

Of the strategies described above, several are less appropriate for a small community like Coburg (e.g. Road Pricing and Parking Pricing). Three strategies which would have more promise in Coburg include, Car Sharing, Ridesharing and Transit Incentives/Improvements. Even those that are relevant, however, may not be appropriate for implementation through the zoning code. That said, the proposed code update will review parking requirements (discussed below) and consider public input, to determine whether changes can be made to minimize those requirements, thus discouraging reliance on the vehicle. The update will also consider incentives for development that proposes elements and features that pedestrian, transit or bicycle travel. Examples include accommodation in new or remodeled construction for showers, location near transit lines, and more detailed connectivity requirements.

2. PARKING

The City of Coburg will evaluate its minimum parking standards as current requirements seem incongruous, even onerous, to development, particularly when on-street parking is available. Adjustments will be made to those standards that better line up with reality. Additionally, improvement standards for off-street parking will be amended, particularly as they relate to stormwater issues.

Following is a comparison of Coburg’s parking standards against those included in the Model Code. It’s a useful measure of areas where Coburg could consider revising parking standards:

Category	Coburg Zoning Code	Model Code
Single Family Dwelling	2 per dwelling	1 per dwelling
Multi-Family Dwelling	1.5 per dwelling	1 per dwelling
Hotel Motel	1 per room	0.75 per room
Rooming or Boarding House	1 per room	N/A
Hospitals	1.5 per bed + 2 per nursing station	1 space per 300 sq. ft. floor area
Churches Clubs	1 per 4 fixed seats or every 8 feet of bench, or per every 28 sq. ft. of main assembly room	1 per 75 sq. ft. of main assembly
Libraries museums	1 per 250 sq. ft. of gross floor Area	
Nursing Home	1 per 3 beds	0.5 per 4 beds
Schools	1.5 per teaching station + 6 for every fixed seat or every 42 sq. ft.	1 space per classroom (High School 7 spaces per classroom)
Retail establishments	1 per 400 sq. ft. of retail floor area	1 per 400 sq. ft. of retail floor area
Barber Beauty Shop	1 per 75 sq. ft. of gross floor area	N/A
Office Buildings	1 per 400 sq. ft. of floor area	1 per 500 sq. ft. of floor area
Auditorium, Assembly Hall	1 per 4 seats	1 per 75 sq. ft.

Dance Hall, Skating Rink	1 per 75 sq. ft. of gross floor area	N/A
Food Establishment	1 per 60 sq. ft. of gross floor area	1 per 200 sq. ft.

The City of Coburg outlines bicycle parking design standards and required number of bicycle parking spaces under Article VIII, Section B(5)(b). The bicycle parking design standards are more detailed than the design standards proposed under the Model Code. Public input will determine how those standards will be adjusted, if at all. As to the number of required bicycle parking spaces, the current code provides minimum requirements and some sheltered bike parking. Again, these requirements are slightly different than those found in the Model Code, and public input will determine the City’s preferences.

3. RIGHT-OF-WAY USE

The City’s right-of-ways are used not just by single occupant vehicular travel, but for transit, bicycle and pedestrian travel, as well as for placement of infrastructure such as stormwater, sewer and telecommunications equipment. The City’s use of the right-of-ways has an impact on how residents experience not just the travel experience but their City as a whole. At a minimum, the City’s code must consider road spacing, and driveway standards and spacing, where applicable, as provided in the IAMP (see IAMP discussion above).

G. MOBILE FOOD VENDORS AND TEMPORARY STRUCTURES FOR SPECIAL EVENTS

Mobile Food Vendors operate out of mobile food units or “food carts.” Oregon Administrative Rules define mobile food vendors as “a vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, or highway, on which food is prepared or processed and is used in selling and dispensing food to the consumer.” (OAR 333-150-0000).

Some are more permanent, while others are situated only temporarily for special events. Coburg does not have any code standards explicitly addressing mobile food vendors, which is becoming more of an issue as mobile vending becomes increasingly popular. However, the Coburg Comprehensive Plan includes numerous policies that support the concept of mobile food vending. See Goal 9 itself (diversify and improve economy); Goal 9, Policy 13 (meet variety of residents’ needs for goods and services); Goal 9, Policy 24 (encourage small-scale commercial uses in downtown that are pedestrian-friendly). The City of Eugene provides a local example of how a municipality can mitigate issues around mobile food vendors and manage their administration (Attachment C). The City of Eugene regulations include the following:

- Not requiring a building permit, so long as long as it meets the “mobile food unit” definition as defined in the Oregon Vehicle Code:
 - On wheels at all times
 - Not enclosed by or attached to a structure
 - No hard wired electrical connection
 - No piped water or wastewater connection
- Identifies specific locations (areas) where the vendors are allowed (and hours in some cases)