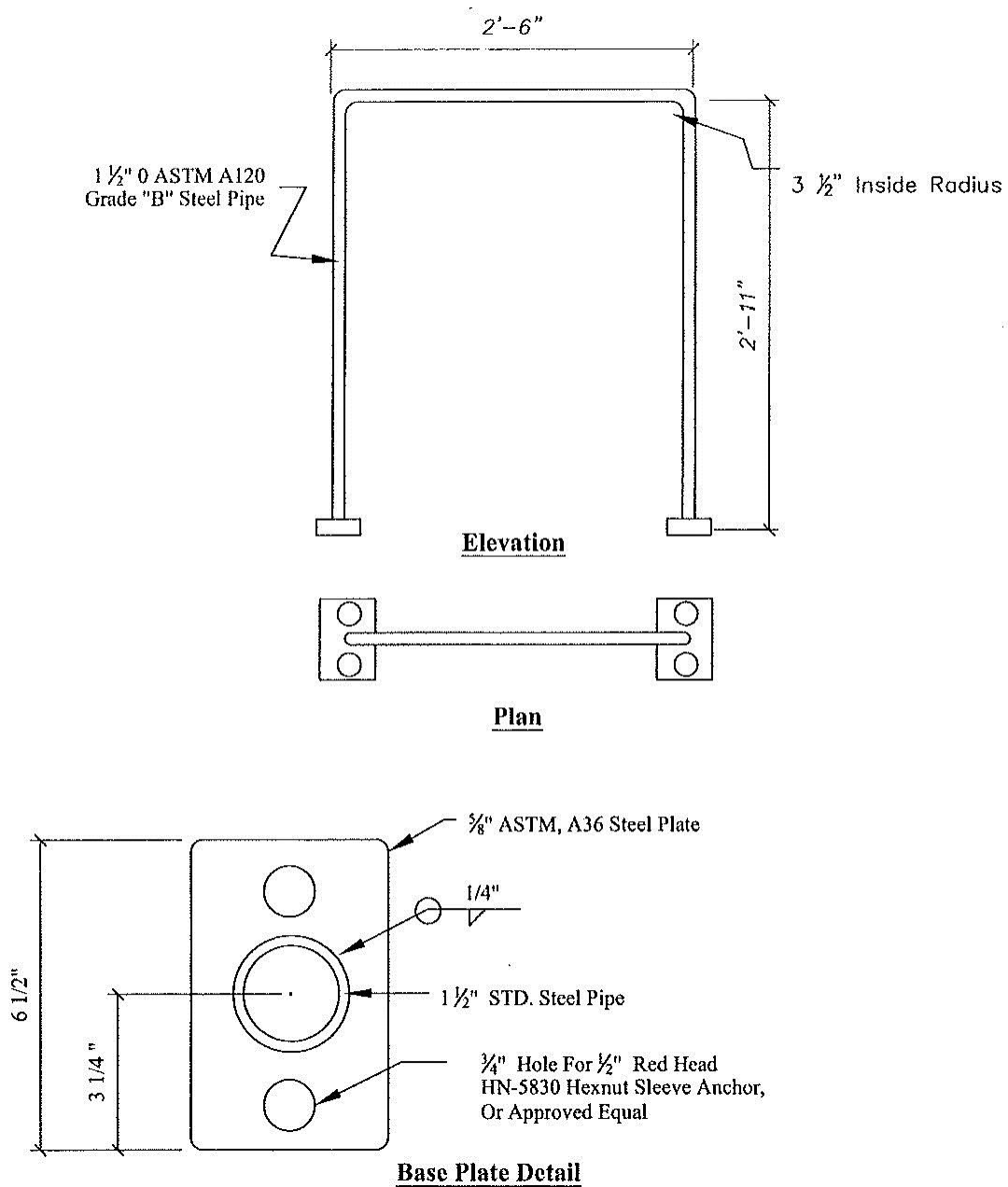


Figure 18.4.3.070.J.1 18.4.3.070.D.1. Bicycle Parking Rack

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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.

### 18.4.3.080 Vehicle Area Design

#### A. Parking Location.

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

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



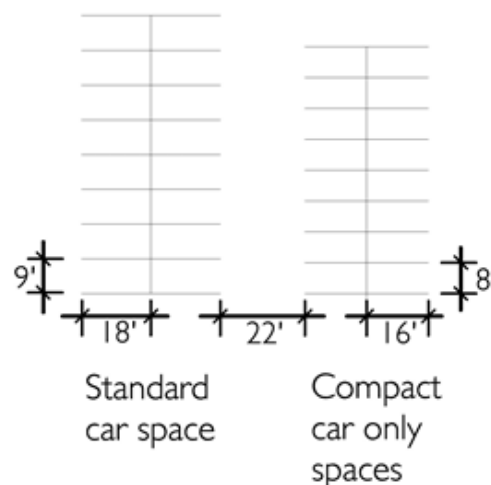
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~~3-2.~~ In all residential zones, off-street parking in a front yard for all vehicles, including trailers and recreational vehicles, is limited to a contiguous area no more than 25 percent of the area of the front yard, or a contiguous area 25 feet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

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

1. Parking spaces shall be a minimum of 9 feet by 18 feet.
2. ~~Up to 50 percent of the total automobile parking spaces in a parking lot~~ **Parking spaces** may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 feet by 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."
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.



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

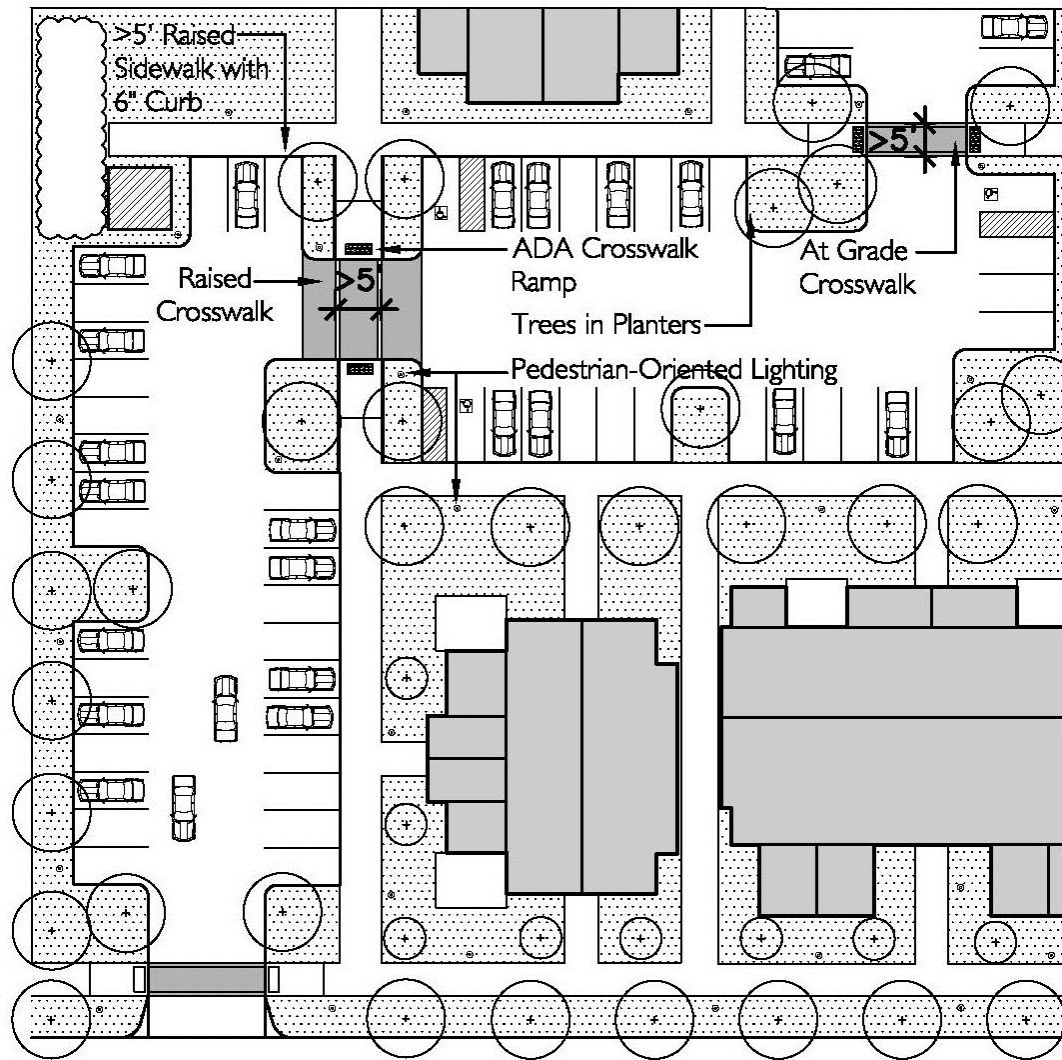
### Figure 18.4.3.080.B. Parking Area Dimensions

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).

- a. New parking areas of one-half acre or larger shall include street trees in planters or tree wells along all driveways or otherwise demonstrate that 30 percent tree canopy coverage over the parking area will be achieved within five years of occupancy.**

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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:

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- 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, **or greater than ½ acre in area**, 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.

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## DRAFT Parking Code Amendments Chapter 18.4.3 (dated 10/17/2023)

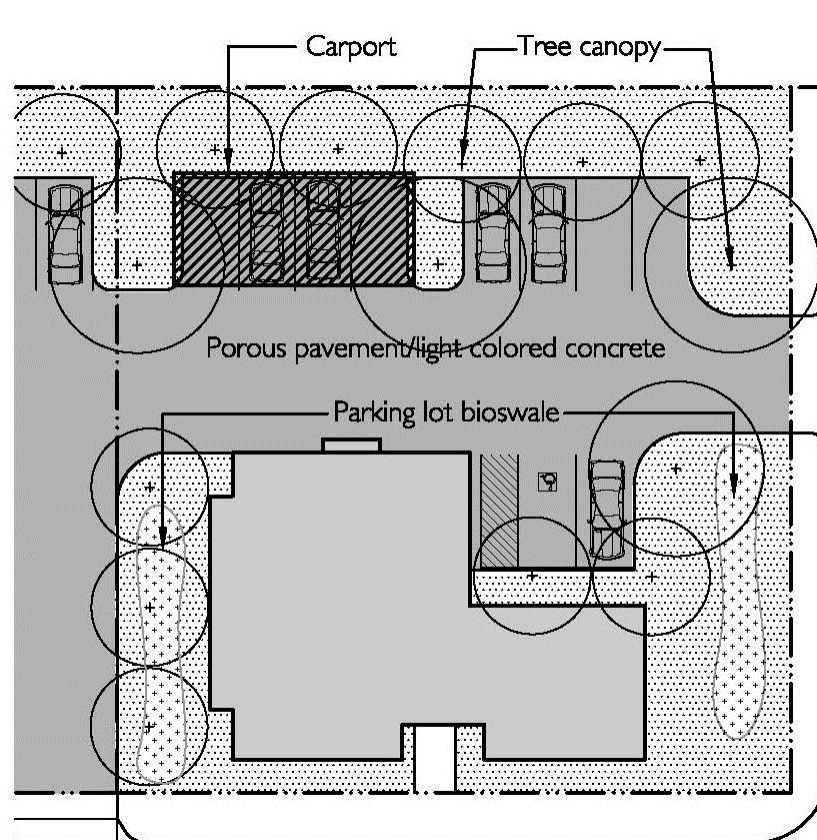


Figure 18.4.3.080.B.5. Parking Design to Reduce Environmental Impacts

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,

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including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section [18.4.3.090](#).

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

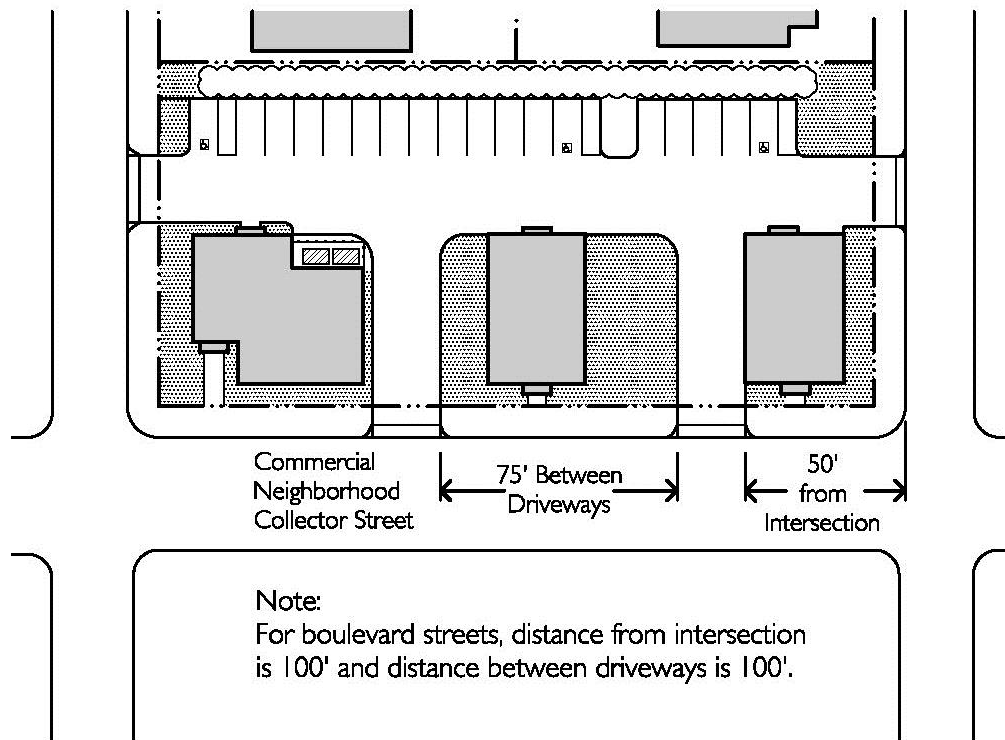
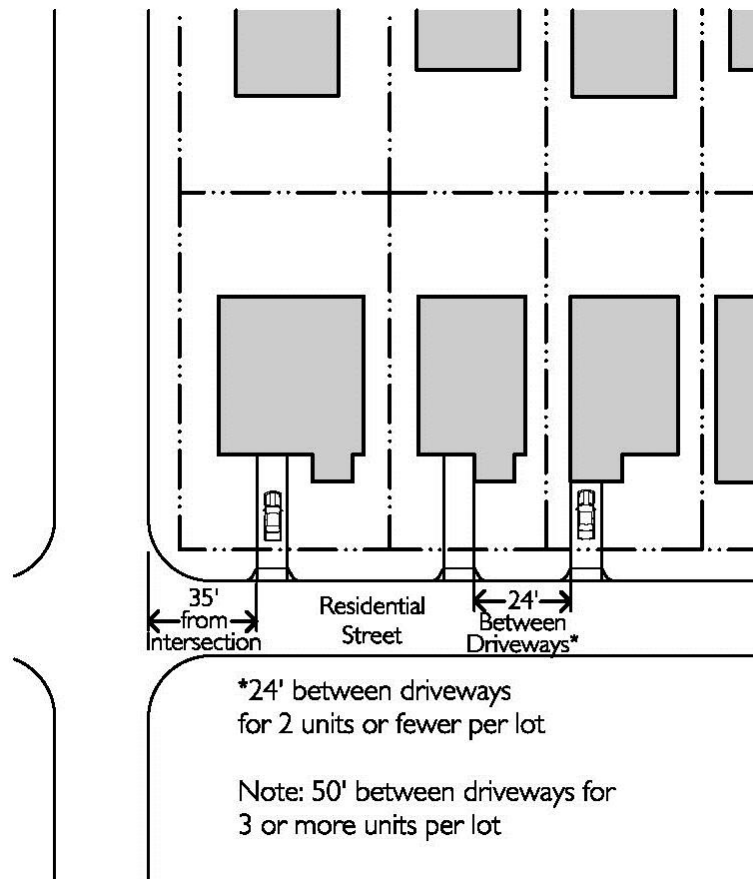


Figure 18.4.3.080.C.3.a. Driveway Separation for Boulevards, Avenues, and Collectors

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

- a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.
- b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.
- c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall be limited to the following:
  - i. Distance between driveways.

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on boulevard 100 feet

streets:

on collector 75 feet

streets:

on neighborhood 24 feet for 2 units or

streets: fewer per lot,  
50 feet for three or  
more units per lot

ii. Distance from intersections.

on boulevard 100 feet

streets:

on collector 50 feet

streets:

on neighborhood 35 feet

streets:

d. Access Requirements for Multifamily Developments. All multifamily developments which will have automobile trip generation in excess of 250 vehicle trips per day shall 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.

4. Shared Use of Driveways and Curb Cuts.

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



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- i. For shared parking areas.
  - ii. For adjacent developments, where access onto an arterial is limited.
  - iii. For multifamily developments, and developments on multiple lots.
- b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Curb cuts and approaches shall be replaced with standard curb, gutter, sidewalk, and planter/furnishings strip as appropriate.
- c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.
5. Alley Access. Where a property has alley access, vehicle access shall be taken from the alley and driveway approaches and curb cuts onto adjacent streets are not permitted.

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

1. A driveway for a single-family dwelling or a duplex shall be a minimum of nine feet in width except that driveways over 50 feet in length or serving a flag lot shall meet the width and design requirements of section [18.5.3.060](#). Accessory residential units are exempt from the requirements of this subsection.
2. Parking areas of seven or fewer spaces shall be served by a driveway 12 feet in width, except for those driveways subject to subsection [18.4.3.080.D.1](#), above. Accessory residential units are exempt from the requirements of this subsection.
3. Parking areas of more than seven parking spaces shall be served by a driveway 20 feet in width and constructed to: facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety; be clearly and permanently marked and defined; and provide adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.

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4. The width of driveways and curb cuts in the parkrow and sidewalk area shall be minimized.
5. For single-family lots and multifamily developments, the number of driveway approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For large multifamily developments and other uses, the number of approaches and curb cuts shall be minimized where feasible to address traffic safety or operations concerns.
6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13.5 feet for their entire length and width. Parking structures are exempt from this requirement.
7. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in section [18.2.4.040](#).
8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the driveway. If required by the City, the developer or owner shall provide certification of driveway grade by a licensed land surveyor.
9. All driveways shall be installed pursuant to City standards prior to issuance of a certificate of occupancy for new construction.
10. Driveways for lots created or modified through a land division or property line adjustment, including those for flag lots, shall conform to the requirements of chapter [18.5.3](#), Land Divisions and Property Line Adjustments.

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

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

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2. Drainage. All ~~required~~ parking areas, aisles, and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
3. Driveway Approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.
4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.
5. Wheel stops. Wheel stops shall be a minimum of four inches in height and width and six feet in length. They shall be firmly attached to the ground and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.
6. Walls and Hedges.
  - a. Where a parking facility is adjacent to a street, a decorative masonry wall or fire-resistant broadleaf evergreen sight-obscuring hedge screen between 30 and 42 inches in height and a minimum of 12 inches in width shall be established parallel to and not nearer than two feet from the right-of-way line, pursuant to the following requirements:
    - i. The area between the wall or hedge and street line shall be landscaped.
    - ii. Screen planting shall be of such size and number to provide the required screening within 12 months of installation.
    - iii. All vegetation shall be adequately maintained by a permanent irrigation system, and said wall or hedge shall be maintained in good condition.
    - iv. Notwithstanding the above standards, the required wall or screening shall be designed to allow access to the site and sidewalk by pedestrians and shall meet

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the vision clearance area requirements in section [18.2.4.040](#), and shall not obstruct fire apparatus access, fire hydrants, or other fire appliances.

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

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

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

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

iv. Notwithstanding the above standards, the required wall or screening shall be designed to meet the vision clearance area requirements in section [18.2.4.040](#).

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

7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than seven percent of the area devoted to outdoor parking facilities, including the landscaping required in subsection [18.4.3.080.E.6](#), above. Said landscaping shall be uniformly distributed throughout the parking area, and provided with irrigation facilities and protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover, or related material. A minimum of one tree per seven parking spaces is required.

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

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

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

### 18.4.3.090 Pedestrian Access and Circulation

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

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

1. **Continuous Walkway System.** Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, parks, and common open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.
2. **Safe, Direct, and Convenient.** Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets. For the purposes of this section, the following definitions apply:
  - 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.

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- 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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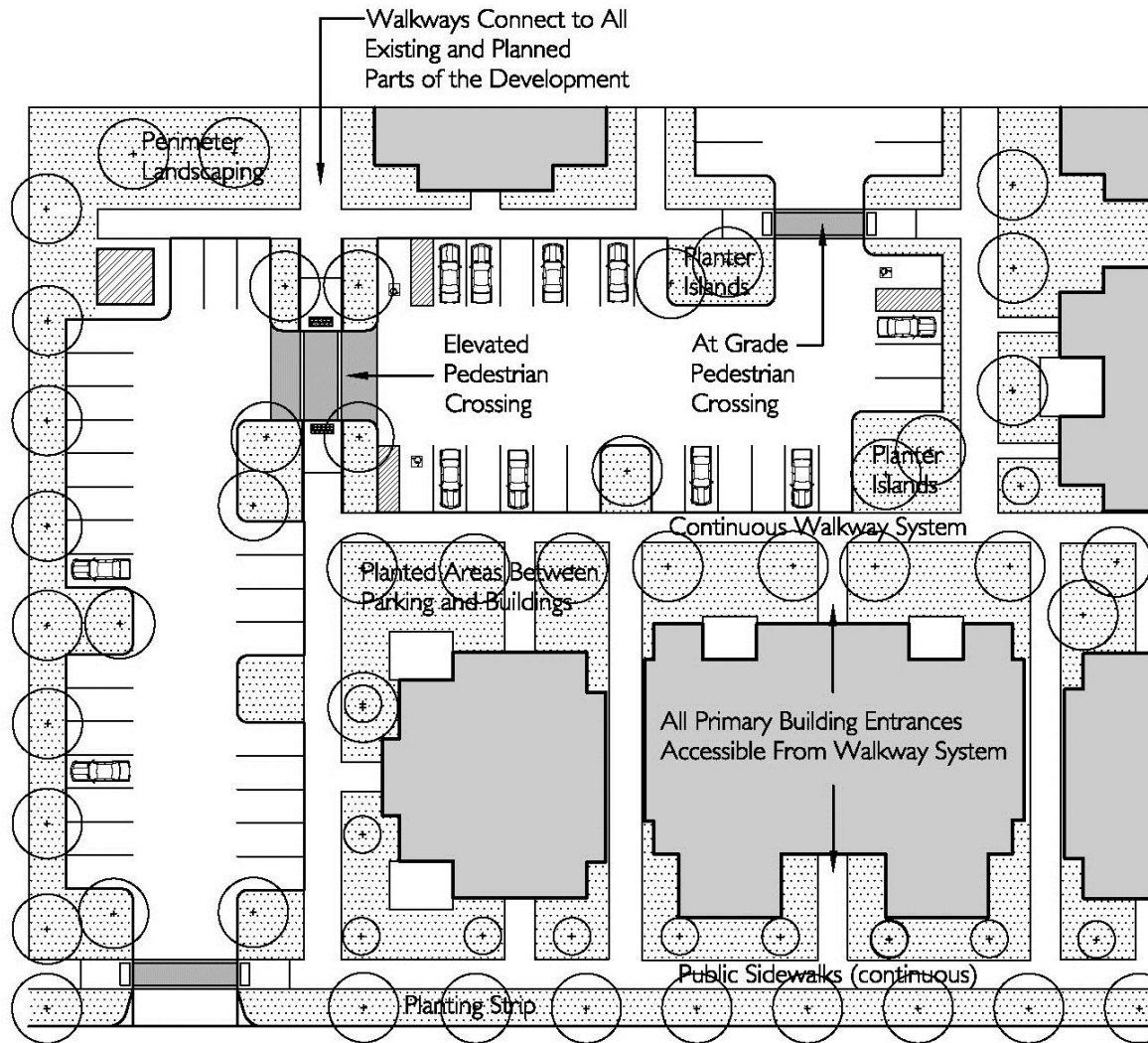


Figure 18.4.3.090.B.3.a. Pedestrian Access and Circulation

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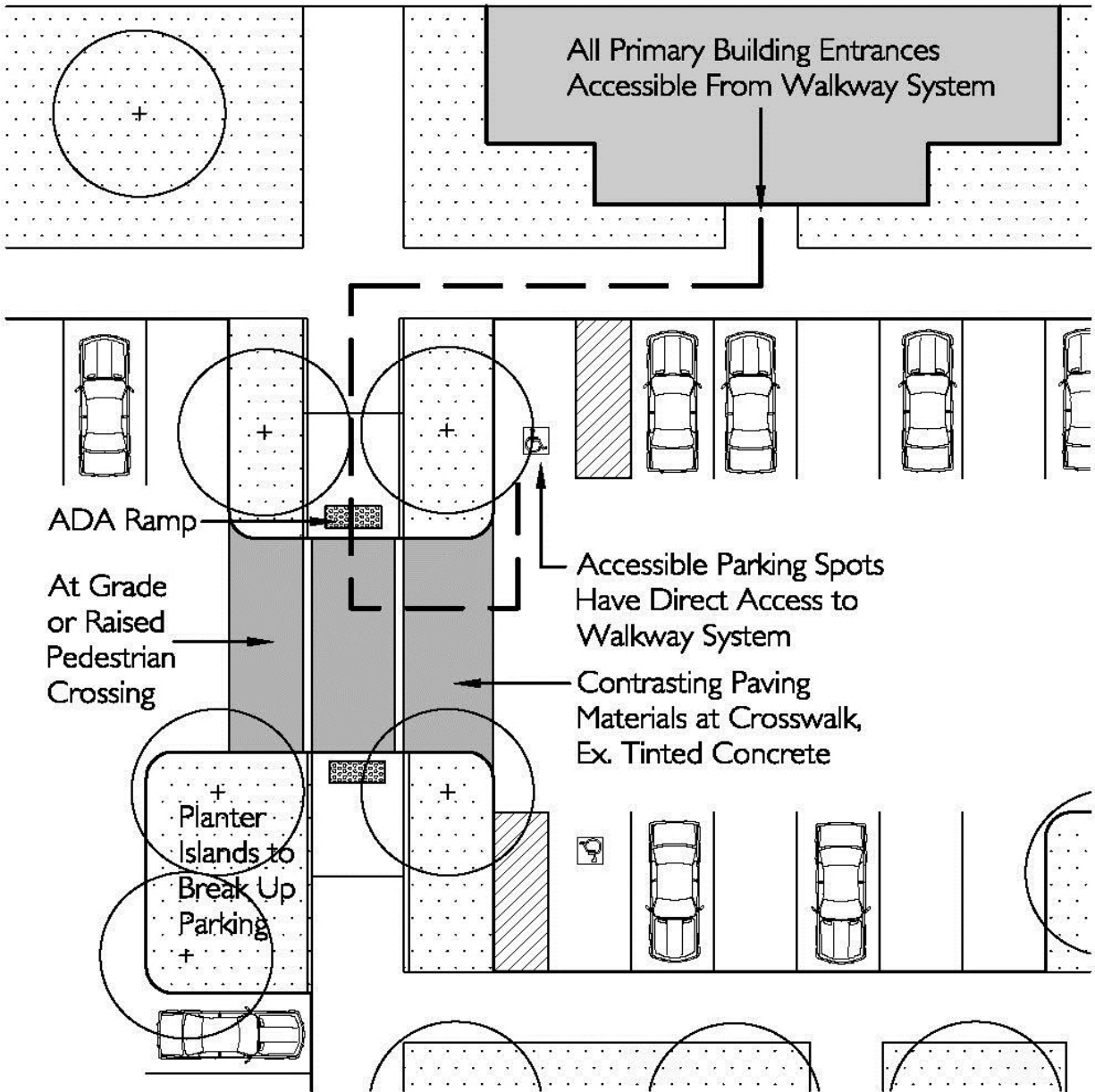


Figure 18.4.3.090.B.3.b. Pedestrian Access and Circulation Detail

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.3.b](#). For transportation improvement requirements, refer to chapter [18.4.6](#), Public Facilities.



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- 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.
- b. Crosswalks. Where walkways cross a parking area or driveway, clearly mark crosswalks with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.
- c. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, and at least ten feet wide, in accordance with section [18.4.6.040](#), Street Design Standards.
- d. Accessible routes. Walkways shall comply with applicable Americans with Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised walkways, where the walkway intersects a driveway or street, shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.
- e. Lighting. Lighting shall comply with section [18.4.4.050](#). (Ord. 3199 § 24, amended, 06/15/2021; Ord. 3191 § 24, amended, 11/17/2020)

### 18.4.3.100 Construction

~~The required p~~ Parking, access, and circulations facilities, shall be installed **as approved** prior to a release of a certificate of use and occupancy or a release of utilities, and shall be

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permanently maintained as a condition of use. However, the Building Official may, unless otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate of use and occupancy and a temporary release of utilities before the installation of said facilities provided: (1) there is proof that the owner has entered into a contract with a qualified, bonded, and insured contractor for the completion of the parking, including walkways, landscaping, and other elements required by this chapter, with a specified time, and no other conditions of approval are outstanding; or (2) the owner has posted a satisfactory performance bond to ensure the installation of said parking facilities within a specified time.

### 18.4.3.110 Availability of Facilities

~~Required p~~ Parking, access, and circulation shall be available for use by residents, customers, and employees only, and shall not be used for the storage or display of vehicles or materials.

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### DRAFT Additional Parking Code Amendments (dated 10/17/2023)

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Beyond the Parking, Parking Access, and Circulation Chapter (18.4.3), it is important to note that various sections of the land use ordinance will require amendments to effectively address the elimination of minimum parking requirements. In addition to the changes proposed in 18.4.3, several other sections will be amended in the final ordinance presented to the Council for consideration. These amendments reflect the interconnected nature of land use regulations and ensure that the elimination of parking mandates is seamlessly integrated into the broader framework of the city's land use ordinance. This comprehensive approach ensures consistency and clarity in the regulatory framework as it pertains to parking and related land use matters.

Sections which are shown as **Bold Strikethrough** are to be removed.

**Bold Underlined** sections are to be added

- AMC 18.2.3** Special Use Standards
- 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 & PSO Overlay
- AMC 18.3.14** Transit Triangle Overlay
- AMC 18.4.3** Parking, Access & Circulation
- AMC 18.5.2** Site Design Review
- AMC 18.5.3** Land Divisions & Property Line Adjustments
- AMC 18.5.4** Conditional Use Permits
- AMC 18.5.5** Variances
- AMC 18.5.6** Modifications to Approved Planning Actions

#### **AMC 18.2.2** Base Zones & Allowed Uses

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##### **AMC 18.2.2.030**

*Staff recommends making public parking lots an allowed use in all zones.*

#### **AMC 18.2.3** Special Use Standards

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~~18.2.3.040.E. Accessory Residential Units Off-street parking spaces are not required for accessory residential units as specified in the parking ratio requirements in section [18.4.3.040](#).~~

~~18.2.3.090.C.3.i Cottage Housing. Parking shall meet the minimum parking ratios per section [18.4.3.040](#).~~

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

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

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

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

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

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

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

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**C.1** Existing multiple-family dwelling structures may be converted from rental units to 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 of the applicable zone: permitted density, yard requirements, maximum height, maximum lot coverage, open space, maximum permitted floor area, waste enclosures, **parking**, and bike storage.

**C.2.a.** Conversion of existing multiple-family structures to for-purchase housing shall comply with the following general regulations and the site development and design standards in part [18.4](#): number of bike **and automobile** parking spaces, trash, and recycling enclosures.

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

~~**AMC 18.2.3.220.B.5 Travelers Accommodations.** Each accommodation must have one off-street parking space and the business-owner's unit must have two parking spaces. All parking spaces shall be in conformance with chapter [18.4.3](#).~~

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

### **AMC 18.3.2 Croman Mill District**

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

**18.3.2.060.B.4. Parking Areas and On-Site Circulation.** Except as otherwise required by this chapter, automobile parking, loading, and circulation areas shall comply with the requirements of 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~~ parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district.

#### **AMC 18.3.4 Normal Neighborhood District**

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

**AMC 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.~~

#### **AMC 18.3.5 North Mountain Neighborhood District**

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**AMC 18.3.5.040.I. Off-Street Parking. Voluntarily provided** Off-street parking shall be provided pursuant to the requirements of this chapter and [18.4.3](#) Parking, Access, and Circulation, ~~except in the NM-C zone. In the NM-C zone, all uses are not required to provide off-street parking or loading areas, except for residential uses where one space shall be~~

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~~provided per residential unit and in conformance with chapters 18.4.2 Building Placement, Orientation and Design, and 18.4.4 Landscaping, Lighting, and Screening.~~

#### AMC 18.3.5.050 Allowed Uses

*Staff recommends making public parking lots an allowed use in all zones.*

### AMC 18.3.9 Performance Standards Option & PSO Overlay

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#### AMC 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.**

**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

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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. (Ord. 3147 § 6, amended, 11/21/2017)

#### **AMC 18.3.14 Transit Triangle Overlay**

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**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.~~

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

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

#### **AMC 18.4.3 Parking, Access & Circulation**

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*(Amendments to AMC 18.4.3 are presented as a separate Attachment.)*

#### **AMC 18.5.2 Site Design Review**

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



## Attachment #2

### DRAFT Additional Parking Code Amendments (dated 10/17/2023)

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

#### **AMC 18.5.3 Land Divisions & Property Line Adjustments**

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

#### **AMC 18.5.4 Conditional Use Permits**

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**AMC 18.5.4.050.B.7** Designating the size, number, location, and/or design of vehicle and pedestrian access points or parking and loading areas. *[The city may not require parking, but may want to require less parking than proposed, or require that any voluntarily-provided parking be moved on site or better-screened, etc. to address impacts considered under a Conditional Use Permit]*

#### **AMC 18.5.5 Variances**

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

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

#### **AMC 18.5.6 Modifications to Approved Planning Actions**

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

1. A change in land use, from a less intensive use to a more intensive use, as evidenced by **parking**, paved area, estimated an increase in automobile or truck trips (peak and/or average daily trips), an increase in hours of operation, **an increased demand for parking**, additional paved area, or similar factors, where the increase is 20 percent or more, provided the standards of parts [18.2](#), [18.3](#), and [18.4](#) are met. *[ "an increased demand for parking" may be one of the considerations in determining the intensification of use even though there are no off-street parking requirements]*

#### **AMC 18.6.1 Definitions**

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**AMC 18.6.1.030 Shared Parking. Required p**arking facilities for two or more uses, structures, or lots **that are satisfied jointly with the same facilities.** See also, chapter [18.4.3](#) Parking, Access, and Circulation.

**Attachment #2**

**DRAFT Additional Parking Code Amendments (dated 10/17/2023)**

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