

Council Communication

September 1, 2015, Business Meeting

First Reading of three separate ordinances amending the City of Ashland Comprehensive Plan, Comprehensive Plan Maps, Transportation System Plan, and Land Use Ordinance (Chapter 18) to adopt the Normal Neighborhood Plan

FROM:

Brandon Goldman, Senior Planner, Community Development Department
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SUMMARY

The three ordinances presented for consideration amend the Comprehensive Plan, Transportation System Plan, and Municipal Code Chapter 18 (Land Use Ordinance) to implement the Normal Neighborhood Plan.

The Normal Neighborhood Plan area includes 94 acres that is presently outside the city limits, yet within the established Urban Growth Boundary (UGB). The existing Comprehensive Plan designations for the area anticipate the future urbanization of this area with single family (SFR) and suburban residential developments. The housing density expected for SFR lands would range from 4.5 to six units per acre on average. Suburban residential lands typically accommodate attached housing options with densities between 7.2 and nine units per acre

The Normal Neighborhood Plan will guide future development associated with approximately 94 acres of unincorporated lands within Ashland's Urban Growth Boundary. Upon annexation of properties in the Normal Neighborhood district, the plan establishes land use policies, standards, and guidelines that promote the construction of diverse housing types and a neighborhood network of connected streets, walkways and cycling facilities, while requiring integration of, and protection for, the neighborhood's natural areas, consisting of wetlands, creeks and associated floodplains and riparian areas. The neighborhood plan includes detailed maps and graphics illustrating key objectives while providing flexibility and encouraging innovative development alternatives.

BACKGROUND

In March of 2011, the City Council directed the Community Development Department to apply for a Transportation and Growth Management (TGM) grant to prepare a neighborhood master plan for the 94 acre Normal Neighborhood area. A detailed scope of work highlighting the key objectives of the plan was produced and the City of Ashland was awarded a TGM grant in May 2012. An extensive public involvement process was undertaken to understand existing conditions, and to develop and refine the plan. In total there have been 50 public meetings over the course of three and a half years where the viewpoints of a variety of participants including the general public, property owners and neighboring residents have affected the plan's evolution.



The City Council held public hearings on a draft Normal Neighborhood Plan on [May 6, 2014](#), [May 20, 2014](#), and continued public testimony and deliberations to a special meeting on [May 29, 2014](#). During the May 29th meeting, the Council directed the establishment of an ad-hoc working group to examine the fundamental objectives that were addressed in developing the plan, as well as conduct a more in depth review of a number of plan elements. The appointed working group included two Planning Commissioners (Richard Kaplan, Michael Dawkins), two City Councilors (Pam Marsh, Mike Morris), and Mayor Stromberg.

Over the course of twelve public meetings, held between June 2014 and May 2015, the working group explored each of the specific areas identified by Council. A series of meetings specifically focused on housing and land use, open space and natural resources, transportation and infrastructure, and included an exercise where working group members conceptualized alternative neighborhood plans independent of the original draft proposal. Additionally, a special round table meeting was held (September 18, 2014) where a panel was brought together to provide feedback on what they liked and disliked about the draft plan, identified barriers to agreement, and explored how the plan could be amended to work from their perspective. In consideration of public input provided, and a review of the Planning Commission's recommendations as presented in the [Planning Commission Report dated 4/22/2014](#), the working group drafted a general vision for the neighborhood and formulated a summary list of recommended plan amendments ([Working Group memo dated December 2, 2014](#)) for Council's consideration.

The City Council directed the working group to work with staff to amend the plan to incorporate the amendments to land use classifications, allowable housing densities, and internal transportation network layout, thus altering the initial draft of the plan the Planning Commission had based the April 22, 2014, Planning Commission report upon. The working group did concur with the Planning Commission's recommendation that the open space areas are a neighborhood defining characteristic and should remain as presented in the original draft plan, however changed the amendment process for potential reductions of open space areas to correlate with approved wetland delineations. Upon review of this open space amendment process change the Planning Commission has provided specific recommendations as outlined within the Commission Recommendations section below.

The Council further requested staff obtain cost estimates regarding needed Capital Improvements to East Main Street and the future Railroad crossing at Normal Avenue, and that the working group examine City's potential role in making such off-site improvements. The working group determined that a public railroad crossing and improvements to East Main St., are integral and should proceed in concert with development and recognized that the city may need to play a role in the financing/ implementation of these projects. The Public Works Department and Hardy Engineering completed a general cost analysis for improvements to public rail crossing and East Main Street and further evaluated the role of private and public financing. which was presented to the Working Group on April 15, 2015. Upon review of the [Hardy Engineering Executive Summary](#) the working group amended the plan framework to include a new section, *Advance Financing and Phasing of Public Improvements* (p30), that acknowledged that a phased approach to East Main Street improvements may be an option to consider with future annexation proposals, and that the City would consider the participation in an advance financing district to assist in acquiring full street improvements at the initiation of development within the area.



The Normal Neighborhood Plan is comprised of Normal Neighborhood Plan Framework document, official Normal Neighborhood Plan maps, and the proposed Normal Neighborhood District land use ordinance amendments (Ch. 18.3.4). Collectively these documents create the underlying physical form and regulatory structure for the area's future development. Development of this area is expected to occur in an incremental way, as individual parcels propose annexation for specific housing developments. The adoption of a Neighborhood Plan for the area will ultimately provide a general framework for evaluating future annexation requests to ensure that in addition to housing the coordination of streets, pedestrian connections, utilities, storm water management and open space are considered as part of development proposals.

A detailed description of the proposed Normal Neighborhood plan's land use, transportation, and open space, frameworks is provided in the attached Planning Action (PL-2013-01858) [Staff Report dated July 28, 2015](#), and [Staff Report Addendum dated August 11, 2015](#).

NEXT STEPS

Upon approval of first reading of the Normal Neighborhood Plan's implementing ordinances, the final plan and ordinances, as amended, will be presented to the City Council for second reading on September 15, 2015.

COUNCIL GOALS SUPPORTED:

Goal 7. Keep Ashland a family friendly community:

7.3 Support land-use plans and policies that encourage family-friendly neighborhoods.

Goal 13. Develop and support land use and transportation policies to achieve sustainable development.

13.1 Create incentives and ordinances for energy-efficient buildings.

13.2 Develop infill and compact urban form policies.

13.3 Support alternative transportation choices.

Goal 14. Encourage and/or develop public spaces that build community and promote interaction.

FISCAL IMPLICATIONS:

N/A.

COMMISSION RECOMMENDATIONS

Transportation Commission

To evaluate the changes made by the Working Group to the Normal Neighborhood Plan's transportation elements, the Transportation Commission held a public hearing on [April 23, 2015](#). The Transportation Commission approved a motion (5-0) to recommend approval of the amendments to the Transportation System Plan, and Shared Street classification as follows:

Accept the presented revised plan as an amendment of the TSP with the following conditions:

1) Should the development occur along East Main, at a minimum, a sidewalk is to be developed between Walker and Clay Street.

2) Should the development occur along the railroad tracks, at a minimum, the railroad crossing needs to be completed.

These recommendations have already been incorporated into the Normal Neighborhood Plan Framework's Mobility section (pg 30) as is presented to the City Council for consideration.

Housing and Human Services Commission

The Housing and Human Services Commission did not hold a public hearing regarding the draft plan



and as such provided no formal recommendation pertaining to plan adoption. Upon being updated on the plan and future development potential of the area, the Commission did express the importance of the area in meeting Ashland's affordable housing needs and they emphasized the value of integrating affordable housing throughout the plan area consistent with the existing requirements of the City's annexation ordinance.

Planning Commission

The Planning Commission unanimously recommended approval of the Normal Neighborhood Plan's land use framework, transportation framework, open space framework, and implementing Land Use Ordinance (Ch. 18.3.4) with the following specific recommended amendments to Ordinances 1, 2, and 3, as outlined below. These recommendations have not been incorporated into the Normal Neighborhood Plan pending City Council direction at First Reading.

Ordinance #1 – Comprehensive Plan amendments

- Elimination of a sentence within the framework document (pg 28):that indicates the use of alleys and rear lanes reduces pavement:
 - *“the narrow street section of rear lanes reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health”.*
- Amend the Normal Neighborhood Plan Framework housing types description for Pedestrian-Oriented Clustered Residential Units (pg.8) to newly include NN-1-5 as a zoning classification that permits such units.
 - This change pre-supposes a related change to the Land Use Ordinance (#3) to include Pedestrian Cluster Housing as a permitted use within the Single-Family zoning designation (NN-1-5).

Ordinance #2 – Transportation System Plan

- Broaden the Shared Street description to allow this new street type to be applied in areas other than those that are physically constrained. If directed by Council to amend the description staff would revise the proposed language to read as follows:
 - *Provides access to residential uses in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The Shared streets may additionally be used in circumstances where a slower speed street, collectively shared by pedestrians, bicycles, and autos, is a functional and preferred design alternative. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.*

Ordinance #3 – Land Use Ordinance

- Amend Table 18.3.4.040 Land Use Descriptions to list the “Pedestrian Clustered Housing” as a “Permitted” (P) use within the NN-1-5 zone
- Amend the Major and Minor amendment sections (18.34.030c) to require any reductions in open space obtain a major plan amendment, and only alterations that do not reduce the size of a designated open space be permitted through the minor amendment process.
 - Should the Council elect to maintain the minor amendment process for open space reductions due to approved wetland delineations, as was recommended by the Working Group, the Planning Commission recommend the revisions to 18.3.4.060 presented below to clarify the criteria to be evaluated in granting such a minor amendment.
 - Staff supports the Planning Commission's recommendation to amend the Normal Neighborhood District Site Development and Design Standards to incorporate the proposed



section 18.3.4.060.A as presented below, which would codify the “stated purpose” of open space. Staff believes this newly proposed section should be added to the Normal Neighborhood District standards independent of the decision to require either a minor or major amendment process for reductions in open space areas.

Amend the Normal Neighborhood District Site Development and Design Standards (18.3.4.060) to directly reference the language in the framework document, and to include a *stated purpose* for open space within a new section as follows:

18.3.4.060 A

5. Conformance with Open Space Network Plan

New developments must provide open space consistent with the design concepts within the Greenway and Open Space chapter of the Normal Neighborhood Plan Framework and in conformance with the Normal Neighborhood Plan Open Space Network Map. The open space network will be designed to support the neighborhood’s distinctive character and provide passive recreational opportunities where people can connect with nature, where water resources are protected, and where riparian corridors and wetlands are preserved and enhanced.

- a. The application demonstrates that equal or better protection for identified resources will be ensured through restoration, enhancement, and mitigation measures.
- b. The application demonstrates that connections between open spaces are created and maintained providing for an interlinked system of greenways.
- c. The application demonstrates that open spaces function to provide habitat for wildlife, promote environmental quality by absorbing, storing, and releasing stormwater, and protect future development from flood hazards.
- d. The application demonstrates that scenic views considered important to the community are protected, and community character and quality of life are preserved by buffering areas of development from one another.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff believes the revisions that have been made by the Working Group refined and improved the neighborhood plan, and are largely consistent with the [original goals and objectives](#) (see attached) for the planning project. Staff recommends Council approve first reading of the ordinances amending the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, and Land Use Ordinance as presented below:

Council approval of Ordinance #1 (as presented, incorporating the Planning Commission recommendations, or with specific recommended changes) would affect the following:

- Amend the Comprehensive Plan Map creating a plan designation for the Normal Neighborhood Plan District
- Amend the Introduction and Definitions, and Housing Element of the Comprehensive Plan to incorporate the Normal Neighborhood district and land use classifications as proposed.
- Adopt the Normal Neighborhood Plan Framework as a Comprehensive Plan supporting document .

Council approval of Ordinance #2 (as presented, incorporating the Planning Commission recommendations, or with specific recommended changes) would affect the following:



- Amend the Transportation System Plan to incorporate the Normal Neighborhood Street network as proposed:
 - Amend the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area’s proposed Street Network, and reclassification of Normal “Avenue” to be a Neighborhood Collector.
 - Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
 - Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards (Chapter 18.4.6) to incorporate the new Shared Street classification.

Council approval of Ordinance #3 (as presented, incorporating the Planning Commission recommendations, or with specific recommended changes) would affect the following:

- Amend the Land Use ordinance to include the Normal Neighborhood District Chapter (18.3.4) including the Normal Neighborhood Plan Zoning Classification map, and Site Development and Design Standards.

SUGGESTED MOTION(S):

Individual motions are required to address each of the three proposed ordinances separately:

Ordinance 1

I move to approve the first reading by title only of an ordinance titled:

“AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADD A NORMAL NEIGHBORHOOD PLAN DESIGNATION TO CHAPTER II [INTRODUCTION AND DEFINITIONS], ADD THE NORMAL NEIGHBORHOOD LAND CATEGORIES TO CHAPTER IV [HOUSING ELEMENT], CHANGE THE COMPREHENSIVE PLAN MAP DESIGNATION FOR APPROXIMATELY 94 ACRES OF LAND WITHIN THE CITY OF ASHLAND URBAN GROWTH BOUNDARY FROM SINGLE FAMILY RESIDENTIAL AND SUBURBAN RESIDENTIAL TO THE NORMAL NEIGHBORHOOD PLAN DESIGNATION, AND ADOPT THE NORMAL NEIGHBORHOOD PLAN FRAMEWORK AS A SUPPORT DOCUMENT TO THE CITY OF ASHLAND COMPREHENSIVE PLAN,”

[with the following changes...] and move the ordinance on to second reading.

Ordinance 2

I move to approve the first reading by title only of an ordinance titled:

“AN ORDINANCE AMENDING THE STREET DEDICATION MAP, PLANNED INTERSECTION AND ROADWAY IMPROVEMENT MAP, AND PLANNED BIKEWAY NETWORK MAP OF THE ASHLAND TRANSPORTATION SYSTEM PLAN FOR THE NORMAL NEIGHBORHOOD PLAN AREA, AND AMENDING STREET DESIGN STANDARDS WITHIN THE ASHLAND MUNICIPAL CODE CHAPTER 18.4.6 TO ADD A NEW SHARED STREET CLASSIFICATION”,

[with the following changes...] and move the ordinance on to second reading.

Ordinance 3

I move to approve the first reading by title only of an ordinance titled:

“AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE CREATING A NEW CHAPTER 18.3.4 NORMAL NEIGHBORHOOD DISTRICT, AMENDING CHAPTER 18.2.1.020 TO ADD A NORMAL



NEIGHBORHOOD ZONING CLASSIFICATION, AND AMENDING CHAPTER 18.2.1.040 TO ADD A NORMAL NEIGHBORHOOD SPECIAL DISTRICT. ”,

[with the following changes...] and move the ordinance on to second reading.

ATTACHMENTS:

- [Staff Report Addendum dated August 11, 2015.](#)
- [Staff Report dated July 28, 2015,](#)
- **[Ordinance #1](#)** – Comprehensive Plan amendments
 - [Exhibit A](#) (introduction amendment)
 - [Exhibit B](#) (framework document)
 - [Exhibit C](#) (map)
- **[Ordinance #2](#)** – Transportation System Plan and Street Design Standards amendments
 - [Exhibit A](#) (Street Network Map)
 - [Exhibit B](#) (Pedestrian and Bicycle Network Map)
- **[Ordinance #3](#)** – Land Use Ordinance (Ch 18) amendments
 - [Exhibit A](#)
- [Planning Commission Report \(4/22/2014\)](#)
- [Working Group memo dated \(12/2/2014\)](#)
- [Normal Neighborhood Plan Goals and Objectives](#)
- [Hardy Engineering Executive Summary](#) East Main Street & Railroad crossing infrastructure costs and financing assessment.

Electronic links

- Working Group Meeting Minutes:

○ 5/21/2015	○ 11/20/2014	○ 9/18/2014	○ 7/24/2014
○ 5/7/2015	○ 10/23/2014	○ 9/4/2014	○ 7/10/2014
○ 4/15/2015	○ 10/09/2014	○ 8/21/2014	○ 6/19/2014

- Planning Commission Meeting Minutes
 - [7/28/2015](#)
 - [8/11/2015](#) (Draft Minutes, pending Planning Commission review)
- Transportation Commission Meeting Minutes
 - [4/23/2015](#)
- Housing and Human Services Commission Meeting Minutes
 - [3/27/2014](#)

• **Letters**

Public letters submitted relating to Planning Action PL-2013-01858 , including prior iterations of the draft plan (pre-July 2015), are not physically attached to this Council Communication, however they remain available online at www.ashland.or.us/normalplan, which includes the following electronically linked letters:

- | | | |
|---|---|---|
| 2015
All 2015 letters combined - PDF <ul style="list-style-type: none"> ○ Vidmar letter (7/13/2015) ○ Vidmar letter (3/31/2015) | 2014
All 2014 letters combined - PDF <ul style="list-style-type: none"> ○ Jones/MaharHomes letter (11/20/2014) | 2013
All 2013 letters combined - PDF <ul style="list-style-type: none"> ○ DeMarinis letter and exhibits (10/31/2013) |
|---|---|---|



- [Miller letter \(3/23/2015\)](#)
- [Alvarez letter 8/20/2015](#)
- [Hoffman letter 8/11/2015](#)
- [Lutz letter 7/28/2015](#)
- [Anderson letter 7/28/2015](#)
- [Hoffman letter 7/27/2015](#)
- [DeMarinis letter 8/25/2015](#)
- [Vidmar letter \(11/15/2014\)](#)
- [ACCESS Inc. letter \(11/12/2014\)](#)
- [Vidmar letter \(10/27/2014\)](#)
- [Miller letter \(9/29/2014\)](#)
- [Mahar Homes Concept Plan \(9/18/2014\)](#)
- [Lutz letter \(9/17/2014\)](#)
- [Miller letter \(9/12/2014\)](#)
- [Miller letter \(9/03/2014\)](#)
- [Boyer letter \(8/20/2014\)](#)
- [DeMarinis letter \(8/06/2014\)](#)
- [Boyer Letter \(8/06/2014\)](#)
- [Vidmar letter \(7/30/2014\)](#)
- [Breon letter \(7/22/2014\)](#)
- [DeMarinis letter \(7/22/2014\)](#)
- [Vidmar letter \(7/21/2014\)](#)
- [DeMarinis letter \(7/15/2014\)](#)
- [DeMarinis letter \(5/19/2014\)](#)
- [Anderson letter \(4/08/2014\)](#)
- [Grace Point letter \(5/06/2014\)](#)
- [Livni letter \(4/29/2014\)](#)
- [Mandell letter \(5/05/2014\)](#)
- [Marshall Letter \(04/30/2014\)](#)
- [Miller Letter \(4/30/2014\)](#)
- [Neher letter \(5/02/2014\)](#)
- [Quiett letter \(5/1/2014\)](#)
- [Wallace letter \(5/01/2014\)](#)
- [Seidler letter \(4/30/2014\)](#)
- [Sharp letter \(4/29/2014\)](#)
- [Jacobson letter \(4/27/2014\)](#)
- [Arsac letter \(4/29/2014\)](#)
- [Brannan letter \(5/04/2014\)](#)
- [Gerschler letter \(5/04/2014\)](#)
- [Open City Hall public comments \(3/5/14\)](#)
- [GracePoint letter \(3/11/2014\)](#)
- [Anderson Letter \(3/11/2014\)](#)
- [Skuratowicz letter \(3/11/2014\)](#)
- [Hunter letter \(2/25/14\)](#)
- [DeMarinis letter and exhibits \(10/8/2013\)](#)
- [Meadowbrook Home Owners \(Anderson\) letter and exhibits \(10/8/2013\)](#)
- [Ashland Meadows \(Skuratowicz\) letter \(10/8/2013\)](#)
- [Koopman letter and exhibits \(10/8/2013\)](#)
- [Lutz letter \(9/26/2013\)](#)
- [Vidmar letter \(7/29/2013\)](#)
- [Carse letter \(6/27/2013\)](#)
- [Gracepoint letter \(6/12/2013\)](#)
- [Vidmar letter \(4/26/2013\)](#)
- [Shore letter \(4/10/2013\)](#)
- [Marshall letter \(4/10/2013\)](#)
- [Horn letter \(3/05/2013\)](#)
- [Filson letter \(2/25/2013\)](#)
- [Vidmar letter \(2/25/2013\)](#)

Additional background information

To inform the neighborhood planning process a number of studies were completed and previously presented to the Planning Commission and City Council (2014 public hearing) in support of this project including:

- [Normal Neighborhood Existing Traffic Conditions technical memorandum](#) (dated September 5, 2012)
- [Normal Neighborhood Future Traffic Analysis](#) (dated November 19, 2013)



- [Buildable Lands Inventory](#) (approved November 15, 2011- ordinance #3055) provided a basis for evaluation of the amount of available land within the City Limits and Urban Growth Boundary.
- [Housing Needs Analysis](#) (approved September 3, 2013 - ordinance #3085), summarized the types of housing that have been developed throughout the City in the recent decades, as well as the projected needed housing based on income and population demographics.
- [Normal Neighborhood Executive Summary of Existing Conditions](#) to provide background information for the Normal plan area including the [results of a resident survey](#) conducted in June-July 2012.
- An analysis of five components of the neighborhood design including infrastructure, mobility, sustainability, open space and greenways, and housing and land use.
 - [Infrastructure Framework](#)
 - [Sustainability Framework](#)
 - [Mobility Framework](#)
 - [Greenway and Open space Framework](#)
 - [Housing and Land Use Framework](#)



Staff Report Addendum

DATE: August 11, 2015

TO: Ashland Planning Commission

FROM: Brandon Goldman, Senior Planner

RE: Continuation of the July 28, 2015 Planning Commission Public Hearing regarding the Normal Neighborhood Plan.

At the July 28, 2015 Planning Commission meeting, the Commission held a public hearing on proposed amendments to the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, and Ashland Land Use Ordinance to implement the Normal Neighborhood Plan. The Commission deferred action to the Commission's next available meeting in order to continue deliberations and forward recommendations to the City Council. The Council is scheduled to hold a public hearing on September 1, 2015.

Please refer to the July 28, 2015 Staff Report for the project background, description of site and proposal, and discussion of project impact. There have been no changes to the Normal Neighborhood Plan following the July 28, 2015 meeting. At the prior meeting Staff presented changes to the plan that were made by the Normal Neighborhood Plan Working Group following the City Council's update on December 2, 2014. The City Council directed staff to amend the Normal Neighborhood Plan's implementing ordinances to incorporate the selected recommendations of the Normal Neighborhood Working Group, and to present the updated plan to the Planning Commission, Transportation Commission, and Parks Department for comment. The City Council is seeking comments regarding the changes that were made to the plan by the Working Group subsequent to the Planning Commission's original review and public hearing (4/08/2014).

The modifications to the Plan that were incorporated by the Working Group include the following:

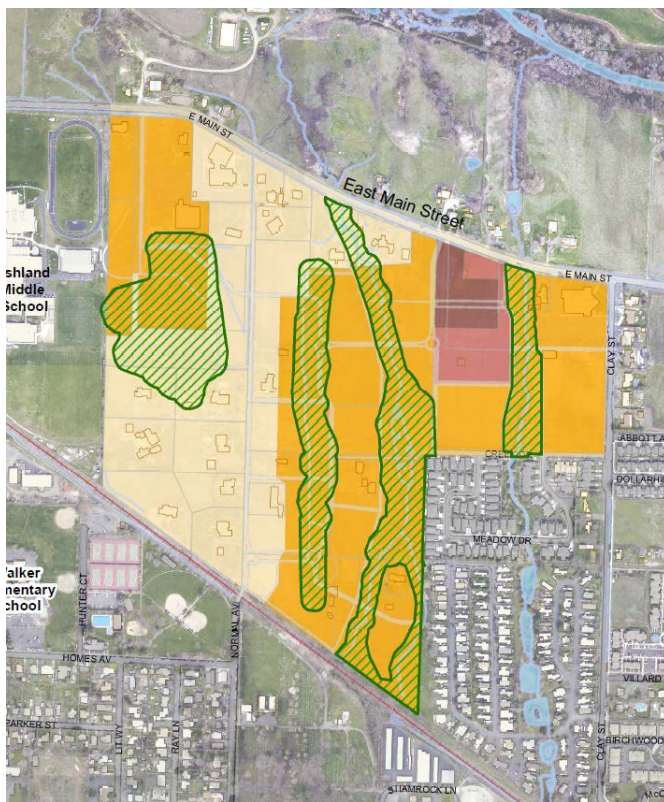
- Modifications to the proposed zoning
- Modifications to the street dedication map
- Modifications to the mobility section of the Normal Neighborhood Plan Framework to address timing of East Main Street and RR Crossing improvements
- Modifications to the Land Use Ordinance to allow a minor amendment process for non-resource open space adjustments
- Modifications to the Housing and Land Use section of the Normal Neighborhood Plan to include conceptual illustrations of preferred site planning elements and a summary of characteristics that future developments should address (pgs 9-11).

The first three items in the bulleted list above were presented to the Planning Commission at a study session on March 31, 2015 and are outlined below in greater detail. The last two items listed above were incorporated into the Plan and implementing ordinances based on the Working Group's direction during their May, 2015 meetings and had not been previously reviewed by the Planning Commission.

Land Use Framework

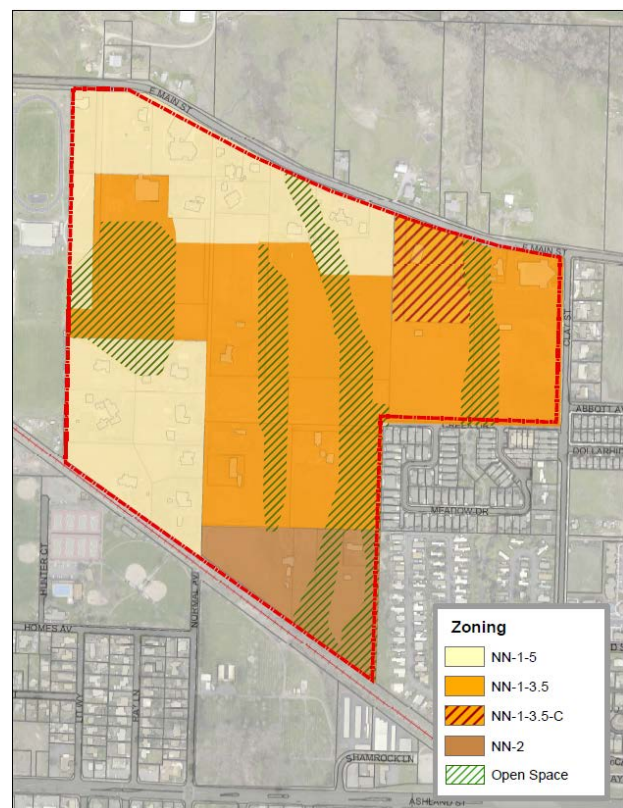
In the final plan and proposed land use ordinance these recommendations of the working group have been incorporated which include the following:

- Changing the originally proposed land zoning designations to be more consistent with the zoning of adjacent land within the City Limits
- Using zoning labels and housing densities that are comparable to those used in the rest of the city while recognizing the Normal Neighborhood (NN) district
- Maintain the option for neighborhood serving businesses and services close to East Main St near the northeast corner of the plan area (NN-1-3.5-C).
- Locating higher density development (NN-2) near the railroad tracks and within a relatively short distance to local businesses, transit stops along Ashland St., parks and community facilities.
- Locating lower density development along East Main Street to protect the existing viewshed and maintain a gradual transition between rural and urban areas.



Previously Proposed Land Use Designations (4/2014)

Zone	Density
NN-01	5 units per acre
NN-02	10 units per acre
NN-03	15 units per acre
NN-03C	15 units per acre + mixed-use



Revised Land Use Designations (7/2015)

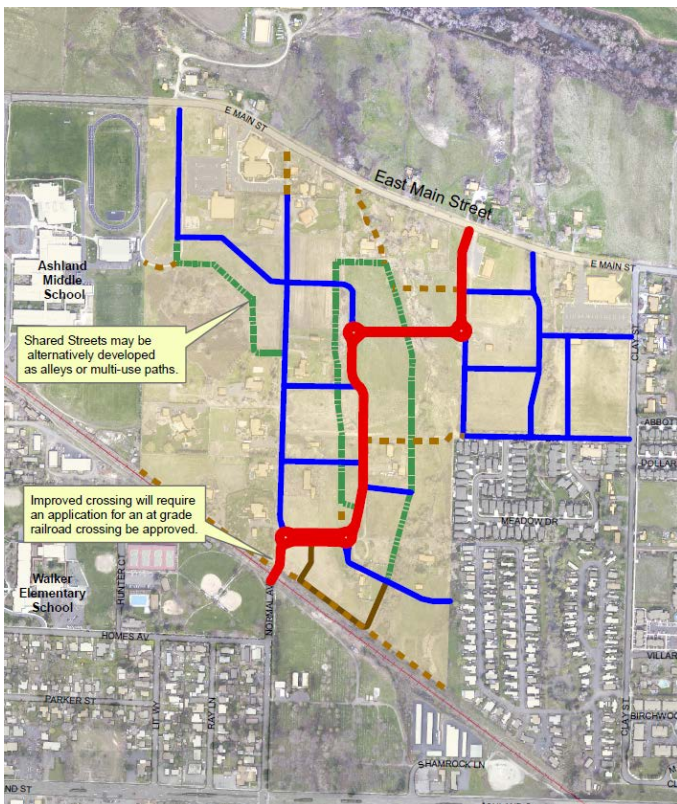
Zone	Density
NN-1-5	4.5 units per acre
NN-1-3.5	7.2 units per acre
NN-1-3.5-C	7.2 units per acre + mixed-use
NN-2	13.5 units per acre



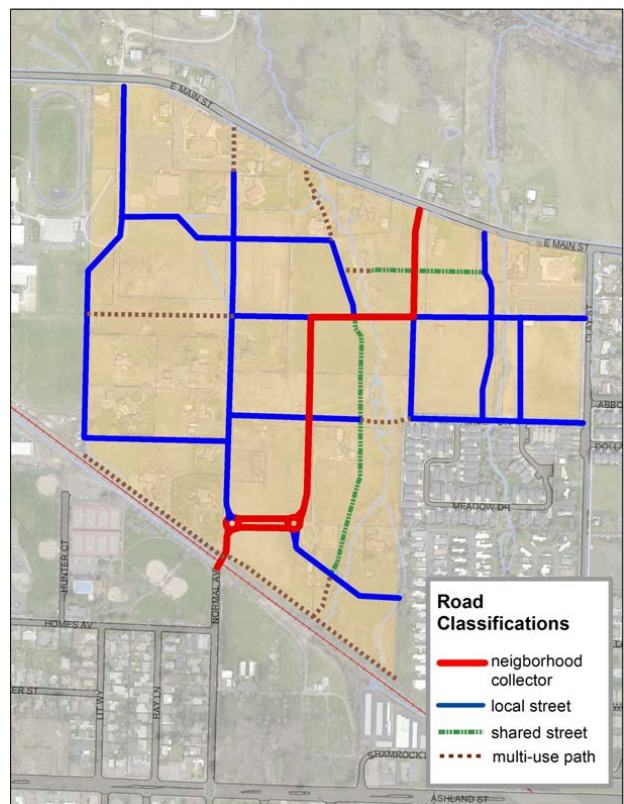
Transportation Framework

The Normal Neighborhood Plan Working Group had a number of specific recommendations relating to the future transportation system which have been incorporated into the neighborhood plan as follows:

- o The internal transportation system’s local street network should incorporate multiple connections with East Main Street as shown, and maintain the Normal Collector as designated in the draft plan. Additional connections to East Main Street or Clay Street, which are not shown in the proposed Street Framework, should require a major amendment to the Plan.
- o Internal local streets should be aligned to provide a more standardized grid pattern, including a reduction in offset intersections and straight east-west connections.
- o Pedestrian and bicycle pathways are critical, especially as a means to connect residents with the middle school and the existing bike path.
- o External transportation improvements, including the railroad crossing and improvements to East Main Street are integral and should proceed in concert with development. The mobility section of the Plan Framework newly includes narrative stating that the City could consider a phased improvement approach and the formation of an Advanced Financing District as part of future annexation proposals.
- The extent of improvements needed along East Main Street would ultimately be determined by a Transportation Impact Analysis submitted with a proposed development application. With a phased approach it is anticipated that when the first new intersection with East Main is created at least 250’ on either side of that intersection should be fully improved to include a sidewalk, parkrow, bike lanes and a center turn lane. The plan stipulates a pedestrian and bicycle path connecting to the Middle School should also be improved at that initial phase.



Previously proposed Transportation Network (4/2014)



Revised Transportation Network (3/2015)

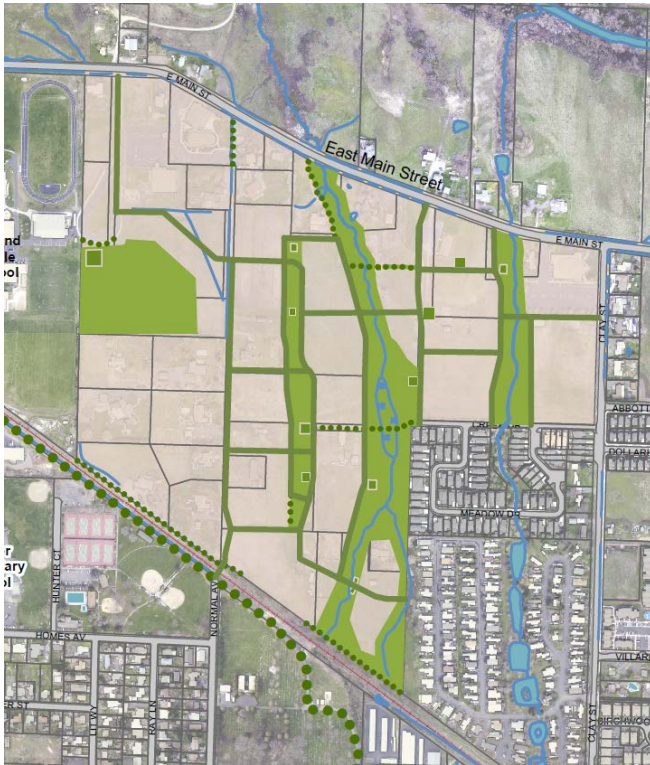


Open space

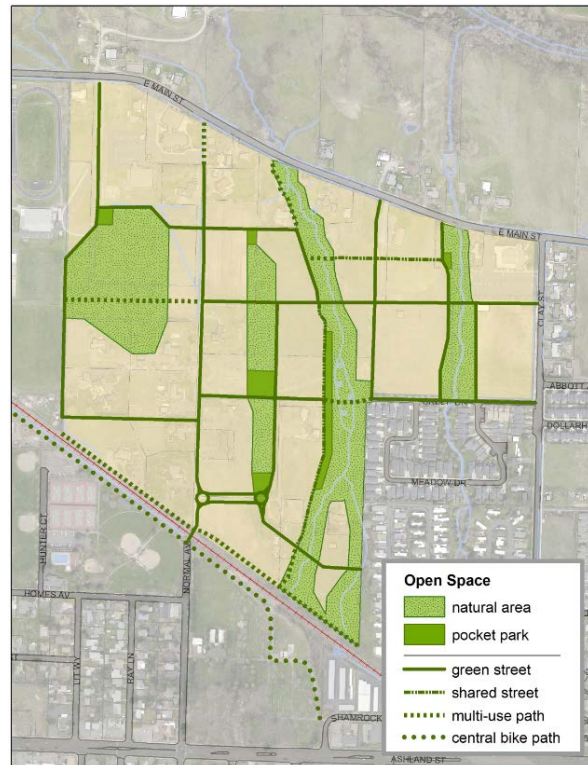
The Planning Commission’s report dated April 22, 2014 expressed that the provision of open space within the plan area has environmental, recreational, and aesthetic value to the neighborhood. The Normal Neighborhood working group concurred with this sentiment and as such the Planning Commission’s originally proposed recommendation to amend the Normal Neighborhood Plan Framework’s Greenway and Open Space chapter to further emphasize the community value of open space retention has been included in the framework document with the following introductory statement (page 13).

The Normal Neighborhood’s distinctive character is shaped by the presence of prominent open spaces and natural areas. The preservation of these neighborhood defining features is central to the success of the neighborhood plan as they ensure the protection of fragile ecosystems, provide passive recreational opportunities where people can connect with nature, protect scenic views considered important to the community, protect future development from flood hazards, and preserve community character and quality of life by buffering areas of development from one another. The permanent establishment of interconnected open spaces and contiguous conservation areas as proposed in the Open Space Framework is essential to promote and maintain high quality residential development which is appropriate to the distinct character of the neighborhood.

The neighborhood areas designated as future open space are largely consistent in shape, size and locations of previously designated floodplains, riparian corridors, wetlands, and wetland buffer areas within the plan area. Further as the plan envisions the use of these open spaces for habitat preservation, passive recreation, and preservation of scenic views the boundaries of these spaces address the proposed street pattern to retain accessibility by the neighborhood residents.



Previously proposed Open Space Network (4/2014)



Revised Open Space Network(7/2015)



As proposed in the draft Land Use Ordinance as recommended by the Working Group, in the future event that a Department of State Lands (DSL) approved wetland delineation differs from the boundaries presented in the 2007 Local Wetland Inventory an applicant could apply for a minor plan amendment to alter the Open Space Network Map to reflect the then current delineation. As such, a revised delineation showing a decrease in a regulated wetland area could result in a reduction in designated open space area within the district.

Planning Commission July 28th items for further discussion

In addition to the revisions to the plan that were made by the Working Group as described above, the Planning Commission identified the following issues during discussions on July 28, 2015 that they would like to further address in formulating final recommendations to be presented to the City Council.

Housing

- Commissioners discussed allowing greater flexibility for “clustered housing” within the proposed single family zone (NN-1-5). The City’s current performance standards options for subdivisions within R-1 zones, and the NN-1-5 zone as proposed, would presently allow single family units to be clustered around a common green consistent with the general concept for clustered housing as presented in the plan. However such a NN-1-5 development approved through the Performance Standards subdivision process would retain the lower residential base density than typical pocket neighborhoods, and would have individual household parking located adjacent to each home unless an exception to parking standards was requested and approved
- Allowing Pedestrian Cluster Housing as a permitted use within the Single-Family zoning designation (NN-1-5) would newly allow such developments to utilize provisions for consolidated parking, however the density of the development would remain consistent with the NN-1-5 zone. If recommended by the Planning Commission such a change would require the following amendments:
 - Amending Table 18.3.4.040 Land Use Descriptions to list this use as “Permitted” (P) under NN-1-5
 - Amending the Normal Neighborhood Plan Framework housing types description for Pedestrian-Oriented Clustered Residential Units (pg.8) to newly include NN-1-5 as a zoning classification that permits such units.

Transportation

- Broaden the Shared Street description to allow this new street type to be applied in areas other than those that are physically constrained .
 - The existing description reads as follows:
Shared Street
Provides access to residential in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.
 - To broaden the applicability of this street type the Planning Commission could recommend amendments to this section:
Provides access to residential in an area in which right-of-way is constrained by natural features, topography or historically significant structures. ~~The~~ Shared streets may additionally be used in



circumstances where ~~constrained right of way does not prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes, a slower speed street, collectively shared by pedestrians, bicycles, and autos, is a functional and preferred design alternative.~~ Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

- Elimination of wording that indicates the use of alleys and rear lanes reduces pavement:
 - The only current reference to the impact of alleys upon reduced pavement in the presently proposed framework document is located in the mobility section of the framework within the description of alleys (pg 28): *“the narrow street section of rear lanes reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health”*. If recommended by the Planning Commission, and approved by Council, this section could be revised to eliminate that specific sentence within the alley description.
 - In a prior version of the framework (2/25/2014) it additionally stated on page 16 of the mobility section *“The use of rear lanes helps to reduce the extent of paved areas, and will support a complete grid of finely-grained urban blocks.”* In subsequent versions of the framework, including the version currently proposed, this language was modified as follows: *“The use of rear lanes helps to support a complete grid of finely-grained urban blocks, and provide access to garages and backyards.”*

Open Space – Wetland Delineations

- The proposed Land Use Ordinance (LUO ch.18.3.4) would allow an applicant to apply for a minor amendment to the plan in order to alter the Open Space Network Map to reflect the DSL approved wetland delineation. The early drafts of the proposed LUO previously reviewed by the Planning Commission had required a major amendment to the plan to reduce the area of a designated Open Space. The Planning Commission could forward a recommendation to reinstate the major amendment provision, and only allow for minor amendments when the area of open space provided is not reduced, or alternatively could recommend additional ordinance language to clarify the factors to be considered in approving a minor amendment to reduce open space.
- The current land use code (18.5.2.050) permits an exception to standards through a minor amendment if the circumstances in either subsection 1 or 2, below, are found to exist.
 1. *There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or*
 2. *There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.*
- Should the commission elect to recommend modifying the minor amendment process staff would recommend the following revisions:



- Amend the Normal Neighborhood District Site Development and Design Standards(18.3.4.060) to directly reference the language in the framework document , and to include a stated purpose for open space within a new section as follows:

18.3.4.060 A

5. Conformance with Open Space Network Plan

New developments must provide open space consistent with the design concepts within the Greenway and Open Space chapter of the Normal Neighborhood Plan Framework and in conformance with the Normal Neighborhood Plan Open Space Network Map. The open space network will be designed to support the neighborhood’s distinctive character and provide passive recreational opportunities where people can connect with nature, where water resources are protected, and where riparian corridors and wetlands are preserved and enhanced.

- a. The application demonstrates that equal or better protection for identified resources will be ensured through restoration, enhancement, and mitigation measures.
- b. The application demonstrates that connections between open spaces are created and maintained providing for an interlinked system of greenways.
- c. The application demonstrates that open spaces function to provide habitat for wildlife, promote environmental quality by absorbing, storing, and releasing stormwater, and protect future development from flood hazards.
- d. The application demonstrates that scenic views considered important to the community are protected, and community character and quality of life are preserved by buffering areas of development from one another.

Recommendations

A Planning Commission recommendation for approval of Ordinance #1(as presented, or with specific recommended changes) would affect the following:

- Recommend the Ashland Comprehensive Plan Map be amended to create a designation for the Normal Neighborhood Plan District
- Recommend the Introduction and Definitions, and Housing Element of the Comprehensive Plan be amended to incorporate the Normal Neighborhood district and land use classifications as proposed.
- Recommend the Normal Neighborhood Plan Framework document be included as a supporting document to the City’s Comprehensive Plan, with recommended changes to the mobility and open space chapters as incorporated by the Working Group, or as amended by the Planning Commission recommendation.

A Planning Commission recommendation for approval of Ordinance #2(as presented, or with specific recommended changes) would affect the following:

- Recommend the Transportation System Plan be amended to incorporate the Normal Neighborhood Street network as proposed:
 - Amend the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area’s proposed Street Network, and reclassification of Normal “Avenue” to be a Neighborhood Collector.



- Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
- Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards to incorporate the Shared Street classification.

A Planning Commission recommendation for approval of Ordinance #3 (as presented, or with specific recommended changes) would affect the following:

- Recommend the Land Use ordinance be amended to include the Normal Neighborhood District Chapter (18.3.4) including the Normal Neighborhood Plan Zoning Classification map, and Site Development and Design Standards as proposed, or as amended by the Planning Commission recommendation.

The Planning Commission's recommendations relating to the revisions to the neighborhood plan's proposed land use designations, conservation and open space designations, street network, and draft land use ordinance will be forwarded to the City Council for consideration on September 1, 2015.



ASHLAND PLANNING DIVISION
STAFF REPORT
July 28, 2015

PLANNING ACTION: PL-2013-01858

APPLICANT: City of Ashland

LOCATION: Normal Neighborhood District Boundary

ZONE DESIGNATION: Jackson County RR-5 (Rural Residential 5 acres)

COMPREHENSIVE PLAN DESIGNATION: City of Ashland Single-Family and Suburban
Residential
Jackson County Rural Residential Lands

ORDINANCE REFERENCE: Chapter 18.3.4 Normal Neighborhood District (proposed)

STATEWIDE PLANNING GOALS: Goal 2 Land Use Planning
Goal 14 Urbanization

OREGON REVISED STATUTES (ORS): Chapter 197 – Comprehensive Land Use Planning
Coordination

REQUEST: To amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, and Ashland Land Use Ordinance to implement the Normal Neighborhood Plan.

I. Relevant Facts

A. Background - History of Application

Oregon Statewide Planning Goal 2, Land Use Planning, as well as Chapter 197 of the Oregon Revised Statutes requires a land use planning process and policy framework as a basis for all decision and actions related to use of land. Specifically, plans and implementation measures such as ordinances controlling the use and construction are permitted as measures for carrying out Comprehensive Plans.

Oregon Statewide Planning Goal 14, Urbanization, directs communities to plan for the orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The existing Comprehensive Plan designation for the Normal Neighborhood Plan area was

established in 1981. The area's development as low density residential, changes in the City's population demographics, land availability, housing supply and type, and water resource protection standards over the decades warrant a re-evaluation of the area's Comprehensive Plan designations in consideration of these changed conditions.

In March of 2011 the City Council directed the Community Development Department to apply for a Transportation and Growth Management (TGM) grant to prepare a master plan for the 94 acre Normal Neighborhood area, and the City's project was selected for award in June 2011. The TGM program is a joint program of the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT).

The City of Ashland received the TGM grant for consultant services in May 2012 to undertake the neighborhood planning process. A number of urban design, planning, engineering, environmental services and architecture firms were selected to prepare the draft plan. Consultants included Parametrix Inc, UrbsWorks Urban Design, Joseph Readdy Architect, Qamar Architecture and Town Planning, Leland Consulting Group housing market analysts, and Nevue Ngan Landscape Architects. The submission of preliminary draft plan materials and a revised draft plan concluded the TGM funded portion of the project in September 2013.

The neighborhood planning process has involved considerable public involvement including a resident survey, two neighborhood meetings, three public open houses, two Planning Commission site visits, individual stakeholder meetings with property owners and nearby residents, and numerous Planning Commission, Transportation Commission, Housing Commission, t, and City Council study sessions. The design phase of the planning process was initiated in October 2012 with a three day public design charrette, or workshop. The charrette allowed for the identification of issues and concerns, development of goals and objectives for the master plan, and creation of a conceptual neighborhood design.

The issues and opportunities identified during the first public workshop and key participants meetings, held when the project was initiated back in October 2012, were used to create the project goals and objectives as listed below:

- Maximize land use efficiency by concentrating housing in a strategically located area within the City Urban Growth Boundary.
- Create a development pattern of blocks and streets that supports a balanced, multi-modal transportation system that offers a full range of choices to its occupants and that supports active transportation opportunities like walking, bicycling or using transit in those areas planned for transit service;
- Provide a range of housing choices and a variety of open space, public space, and green infrastructure improvements, in a way that preserves and enhances the area's creeks and wetlands;

- Design a local street grid for the Project Area including connections to existing and planned street, pedestrian, and bicycle facilities beyond the project area that overcome the challenges to connectivity and better integrate the area into the Ashland transportation system;
- Provide for pedestrian and bicycle routes and facility improvements within the plan area that will provide safe access to local schools, activities, neighborhoods, and destinations;
- Apply those principles of low impact development to minimize the extent and initial cost of new infrastructure and to promote the benefits of stormwater management;
- Provide developable alternatives at planned densities that will eliminate the need for expansion of the urban growth boundary; and
- Reduce greenhouse gas emissions by implementing transportation and land use plans that encourage reductions in vehicle miles traveled.

Following the October 2012 charrette, plan options were developed and presented at study sessions and public open houses to obtain public input to assist the design team, city staff, and the Planning Commission to further refine the plan concept. A draft Normal Neighborhood Plan, and draft implementing ordinances, were presented to the Planning Commission at a public hearing on [March 11, 2014](#) and [April 8, 2014](#). Following the Planning Commission's public hearings their formal recommendations on the neighborhood plan were forwarded to the City Council ([Planning Commission Report dated 4/22/2014](#)).

The City Council held public hearings on the draft Normal Neighborhood Plan on [May 6, 2014](#), [May 20th, 2014](#), and continued public testimony and deliberations to a special meeting on [May 29, 2014](#). At the final May 29th meeting the Council directed the establishment of an ad-hoc working group to examine the fundamental assumptions that were used in developing the plan, as well as conduct a more in depth review of a number of plan elements. The appointed working group included two Planning Commissioners (Richard Kaplan, Michael Dawkins); two City Councilors (Pam Marsh, Mike Morris), and Mayor Stromberg.

The Council directed the working group to specifically examine the following:

Housing Concentrations and Type

- Regional Problem Solving (RPS) assumptions on density
- The need for NN zoning; Density (units per acre)
- Building height limitations (2.5 or 3-story)

Transportation

- General transportation and connectivity issues; Transportation to the schools; East-west transportation issues; Public transportation; Traffic reduction (elimination); Improvements to East Main St.; Railroad crossing

Open space

- Wetland protection & delineations.

- 25% open space

Infrastructure

- water, sewer, and electric; developer driven costs

Public Input

- Incorporate public input and respond accordingly

Over the course of twelve public meetings, held between June 2014 and May 2015, the working group explored each of the specific items identified by Council. A series of meetings specifically focused on housing and land use, open space and natural resources, transportation and infrastructure, and included an exercise where working group members aimed to conceptualize an alternative neighborhood plan independent of the original draft proposal. Additionally a special round table meeting was held (September 18, 2014) where a panel was brought together to provide feedback on what they liked and disliked about the draft plan, identified barriers to agreement, and explored how the plan could be amended to work from their perspective. Panelists included a selected neighborhood representative from within the Normal Neighborhood Plan area (Susan DeMarinis), a representative from the adjacent development's Home Owners Associations (Bryce Anderson), a developer who represented a number of property owners (Randy Jones), and two outside experts familiar with Land Use and housing development (Alan Harper and Tom Giordano) who each had an opportunity to present their concerns and suggestions and participate in an open discussion about the draft plan.

In consideration of public input provided, and a review of the draft plan's elements, the working group discussed a general vision for the neighborhood and formulated a summary list of recommended plan amendments ([Working Group memo dated December 2, 2014](#)) for Council's consideration.

In formulating their recommendations the Normal Neighborhood Plan working group reviewed each of the Planning Commission's recommendations as presented in the [Planning Commission Report dated 4/22/2014](#). The working group's recommended amendments alter the land use classifications, allowable housing densities, internal transportation network, thus differing from the plan the Planning Commission originally reviewed and had based the Commission report upon. The working group did concur with the Planning Commission's recommendation that the conservation/open space boundaries are a neighborhood defining characteristic and should remain as presented in the original draft plan, however changed the amendment process for potential reductions of open space areas to correlate with designated wetlands. The working group recommended that the existing maximum building height of 35ft, or two and one-half stories, should be retained and to not allow an increase to 40ft, or three-stories, through a conditional use permit process as was initially recommended by the Planning Commission.

Background Studies

To inform the neighborhood planning process a number of studies were completed and previously presented to the Planning Commission and City Council in support of this project including:

- A [Buildable Lands Inventory](#) (approved November 15, 2011- ordinance #3055) provided a basis for evaluation of the amount of available land within the City Limits and Urban Growth Boundary.
- A [Housing Needs Analysis](#) (approved September 3, 2013 - ordinance #3085), summarized the types of housing that have been developed throughout the City in the recent decades, as well as the projected needed housing based on income and population demographics.
- An [Executive Summary of Existing Conditions](#) to provide background information for the Normal plan area including the [results of a resident survey](#) conducted in June-July 2012.
- An analysis of five components of the neighborhood design including infrastructure, mobility, sustainability, open space and greenways, and housing and land use.
 - [Infrastructure Framework](#)
 - [Sustainability Framework](#)
 - [Mobility Framework](#)
 - [Greenway and Open space Framework](#)
 - [Housing and Land Use Framework](#)
- The traffic engineering firm SCJ Alliance completed an [Existing Traffic Conditions technical memorandum](#) (dated September 5, 2012) , and a [Future Traffic Analysis](#) (dated November 19, 2013) to investigate current and future traffic conditions in the Normal Neighborhood Plan study area.

B. Detailed Description of the Site and Proposal

The Normal Neighborhood Plan District is situated between East Main Street to the north and the railroad tracks to the south, Clay Street to the east and the Ashland Middle School to the west. Currently, the 94 acre area has a mix of Comprehensive Plan designations including single family residential and suburban residential, and is presently outside the City of Ashland (City) city limits but within the City Urban Growth Boundary (UGB).

This area constitutes the largest remaining area of residentially designated land that is suitable for medium- to high-density development which remains largely vacant or redevelopable. The plan area contains 35 properties ranging in size between 0.38 acres up to 9.96 acres. There are 26 property owners within the plan area with a number owning multiple parcels. Residential development in the plan area has

historically been low density large lot single family homes consistent with Jackson County's rural residential zoning standards.

The Normal Neighborhood Plan District includes significant natural features including Cemetery Creek, Clay Creek, and three designated wetlands (W9, W12, W4) that are included on the City of Ashland 2007 Local Wetland Inventory (LWI). The local wetland inventory was approved by the Department of State Lands (DSL) which means the LWI is part of the Statewide Wetland Inventory. During the course of this project property owners have completed new wetland delineations for two of the three significant wetlands within the project area (W12 & W4). These new delineations for W4 and W12 were recently approved by DSL ([WD-2014-0255](#) & [WD-2014-0269](#)) effectively reducing the areas that are regulated as wetlands at this point in time. The last remaining large wetland (W9) within the project area is located on multiple properties adjacent to Ashland Middle School. Staff understands that one of the property owners (Grace Point Church) has recently conducted a study of the W9 wetland on their property. This delineation has been submitted to DSL for review but has yet to be approved. Approved wetland delineations are only valid for five years from the date of DSL's approval. Therefore, with any annexation proposal the City of Ashland will require demonstration that DSL has approved a formal delineation within 5 years of the application.

The *Normal Neighborhood Plan* is comprised of Normal Neighborhood Plan Framework document, official Normal Neighborhood Plan maps, amendments to the Transportation System Plan and street standards, and the proposed Normal Neighborhood District land use ordinance amendments (Ch. 18-3.4). Collectively these documents provide the underlying conceptual and regulatory structure for area's future development. Development of this area is expected to occur in an incremental way, as individual parcels propose annexation for specific housing developments. An adopted neighborhood plan allows individual development proposals to better coordinate the provision of streets, pedestrian connections, utilities, storm water management, and open space. Such an approach can ultimately help reduce development costs through appropriate sizing of needed facilities, provision of easements, and secured street access. Additionally a significant benefit of an adopted plan is a clear expectation and understanding regarding the level of development anticipated by both developers and neighboring residents. In this way the development and annexation process for all properties with the plan area is streamlined while ensuring the City can accommodate its future growth in a systematic and efficient manner.

The proposal involves Comprehensive Plan Map amendments, Transportation System Plan amendments, as well as amendments to the proposed Ashland Unified Land Use Ordinance (ULUO). The proposed implementation plan includes:

- Adopting the Normal Neighborhood Plan Framework document as a supporting document to the City’s Comprehensive Plan and designation of the Normal Neighborhood District within the Comprehensive Plan map.
- Adoption of official Normal Neighborhood Plan maps:
 - Land Use Designations Map (NN-1-5, NN-1-3.5, NN-1-3.5-C, NN-2)
 - Street Network
 - Pedestrian and Bicycle Network
 - Street network: Green Streets
 - Open Space Network
- Amending the Transportation System Plan (TSP) as follows:
 - Amend the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area’s proposed Street Network, and reclassification of Normal “Avenue” to be a Neighborhood Collector.
 - Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
 - Amend the Planned Bikeway Network Map to incorporate the planned multiuse trails within the Normal Neighborhood Plan.
- Amend the Street Standards (18.4.6) to add a new Shared Street classification.
- Amending the Land Use Ordinance to include a new Chapter 18.3.4 Normal Neighborhood District, to guide and direct both public and private improvements. Additionally, amendments to Chapter 18.2.1.020 and 18.2.1.040 are proposed to provide reference to, and consistency with, the Normal Neighborhood District.

II. Project Impact

A. Approval Process and Noticing

The proposal involves Comprehensive Plan and Transportation System Plan amendments, as well as additions and revisions to the Ashland Land Use Ordinance necessary to implement the Normal Neighborhood Plan. The Planning Commission makes a recommendation on the package of amendments, and the City Council makes the final decision.

Approximately 200 written notices (postcards) were mailed to property owners in and surrounding the Normal Neighborhood District boundary regarding the Planning Commission public hearing (July 28, 2015) and City Council public hearing (September 1, 2015). A notice was published in the newspaper on July 8, 2015, and a meeting announcement was emailed to residents and interested parties on July 13, 2015. Meeting announcements and plan materials are posted on the project web page www.ashland.or.us/normalplan

B. Proposal Impact

Planned Housing Types and Land Use Designations

The proposed Normal Neighborhood District will contain four residential zones, NN-1-5, NN-1-3.5, NN-1-3.5-C, NN-2. The use regulations and development standards set forth in the proposed land use ordinance (Ch. 18.3.4) for these zones are intended to be largely consistent with existing zoning standards within the City, while providing a significant degree of flexibility as to the form and character of individual developments. Affordable housing with the plan area would be provided by future development as a condition of annexation consistent with current requirements. The Normal Neighborhood Land Use Zones map establishes the proposed designations for the properties within the district.

NN-1-5:

The Land Use designation NN-1-5 is intended to provide single family dwellings, accessory residential units, and cottage housing with a base density of 4.5 units per acre. The draft ordinance includes a reserved section for the “cottage housing” type to be consistent with standards to be proposed under a separate legislative planning action for all single family zones within the city.

NN-1-3.5

The NN-1-3.5 designation provides housing opportunities for individual households through development of a mix of single-dwelling housing, apartments, townhomes, accessory residential units, and pedestrian oriented clustered housing with a base density of 7.2 units per acre. Clustered housing, commonly referred to as “pocket neighborhoods”, are a new housing type envisioned for the plan area where multiple compact detached or attached dwellings are grouped around common open space. The Normal Neighborhood Plan, and draft land use ordinance amendments, include example illustrations primarily intended to assist those involved in conceptualizing a development to better address the principle objectives outlined within the Normal Neighborhood Plan. Through the consolidation of common open space and or parking cluster housing developments can often achieve a housing density comparable to attached row houses or low-rise apartments, yet with a lower profile retaining the appearance of traditional single-family homes.

NN-2

The NN-2 land use designation is intended to address Ashland's housing needs through development of multi-dwelling housing with a base density of 13.5 units per acre.

NN-1-3.5-C

The NN-1-3.5-C zone is a residential designation consistent with NN-1-3.5 (above), however it would additionally allow for limited neighborhood serving commercial uses, such as a coffee shop, on the ground floor.

Upon review of the initial draft of the plan on [March 27, 2014](#), The Housing and Human Services Commission expressed that they felt strongly that this area is a major source of future growth in the City. The Commission specifically noted that affordable housing is an important component of our City, and will be integral to future development of this neighborhood. This plan and code maintain the City's existing density bonuses and annexation requirements for the provision of affordable housing units. In addition, the Neighborhood Plan, and proposed Land Use Ordinance, encourage more diversity in housing and increased intensity of development in those areas where the context and capacity for density is most appropriate. The result should be increases in housing supply, housing options, and housing affordability. The various land use designations, and flexibility in housing types permitted, create a complete neighborhood, accessible to a full range of ages and abilities. There will be units for sale or rent; small, and large; and attached and detached units.

Greenway and Open Space

The plan's approach to the greenway and open space framework is establish designated open space areas to include both water resource protection areas and recreational open space. As proposed these areas are to include FEMA's 100 year floodplain, Ashland's designated floodplain boundaries, wetlands identified in the 2007 Local Wetland Inventory (LWI), and wetland and riparian buffer areas identified in the Water Resource Protection Zone ordinance. Precluding development in these areas will reduce or prevent the detrimental effects of flood waters, support native vegetation, provide habitat and travel corridors for wildlife, and promote environmental quality by absorbing, storing, and releasing storm water. The Open Space Network Map shows the areas intended to be preserved as natural areas or open space within the district which absent of any environmental constraints could additionally provide recreational amenities to the districts residents. In the future event that a Department of State Lands approved wetland delineation differs from the boundaries presented in the 2007 LWI, and Normal Neighborhood Plan Open Space map, an applicant could apply for a minor plan amendment to alter the boundary to reflect the then current delineation.

Clay Creek and Cemetery Creek are contained within designated open spaces which include all areas within the FEMA 100 year floodplain, City of Ashland Floodplain, and regulated riparian areas. Streams and wetlands will be maintained as amenities with access to area residents due to the carefully considered transportation network that ensures that these areas are not hidden in back yards. Accommodation of the pedestrian, bicycle, and automobile circulation along the edges of the riparian zones and designated wetlands provides visual and physical access and increases the buffer zones between pockets of development enhancing the character of openness within the plan area.

Transportation

The Normal Neighborhood Plan includes a transportation framework that would be implemented by the proposed amendments to the Transportation System Plan (TSP) and Normal Neighborhood District Standards. The mobility section of the Normal Neighborhood Plan Framework includes a street network, a pedestrian and bicycle framework, and a green street framework. The general location of future roads and paths is addressed by the Normal Neighborhood Plan Street Network Map, although design and engineering at the time of the actual development will determine their precise locations. The proposed Street Network additionally includes designations for streets within the plan area that are to be developed as “green streets” designed to capture and treat storm water in conformance with the City of Ashland Storm Water Master Plan. The proposed street network would amend to the TSP’s Street Dedication Map (Figure 10-1) for the Normal Neighborhood District area.

The Pedestrian and Bicycle Network map includes facilities incorporated into the streets, as well as off-road multi-use paths including the establishment of two paths crossings Cemetery Creek, paths or shared streets along the west side of Cemetery Creek, a path connecting the terminus of the existing Normal Avenue to East main Street, and a connection from the plan area to the eastern boundary of the Ashland Middle School property. The proposed multi-use paths would amend to the TSP’s Planned Bikeway Network Map (Figure 8-1) for the Normal Neighborhood District area.

The Normal Avenue neighborhood’s internal street network has largely been designed to keep travel speeds in the range of 20 mph by introducing elements such as a planted median, small traffic circles, and subtle changes in direction at block intersections. The backbone of the street network is a re-routed neighborhood collector that extends from the southern intersection at a future improved Rail Road Crossing, to East Main Street between Clay Creek and Cemetery Creek. Given the anticipated traffic volumes on this new road being approximately 1000 average daily trips it is not necessary that it be classified as an “Avenue” but rather a “Neighborhood Collector” designation would suffice. Neighborhood Collectors are

expected to accommodate 1500 to 5000 vehicle trips per day and as such this lesser classification would adequately accommodate expected use.

The Normal Neighborhood plan also introduces a street type that was recently included in the Transportation System Plan: the “shared street”. A shared street is a very low speed street where all of the functions of the transportation system coexist in the same space. There are no individual sidewalks separated from the street surface by curbs and planted medians. There are no bicycle lanes separated from the street by painted lines. The low volumes, low-speeds, narrow cross-section, and traffic calming design elements make it possible for all users safely occupy the street surface by yielding to the slowest and most vulnerable present at a given moment. The proposed amendments to the Street Design Standards within the Ashland Municipal Code (18.4.6) codify the new shared street classification.

The use of rear lane alleys helps to reduce the extent of paved areas, and will support a complete grid of finely-grained urban blocks. These alleys will provide the primary access to garages and backyards. The specific alley locations within the designated blocks is left to future development site design considerations, subject to the maximum block length and parking access standards. As such those potential alley locations most subject to adjustment are not included in the Street Network map but it is expected that future development will provide alleys to meet access management and connectivity standards.

The Future Traffic Analysis report by SCJ Alliance found that all existing intersections in vicinity of the project are expected to continue to function within operational standards in the year 2038 at full build out of the neighborhood plan area. The report recommended that East Main Street should be improved to comply with existing City standards, including the installation of a center turn lane at designated intersections. The improved Avenue could accommodate vehicular, pedestrian and bike traffic, and that each of the proposed street intersections with East Main Street would function within applicable operational standards according to the report.

The Planning Commission, Transportation Commission, and Working Group have each spent considerable time discussing the needed street improvements along East Main Street from Walker Ave. to Clay Street. The Planning Commission had previously recommended that “*The south side of East Main Street, from Walker Avenue to Clay Street, should be fully improved to City Street Standards prior to, or coinciding with any future annexation and development within the plan area.*”. The Transportation Commission’s most recent recommendation was that a partial improvement of East Main Street (such as full improvements 250’ on either side of a proposed intersection) could be considered to address traffic impacts demonstrated in a Traffic Impact Analysis provided “...*at a minimum, a sidewalk is to be developed between Walker and Clay Street.*” to address pedestrian and bicycle demand in the

near term. The Normal Neighborhood Working Group had also considered that a phased approach to East Main Street improvements may be an option to consider with future annexation proposals, and that the City would consider the formation of an advance financing district to assist in acquiring full street improvements at the initiation of development within the area. The Normal Neighborhood Plan Framework document includes the a new section , *Advance Financing and Phasing of Public Improvements* (p30), to address this approach .

Plan Amendments

A minor and major amendment process is included in proposed section 18.4.030.C of the Normal Neighborhood District Chapter. The proposed amendment process provides flexibility to address unforeseen changes in conditions such as shifts in demand for types of uses, and physical or natural constraint challenges in individual developments.

- Major amendments provide for a change in a land use overlay or allowable density, modification of the street layout plan or other transportation facility that eliminates a proposed street, a change in the applicable standards, and any other changes not listed.
- Minor amendments include shifting the location of streets, alleys or paths more than 50 feet, adjustments to the boundaries of designated Open Space Areas to correspond with a delineated wetland or water resource protection zone, and changes in dimensional standard requirements not including building height and residential density.

C. Discussion Items

The attached Normal Neighborhood Plan maps, Framework Document, and draft land use ordinance (18.3.4), have each been revised to address the recommendations of the Normal Neighborhood working group and the Planning Commission recommendations put forth in April 2014. A summary of the highlights of the latest revisions as follows.

- A change in the zoning designations to provide densities consistent with existing city zones
- Relocation of proposed zoning areas to locate the higher density area to the south of the project area.
- Designation of open space lands on the Land Use Designation Map.
- Provisions allowing the transfer of housing density out of the water resource protection zones.
- Establishment of a minor amendment process to allow proposed open space locations to be moved, or reduced in area, to correlate with natural features (future wetland locations and boundaries).
- Flexibility to allow shared streets to alternatively be developed as alleys or multiuse paths where appropriate adjacent to water protection zones.

- Inclusion of mandatory standards relating to storm water management.
- Alignment of streets and zoning to provide direct East-west connections with a more grid-like street pattern while aiming to locate new streets along existing property lines.
- The inclusion of “neighborhood module” illustrations within the plan framework to provide general examples of characteristics that would help make a neighborhood module successful including a diversity of housing types accessible to a range of ages, family sizes, and income levels, common center greens and community gardens, and alley accessed parking areas.

III. Procedural – Required Burden of Proof

18.5 Application Review Procedures and Approval Criteria

18.5.9.010 Purpose

This chapter contains the procedure for amending the Comprehensive Plan, Zoning and Land Use Control Maps, and Land Use Ordinance.

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

A. Type II. The Type II procedure is used for applications involving zoning map amendments consistent with the Comprehensive Plan map, and minor map amendments or corrections. Amendments under this section may be approved if in compliance with the Comprehensive Plan and the application demonstrates that one or more of the following.

1. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan.
2. A substantial change in circumstances has occurred since the existing zoning or Plan designation was proposed, necessitating the need to adjust to the changed circumstances.
3. Circumstances relating to the general public welfare exist that require such an action.
4. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.
5. Increases in residential zoning density of four units or greater on commercial, employment, or industrial zoned lands (i.e., Residential Overlay), will not negatively impact the City's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.
6. The total number of affordable units described in 18.5.9.020.A, subsections 4 or 5, above, shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction, or similar legal instrument, shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. 18.5.9.020.A, subsections 4 and 5 do not apply to Council initiated actions.

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

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

IV. Conclusions and Recommendations

The planning process which resulted in the Normal neighborhood Plan involved a wide variety of participants including the general public, property owners and neighboring residents. Staff believes the revisions that have been made in the development of the implementation package over the last 2 years have refined and improved the neighborhood plan, and are largely consistent with the original plan goals and objectives.

Staff recommends the Transportation System Plan be amended to incorporate the Normal Neighborhood Street network as proposed. Upon review of the Normal Neighborhood Plan on [April 23, 2015](#) the Transportation Commission recommended approval of the Street Network and Pedestrian and Bicycle Network as follows:

Accept the presented revised plan as an amendment of the TSP with the following conditions:

- 1) Should the development occur along East Main, at a minimum, a sidewalk is to be developed between Walker and Clay Street.*
- 2) Should the development occur along the railroad tracks, at a minimum, the railroad crossing needs to be completed.*

Staff recommends approval of the Comprehensive Plan Map amendments, adoption of the official Normal Neighborhood Plan Maps, and adoption of the Normal Neighborhood Plan Framework as a technical supporting document of the Comprehensive Plan.

Staff recommends approval of the Land Use Ordinance amendments as presented.

ATTACHMENTS

- **Ordinance #1** – Comprehensive Plan amendments
 - Exhibit A (introduction amendment)
 - Exhibit B (framework document)
 - Exhibit C (map)
- **Ordinance #2** – Transportation System Plan and Street Design Standards amendments
 - Exhibit A
 - Exhibit B
- **Ordinance #3** – Land Use Ordinance (Ch 18) amendments
 - Exhibit A (Normal Neighborhood District Land Use Ordinance)
- [Planning Commission Report \(4/22/2014\)](#)
- [Working Group memo dated \(12/2/2014\)](#)

Electronic Attachments (links)

- Working Group Meeting Minutes:
 - [5/21/2015](#)
 - [5/7/2015](#)
 - [4/15/2015](#)
 - [11/20/2014](#)
 - [10/23/2014](#)
 - [10/09/2014](#)
 - [9/18/2014](#)
 - [9/4/2014](#)
 - [8/21/2014](#)
 - [7/24/2014](#)
 - [7/10/2014](#)
 - [6/19/2014](#)
- Transportation Commission Meeting Minutes
 - [4/23/2015](#)
- Housing and Human Services Commission Meeting Minutes
 - [3/27/2014](#)
- [Existing Traffic Conditions technical memorandum](#) (dated September 5, 2012)
- [Future Traffic Analysis](#) (dated November 19, 2013)

- **Letters**

Public letters submitted relating to Planning Action PL-2013-01858 , including prior iterations of the draft plan (pre-July 2015), are not physically attached to this Staff Report, however they remain available online at www.ashland.or.us/normalplan, which includes the following electronically linked letters:

2015	2014	2013
All 2013 letters combined - PDF	All 2014 letters combined - PDF	All 2015 letters combined - PDF
Vidmar letter (7/13/2015) Vidmar letter (3/31/2015) Miller Letter (3/23/2015)	Jones/MaharHomes letter (11/20/2014) Vidmar letter (11/15/2014) ACCESS Inc. letter (11/12/2014) Vidmar letter (10/27/2014) Miller letter (9/29/2014) Mahar Homes Concept Plan (9/18/2014) Lutz letter (9/17/2014) Miller letter (9/12/2014) Miller letter (9/03/2014) Boyer letter (8/20/2014) DeMarinis letter (8/06/2014) Boyer Letter (8/06/2014) Vidmar letter (7/30/2014) Breon letter (7/22/2014) DeMarinis letter (7/22/2014) Vidmar letter (7/21/2014) DeMarinis letter (7/15/2014) DeMarinis letter (5/19/2014) Anderson letter (4/08/2014) Grace Point letter (5/06/2014) Livni letter (4/29/2014) Mandell letter (5/05/2014) Marshall Letter (04/30/2014) Miller Letter (4/30/2014) Neher letter (5/02/2014) Quiett letter (5/1/2014) Wallace letter (5/01/2014) Seidler letter (4/30/2014) Sharp letter (4/29/2014) Jacobson letter (4/27/2014) Arsac letter (4/29/2014) Brannan letter (5/04/2014) Gerschler letter (5/04/2014) Open City Hall public comments (3/5/14) GracePoint letter (3/11/2014) Anderson Letter (3/11/2014) Skuratowicz letter (3/11/2014) Hunter letter (2/25/14)	DeMarinis letter and exhibits (10/31/2013) DeMarinis letter and exhibits (10/8/2013) Meadowbrook Home Owners (Anderson) letter and exhibits (10/8/2013) Ashland Meadows (Skuratowicz) letter (10/8/2013) Koopman letter and exhibits (10/8/2013) Lutz letter (9/26/2013) Vidmar letter (7/29/2013) Carse letter (6/27/2013) Gracepoint letter (6/12/2013) Vidmar letter (4/26/2013) Shore letter (4/10/2013) Marshall letter (4/10/2013) Horn letter (3/05/2013) Filson letter (2/25/2013) Vidmar letter (2/25/2013)

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADD A NORMAL NEIGHBORHOOD PLAN DESIGNATION TO CHAPTER II [INTRODUCTION AND DEFINITIONS], ADD THE NORMAL NEIGHBORHOOD LAND CATEGORIES TO CHAPTER IV [HOUSING ELEMENT], CHANGE THE COMPREHENSIVE PLAN MAP DESIGNATION FOR APPROXIMATELY 94 ACRES OF LAND WITHIN THE CITY OF ASHLAND URBAN GROWTH BOUNDARY FROM SINGLE FAMILY RESIDENTIAL AND SUBURBAN RESIDENTIAL TO THE NORMAL NEIGHBORHOOD PLAN DESIGNATION, AND ADOPT THE NORMAL NEIGHBORHOOD PLAN FRAMEWORK AS A SUPPORT DOCUMENT TO THE CITY OF ASHLAND COMPREHENSIVE PLAN

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

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

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

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

WHEREAS, the City of Ashland Planning Commission considered the above-referenced recommended amendments to the Ashland Comprehensive Plan at a duly advertised public hearing on **July 28, 2015** and, following deliberations, recommended approval of the amendments by a vote of ___-___; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on **September 1, 2015, and on [subsequent public hearing continuance dates]**; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing

and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Comprehensive Plan in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS] is hereby amended to add the following new Section [NORMAL NEIGHBORHOOD PLAN 2.04.17] and to adopt the Normal Neighborhood Plan Framework as a supporting document to the City’s Comprehensive Plan; former Section 2.04.17 is renumbered [PLAN REVIEW 2.04.18], to read as follows:

PLAN REVIEW (2.04.17)

NORMAL NEIGHBORHOOD PLAN (2.04.17)

This is a residential area that promotes a variety of housing types including single family, attached, and multi family residential, with base housing densities ranging from 4.5 to 13.5 units per acre. This area implements the Normal Neighborhood Plan Framework (2015) to accommodate future housing, neighborhood scaled business, create a system of greenways, protect and integrate existing stream corridors and natural wetlands, and enhance overall mobility by planning for a safe and connected network of streets and walking and bicycle routes.

PLAN REVIEW (2.04.18)

SECTION 3. The City of Ashland Comprehensive Plan Appendix entitled “Technical Reports and Supporting Documents” is attached hereto and made a part hereof as Exhibit A.

SECTION 4. The document entitled “The City of Ashland Normal Neighborhood Plan Framework (2015),” attached hereto as Exhibit B, and made a part hereof by this reference is hereby added to the above-referenced Appendix to support Chapter II, [INTRODUCTION AND DEFINITIONS] of the Comprehensive Plan.

SECTION 5. The officially adopted City of Ashland Comprehensive Plan Map, adopted and referenced in Ashland Comprehensive Plan Chapter II [PLAN MAP 2.03.04] is hereby amended to change the Comprehensive Plan map designation of approximately 94 acres of land inside the urban growth boundary from Single Family Residential and Suburban Residential, to the Normal

Neighborhood Plan designation including designated Conservation Areas as reflected on the revised adopted Comprehensive Plan Map, attached hereto as Exhibit C, and made a part hereof by this reference.

SECTION 6. The City of Ashland Comprehensive Plan Housing Element [Chapter VI] Estimated Land Need table [Section 6.06] is hereby amended to include the Normal Neighborhood Land Use Categories within the table’s Land Category Key as follows:

- MFR – Multi-family, High Density Residential
(R-2, ~~2~~ & R-3 ~~2~~ **NN-2** zoning)
- SR - Suburban Residential
(R-1~~2~~-3.5 ~~2~~ **NN-1-3.5** zoning)
- SFR - Single-family Residential
(R-1~~2~~-5, R-1~~2~~-7.5, R-1~~2~~-10, ~~2~~ **NN-1-5**)
- LDR - Low Density Residential
(RR.5 zoning)

SECTION 7. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word “ordinance” may be changed to “code”, “article”, “section”, or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 3-5, 7-8) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the ____ day of _____, 2015, and duly PASSED and ADOPTED this ____ day of _____, 2015.

Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2015.

John Stromberg, Mayor

Reviewed as to form:

David Lohman, City Attorney

Exhibit A

Appendix A: Technical Reports and Supporting Documents City of Ashland, Oregon Comprehensive Plan

Periodically, the City may choose to conduct studies and prepare technical reports to adopt by reference within the Comprehensive Plan to make available for review by the general public. These studies and reports shall not serve the purpose of creating new city policy, but rather the information, data and findings contained within the documents may constitute part of the basis on which new policies may be formulated or existing policy amended. In addition, adopted studies and reports provide a source of information that may be used to assist the community in the evaluation of local land use decisions.

Chapter II, Introduction and Definitions

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter II, Introduction and Definitions.

1. Croman Mill Site Redevelopment Plan (2008) by Ordinance 3030 on August 17, 2010
2. **Normal Neighborhood Plan Framework (2015) by Ordinance _____ on _____, 2015.**

Chapter IV, Environmental Resources

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter IV, Environmental Resources.

1. City of Ashland Local Wetland Inventory and Assessment and Riparian Corridor Inventory (2005/2007) by Ordinance 2999 on December 15, 2009.

Chapter VI, Housing Element

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter VI, Housing Element.

- 1) City of Ashland: Housing Needs Analysis (2012) by Ordinance 3085 on September 3, 2013

Chapter VII, Economy

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter VII, The Economy.

1. City of Ashland: Economic Opportunities Analysis (April 2007) by Ordinance 3030 on August 17, 2010

Chapter XII, Urbanization

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter XII, Urbanization.

1. City of Ashland: Buildable Lands Inventory (2011) by Ordinance 3055 on November 16, 2011.

Exhibit B



Normal Neighborhood Plan

Framework Document

July 2015

Project Team

City of Ashland Brandon Goldman, Bill Molnar

Oregon Department of Transportation John McDonald

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SCJ Alliance Anne Sylvester PTE

Urbsworks, Inc Marcy McInelly

Joseph Readdy Architect, Inc Joseph Readdy

Qamar Architecture & Town Planning Laurence Qamar

Leland Consulting Group Brian Vanneman

Nevue Ngan Ben Ngan, Olena Turula, Jason Hirst

Giordano Architecture Tom Giordano

Transportation and Growth Management

This project is funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. This project is funded in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Adopted by Ordinance 2015-XXXX and Ordinance 2015-XXXX

[Date] 2015

Ashland City Council and Mayor

Mayor John Stromberg

Pam Marsh

Michael Morris

Greg Lemhouse

Carol Voisin

Rich Rosenthal

Stefani Seffinger

Normal Neighborhood Working Group

Mayor John Stromberg

Pam Marsh

Michael Morris

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Neighborhood Vision

Neighborhood planning is the process by which the City works with Ashland’s residents to envision the future of the neighborhood. The eventual incorporation of the Normal Neighborhood Plan area into the City depends on careful consideration of the neighborhood’s unique identity and character and a holistic planning approach. The City envisions a neighborhood that is notable for the natural beauty of the area’s wetlands and creeks, mountain views, diversity of households, and as an area which accommodates bicycling and walking as a reliable and convenient way to move throughout the area.

Local streams, wetlands, and scenic vistas contribute significantly to define the character of the Normal Neighborhood. The quality of the place is enhanced by these features and the wildlife that they attract. Connected and contiguous open spaces will remain as central features of the area’s future development as they help reflect the community of Ashland’s commitment to promote environmental quality, provide recreational opportunities, and function to incorporate nature into the daily lives of the area’s residents.

The neighborhood will provide for a range of housing choices available a diversity of Ashland’s population. The neighborhood can accommodate a blend of housing types including individual residences, townhomes, apartments, moderately sized cottages, pedestrian oriented cluster housing, and mixed-use neighborhood serving businesses. Future developments should be designed to relate to, and complement, adjacent properties. Incorporating unifying elements between adjacent developments will serve to promote neighborhood cohesiveness, provide open space in a coordinated manner, and secure an efficient circulation system. Given the immediate proximity to existing schools, parks, and local business areas the neighborhood is recognized as place where children can readily walk and bike to schools through a safe, desirable family-based neighborhood.

This neighborhood plan addresses long-term community goals, unifies expectations, and integrates the project area into the fabric of the City. The implementation standards for the neighborhood plan are intended to be strong enough to maintain the vision for the area, yet flexible enough to respond to changing conditions and adapt over time.

INTRODUCTION

Thanks to the active participation of the community and significant support from City staff, this Plan will guide future development for the Normal Neighborhood . The plan emphasizes compact urban form to better accommodate an extensive range of housing types for families of all sizes and incomes. Compact urban form also makes it possible to build upon the abundance of natural features –streams, wetlands, and trees– that support the character of this unique place. By creating a system of greenways and protecting and enhancing existing natural features the plan anticipates a place that welcomes nature in. Despite the challenges to connectivity posed by existing conditions like the Central Oregon & Pacific Railroad tracks, the plan enhances access and mobility while reducing dependence on the automobile: walking and biking will be the attractive first choice for residents of all ages.

[1

Project Objectives

The following project objectives were developed by the City and project partners and have been used to guide the development of this plan.

- Maximize land use efficiency by concentrating housing in a strategically located area within the City Urban Growth Boundary.
- Create a development pattern of blocks and streets that supports a balanced, multi-modal transportation system that offers a full range of choices to its occupants and that supports active transportation opportunities like walking, bicycling or using transit in those areas planned for transit service;
- Provide a range of housing choices and a variety of open space, public space, and green infrastructure improvements, in a way that preserves and enhances the area's creeks and wetlands;
- Design a local street grid for the Project Area including connections to existing and planned street, pedestrian, and bicycle facilities beyond the project area that overcome the challenges to connectivity and better integrate the area into the Ashland transportation system;
- Provide for pedestrian and bicycle routes and facility improvements within the plan area that will provide safe access to local schools, activities, neighborhoods, and destinations;
- Apply those principles of low impact development to minimize the extent and initial cost of new infrastructure and to promote the benefits of stormwater management;
- Provide developable alternatives at planned densities that will eliminate the need for expansion of the urban growth boundary; and
- Reduce greenhouse gas emissions by implementing transportation and land use plans that encourage reductions in vehicle miles traveled.

Existing Conditions

2]

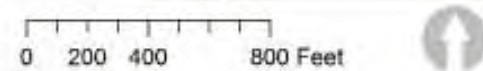
Located within the urban growth boundary, but not within the city limits, the site is characterized by its relative isolation from the rest of the City of Ashland. The north boundary of the project study area is East Main Street and there is currently no street within the project study area that connects to East Main Street. The west boundary of the project study area is Ashland Middle School. Informal paths that cut through private property provide connection for pedestrians from the study area to the middle school, the ScienceWorks Museum, and other neighborhoods. The south boundary of the project is clearly delineated by the Siskiyou rail line operated by the Central Oregon & Pacific Railroad. An unprotected rail crossing connects Normal Avenue south to an established residential neighborhood. The character of the Normal Avenue changes dramatically from a neighborhood street to a narrow lane with slow speeds that is shared by pedestrians, bicyclists, and cars. The east boundary of the project study area abuts the Wingspread Mobile Home Park, Creek Drive, and Clay Street.

The neighborhood's relative isolation is widely considered an asset by most residents – most of the time. The inaccessibility provides a high degree of quiet privacy, but emergency responders have had to be occasionally inventive when trains occupy the rail line and access to Normal Avenue is interrupted: residents described an incident where emergency responders had to drive their vehicle over the informal, unpaved trail from Ashland Middle School to Normal Avenue in order to reach a resident in need. The Normal Neighborhood has a mix of Comprehensive Plan designations including single-family residential and suburban residential, but is currently outside the City of Ashland city limits. Development in the plan area has historically been low density, single-dwelling rural residences on large lots – consistent with Jackson County zoning standards.

The Normal Neighborhood currently represents a modest level of development with a diverse range of uses from agriculture to single-dwelling residential on large lots to religious institutions. The plan area contains 35 properties with sizes between 0.38 acres up to 9.96 acres. There are currently two existing land comprehensive plan designations that overlay the 93.3 acre site: Single-Family



Project Study Area





Low Density and Suburban Residential. The base density of Single-Family Low Density is 4.5 units per acre; the base density of Suburban Residential is 7.2 units per acre. The gross potential for the entire neighborhood under the current comprehensive plan is 560 dwellings.

[3

The plan area includes two creeks and three significant wetland areas. Over time, each of the streams and all of the wetlands have been subject to negative impact from development. None represents a pristine natural condition, but each are considered significant and, once restored or enhanced, capable of making a unique and significant contribution to the quality of the place. The wetlands and riparian areas were investigated in detail and have informed the design of the new Normal Neighborhood Plan, especially the greenway and open space framework.

The project area constitutes the largest remaining readily-developable area of residentially designated land that is suitable for medium- to high-density development.

Concept Plan Background and Charrette

A central part of the development of the Normal Neighborhood Plan was a multi-day community design charrette that took place in Ashland in October 2012. Prior to the design charrette, however, the project team developed an initial Concept Plan grounded in data provided by the City of Ashland, surveys, and initial interviews with stakeholders. Researching and developing the concept plan gave the project team the opportunity critically consider the existing conditions of the site within the existing context of the city. In preparation for the Charrette, the project team investigated patterns for possible development and market conditions necessary to support development. This initial concept plan was not intended to be the preferred pattern for development but, as just one of many possible development schemes, it was used as the starting place for community discussion at an intensive multi-day planning process in Ashland. During the four-day design charrette the design team collaborated

with City staff, local property owners, their designers, and nearby residents. The Charrette concluded with a public presentation of a new draft illustrative plan for future refinement, discussion, development, and implementation. While the initial draft concept plan informed the ultimate Normal Neighborhood Plan, community input significantly guided the charrette draft plan which incorporated numerous new and specific elements to better address many local issues.

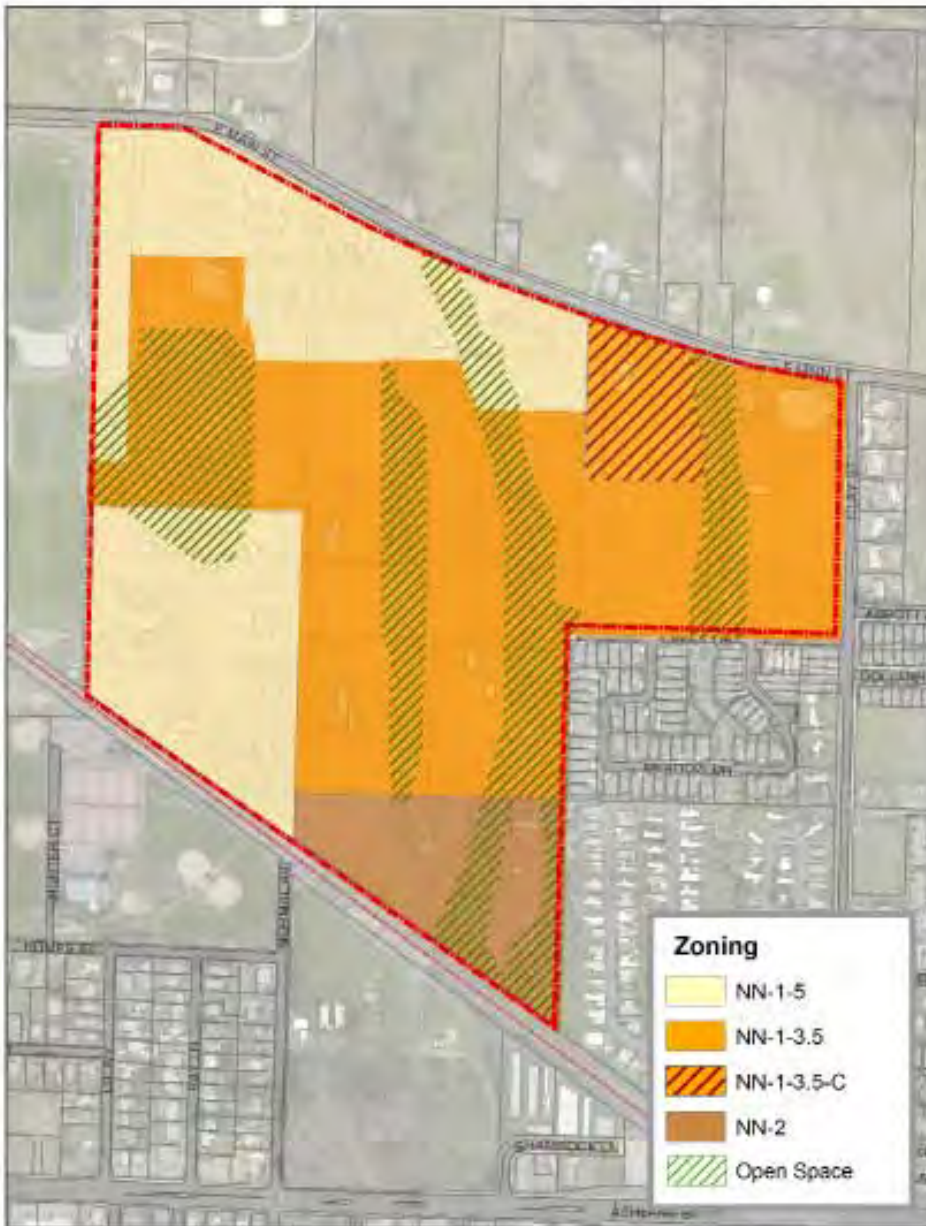
4]

Both the initial discussion plan and this final draft plan were organized by five separate conceptual frameworks intended to guide analysis and investigation of existing conditions, support research and best practices, offer City staff and the public a concrete path for engaging with the plan, and guide the development of the plan.

Five Frameworks

- Housing and Land Use
- Greenway and Open Space
- Mobility
- Infrastructure
- Sustainability





Normal Neighborhood Plan Land Use Designation Overlay Zones 0 200 400 800 Feet

HOUSING AND LAND USE

The district is designed to provide an environment suitable for traditional neighborhood living, working, and recreation. The Normal Neighborhood Plan is a blueprint for promoting a variety of housing types while preserving open spaces, stream corridors, wetlands, and other significant natural features. The neighborhood will be characterized by a connected network of streets and lanes, paths and trails, with nodes of access and connection to the natural areas, wetlands, and streams that characterize this place. This network will also connect to the larger network of regional trails, paths, and streets beyond the boundaries of the neighborhood.

[5

Land Uses

Housing Housing makes sense for the Normal Neighborhood because both the population and the number of households in the city are expected to continue to grow in the decades ahead. Ashland remains a very popular choice for families and retirees. The project area is connected to other residential neighborhoods with schools, retail and commercial enterprises, and parks and recreation areas. The site is close to all of Ashland’s centers of employment including downtown. Housing is supported by the site’s comprehensive plan designations and base zoning. While housing as a land use makes sense from both policy and market perspectives, it should be planned for and developed with an intent to create community. There is a market demand for a wide range of housing including single-family, attached housing such as townhomes, multi-dwelling residential, apartments, pedestrian-oriented cluster housing, senior, student, and affordable housing.

Commercial | Retail A market analysis of the plan area shows that it is a weak location for retail. Traffic volumes in the area are currently low and the projections based upon the plan indicate that traffic volumes will continue to be low – even when the neighborhood is fully developed.

Creek Drive

6]

The plan shows the potential for approximately 450 dwelling units and around nine hundred residents, so small scale retail and commercial space, such as a coffee shop, café, restaurant, or corner store, is possible. Such neighborhood serving businesses would be located within the limited commercial overlay area zoned NN-1-3.5-C as a component of mixed-use residential development.

Office Office space is an unlikely choice for the Normal Neighborhood . Demand for new office space is low in Ashland and that demand is more likely to be met in more central locations and near existing employment hubs such as the downtown, Southern Oregon University, and the Croman Mill District.

Housing Types

There are four distinct residential zones within the Normal Neighborhood Plan: NN-1-5, NN-1-3.5, NN-1-3.5-C, and NN-2, . The development standards for the Normal Neighborhood Development Plan will preserve neighborhood character by providing three different zones with different residential densities and development standards. The NN-1-5, NN-1-3.5, zones are intended to preserve land and open space and provide housing opportunities for individual households through development of single-dwelling housing. The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. The NN-1-3.5-C zone is also intended to primarily provide housing opportunities while allowing for limited neighborhood serving commercial uses that do not sacrifice the overall image and character of the single-dwelling neighborhood. Zone NN-2 is intended to preserve land and open space and provide housing opportunities for individual households through development of multi-dwelling housing. The use regulations and development standards are intended to create and maintain higher density residential neighborhoods. The designated openspace and conservation areas are intended to protect environmentally sensitive water resource lands and provide open space recreational opportunities for individual households throughout the Normal Neighborhood Development Plan area.



Illustration by Tom Giordano

East Main Street



Illustration by Tom Giordano

The Normal Neighborhood District Plan includes a distinct building type, Pedestrian-Oriented Clustered Residential Units where multiple compact dwellings are grouped around common open space and promote a scale and character that is compatible with single-family homes.

Building types in the Normal Neighborhood will include:

Single Dwelling Residential Units A Single Dwelling Residential Unit is a detached residential building that contains a single dwelling with self-contained living facilities on one lot. It is separated from adjacent dwellings by private open space in the form of side yards and backyards, and set back from the public street or common green by a front yard. Auto parking is provided in either a garage or on surface area on the same lot, accessible from the lane. The garage may be detached or attached to the dwelling structure. Single Dwelling Residential Units will be permitted in the NN-1-5, NN-1-3.5 and NN-1-3.5-C zoning districts.

Double Dwelling Residential Units A Double Dwelling Residential Unit is a residential building that contains two dwellings, each with self-contained living facilities. In appearance, height, massing and lot placement the Double Dwelling Residential Unit is similar or identical to a Single Dwelling Residential Unit. The Double Dwelling Residential Unit is subject to all of the same setbacks, height and parking requirements as single dwellings in the surrounding base zone. Residential units may be arranged side-by-side, like rowhouses, each with its own entrance, or stacked flats with one or more shared entrances. Dwelling units may be sold as condominiums or rented as apartments. Double Dwelling Residential Units will be permitted in the NN-1-3.5, NN-1-3.5-C, and NN-2 zoning districts.

Accessory Residential Units An Accessory Residential Unit is a small living unit located on the same lot as a single dwelling residential unit. The Accessory

Residential Units may be located within the single-family residential structure or in a separate structure. Accessory Residential Units will be permitted in the NN-1-5, NN-1-3.5 and NN-1-3.5-C zoning districts.

8] **Pedestrian-Oriented Clustered Residential Units** Pedestrian-Oriented Residential Clusters are multiple dwellings grouped around common open space that promote a scale and character that is very compatible with single-family homes. Clustered Residential Units may be separated from one another by side yards that provide private open space or be attached to one or more units with shared walls. Dwelling units may be sold as condominiums, sold as dwellings on individual lots, or rented as apartments. Auto parking is typically provided in a shared surface lot, or lots, and is accessible from an alley or common driveway. Pedestrian-Oriented Residential Clusters will be permitted in the NN-1-3.5, NN-1-3.5-C and NN-2 zoning districts.

Attached Residential Units Attached Residential Units, or rowhouses, are single dwellings with self-contained living facilities on one lot, attached along one or both sidewalls to an adjacent dwelling unit. Private open space may take the form of front yards, backyards, or upper level terraces. The dwelling unit may be set back from the public street or common green by a front yard. Auto parking may be provided in a garage on the same lot, either detached or attached to the dwelling structure, and accessible from an alley. Attached Residential Units will be permitted in the NN-1-3.5, NN-1-3.5-C and NN-2 zoning districts.

Multiple Dwelling Residential Units Multiple Dwelling Residential Units are multiple dwellings that occupy a single building or multiple buildings on a single lot. Dwellings may take the form of attached residential units (like rowhouses) or stacked flats (like apartments) or a combination of attached and stacked units. Dwelling units may be sold as condominiums or rented as apartments. Auto parking is provided in a shared surface area or areas internal to the lot. Multiple Dwelling Residential Units will be permitted in the NN-1-3.5, NN-1-3.5-C and NN-2 zoning districts.



Cluster housing around a center green.

Illustration by Tom Giordano

Development Standards

The development standards will promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility with the City's various neighborhoods. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

The plan envisions a variety of housing options through the formation of a complete neighborhood comprised of smaller interconnected neighborhood modules that fosters a strong sense of community among nearby neighbors, while preserving their need for privacy.. Although specific subdivision design issues are better addressed during a proposed development's review process, the conceptual illustrations presented (pg 11) identify general characteristics that would make a neighborhood module successful including a diversity of housing types accessible to a range of ages, family sizes, and income levels, common center greens and community gardens, and alley accessed parking areas.

Future developments within the plan area should reflect the Ashland City Council goals and Comprehensive Plan priorities in providing, a variety of dwelling types, street and alley designs that promote walking and bicycling, resource conservation with reduced energy and water consumption., designed in a manner to complement and conserve the aesthetic character of the neighborhood.



Development in the Normal Neighborhood should be:

1. Family-friendly, exhibiting qualities that support children and families. Family-friendly development might include these elements:

- A variety of housing sizes and types of a varying square footage
- Development in neighborhood modules built around common open space with direct links to neighborhood natural areas
- Common areas that include play equipment, sun shelter and community gardens
- Design that allows smaller homes to add a bedroom or accessory residential unit
- Front and rear porches that orient to both street frontages and common open space areas
- Aging in place design features

2. Energy efficient, exhibiting qualities that recognize conservation and new energy sources. Energy efficient units might include these elements:

- East-West orientation with pitched roofs
- Homes pre-wired for photovoltaic electric systems
- Homes pre-wired and pre-plumbed for solar water heating
- Homes built to Earth Advantage energy standards or comparable industry equivalent
- Use of overhanging eaves and front/rear porches for shade

3. Water efficient, exhibiting qualities that recognize the benefits of long term conservation practices. Water efficient units might include these elements:

- Homes pre-plumbed for grey water systems
- Homes pre-plumbed for water retention and storage
- Residences designed with low water-use landscaping
- Inclusion of drought-tolerant trees and watering systems that promote appropriate root development
- Inclusion of sun shelters to provide shade

4. Inclusive of micro-agriculture. Developments supportive of micro-agriculture might include these elements:

- Placement of a food or flower garden at each home
- Gardens pre-plumbed for drip irrigation
- Gardens designed for irrigation and shade cloth systems



Natural area preservation

Personal and community garden space

A variety of housing types and sizes

Solar oriented buildings

Common center greens visible from adjacent

Consolidated parking areas

Parking accessed by alleys

The City recognizes that future innovations in building technologies, water conservation practices, and creative approaches to site design and layout will help shape the neighborhood module concept in consideration of the unique characteristics of the properties being developed. As such these example illustrations presented are primarily intended to assist those involved in conceptualizing a development to better address the principle objectives outlined within the Normal Neighborhood Plan.



Uses Allowed in NN-1-5

BASE DENSITY: 4.5 DWELLING UNITS PER ACRE



Uses Allowed in NN-1-3.5

BASE DENSITY: 7.2 DWELLING UNITS PER ACRE



Uses Allowed in NN-2

BASE DENSITY: 13.5 DWELLING UNITS PER ACRE



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Use Table

For detailed use table see Land Use Code (Chapter 18-3.13)

Permitted ■

Zone	Single Dwelling Residential Unit	Cottage Housing	Accessory Residential Unit	Pedestrian Oriented Clustered Residential Units	Double Dwelling Residential Unit	Attached Residential Unit	Multiple Dwelling Residential Units	Neighborhood Businesses and Services
NN-1-5								
NN-1-3.5								
NN-1-3.5-C								
NN-2								

Affordability

Housing in Ashland is not affordable to many of its residents. This plan and code maintain the City's existing density bonuses and annexation requirements for the provision of affordable housing units. In addition, the land will be zoned to encourage more diversity in housing and increased intensity of development in those areas where the context and capacity for density is most appropriate. The result should be increases in housing supply, housing options, and housing affordability. The plan creates a complete neighborhood, accessible to a full range of ages and abilities. There will be units for sale or rent; small, and large; and attached and detached units.

Certain elements of affordability are better addressed later in the development process. The City could later use the Community Development Block Grant (CDBG) and Housing Trust Fund programs to incentivize affordable housing development in the study area. These funds can help build sidewalks, trails, and other features directly associated with eligible affordable housing projects. Developers and the City can also partner with local affordable homebuilders and Community Development Corporations (CDCs) to build affordable housing. These organizations should be very knowledgeable about developing and managing affordable housing that takes advantage of public and private funding sources such as CDBG, HOME Investment Partnership, Low Income Housing Tax Credits (LIHTC), funding from state agencies such as the Department of Human Services (DHS), HUD sources, and others.

GREENWAY AND OPEN SPACE

The Normal Neighborhood's distinctive character is shaped by the presence of prominent open spaces and natural areas. The preservation of these neighborhood defining features is central to the success of the neighborhood plan as they ensure the protection of fragile ecosystems, provide passive recreational opportunities where people can connect with nature, protect scenic views considered important to the community, protect future development from flood hazards, and preserve community character and quality of life by buffering areas of development from one another. The permanent establishment of interconnected open spaces and contiguous conservation areas as proposed in the Open Space Framework is essential to promote and maintain high quality residential development which is appropriate to the distinct character of the neighborhood.



Open Space Diagram Produced at Charrette

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The quality of the place is enhanced by the neighborhood's streams, wetlands, and other environmentally sensitive features and the wildlife that they attract. In addition to protection of these existing natural resource areas, the Plan provides usable, connected open space for neighbors and residents of Ashland. In the context of the greenway and open space system, streams and wetlands are maintained as amenities for all area residents. The open space network will support the neighborhood's distinctive character, promotes environmental quality, and provides opportunities for many forms of recreation including bird-watching, hiking, biking, and exploring. Protected and restored, these riparian corridors and wetlands will support native vegetation, provide habitat for wildlife, and promote environmental quality by absorbing, storing, and releasing stormwater.

In order to offer all residents and visitors an opportunity to engage directly with nature, pedestrian, bicycle, and automobile circulation are accommodated beyond the edges of the stream beds and wetlands to provide visual and physical access and to increase the buffer zones between pockets of development.

Natural Areas

Water Resource Protection Areas (WRPA) are established by the City's Land Use Ordinance. For locally significant wetlands, WRPAs include the wetland plus a 50 foot buffer, and for locally significant streams includes all lands 40' from centerline of stream. Four areas on the site have significant natural resources including three wetlands, and two creeks. These WRPAs are:

- Wetland W9, the large wetland east of Ashland Middle School;
- Wetland W12, an isolated, linear wetland;
- Cemetery Creek and its associated wetland W4, and
- Clay Creek

The Middle School wetland (W9) is the largest wetland in Ashland urban growth boundary. It is an isolated wetland with no surface water connection to other water bodies. This wetland is significant to neighborhood development due to its size and proximity to the school. It provides an opportunity for a large open space area, and potential for outdoor education associated with the school and science learning center west of Walker Ave. It also provides an opportunity to create a distinct destination open space that will anchor the neighborhood at its west end.

Wetland (W4) is bisected by Cemetery Creek. Cemetery Creek and this associated wetland will serve as one part of the environmental north-south framework used to guide the pattern of development in the neighborhood.



Normal Neighborhood Plan
Open Space Network

0 200 400 800 Feet



This stream corridor will provide valuable habitat and habitat connectivity as well as a framework for bike and pedestrian connections within the site and beyond the neighborhood.

Although the extent of Clay Creek within the project area is less than that of Cemetery Creek, it still holds the potential to be an amenity for the plan area and the city by providing connectivity. Opportunities for restoration along Clay Creek in the plan area will provide habitat, support habitat connectivity to the north and south, provide recreation opportunities and connect pedestrians and bicyclists to the regional trail system.

The W12 wetland near the center of the project area is not associated with streams or ponds and may have been created –or intensively modified– by human activity.

Based upon community input and guidance from City staff, the project emphasizes protection of streams and wetlands first and mitigation with restoration for those degraded areas within the WRPA protection zones to improve their utility for managing stormwater, maximize their value as habitat, and enhance their purpose as a recreational amenity for the community.

Stormwater management is critical to maintaining the health and function of the existing streams and wetlands. When stormwater is not managed it flows into streams too quickly and too hot – degrading the stream as habitat for native species and causing erosion. When stormwater is slowed and cooled by re-infiltration, stream health is restored. While streams and wetlands can function to absorb stormwater, every effort should be made to ensure that stormwater runoff is filtered and slowed before discharging into streams and wetlands. The most effective way to treat stormwater is by managing it as close to its source as possible with small, shallow

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facilities. Impervious surfaces should be minimized; and green streets, swales and residential surface stormwater management should be maximized. The plan proposes that the required landscape strips between sidewalk and street are designed and managed as stormwater facilities wherever practicable and curb-less street sections be encouraged for those streets that abut a wetland, stream, or natural area. In addition, the Normal Neighborhood Plan proposes that permeable paving be installed in the parking zones.

Street crossings of wetlands and streams in the east-west direction have been minimized to the extent possible. Where stream crossings are necessary for street network connectivity, we recommend that the bridging of each stream bed be as “light” and narrow as practicable.

In addition to the greenways associated with water resource protection, the plan includes other open space features. A number of pocket parks may be proposed which help to frame scenic vistas and provide small gateways into different portions of the plan area. These small parks may include public art or small-scale active recreational opportunities for all ages. The Normal Neighborhood Plan design for open space orients new improvements in the open space framework east-west for the purpose of creating new connections across the site that support the natural north-south grain of the existing open space. The goal is to provide habitat connectivity between all wetlands and stream corridors.

MOBILITY

Street Network

The site has been considered as an integrated system where each framework element is intended to support every other. The placement of streets was very directly influenced by the natural function of wetlands and creeks and was designed to support the full range of intended housing choices.

The vehicular circulation system proposed by the plan for the Normal Neighborhood will connect to the existing street network. The existing street network includes two functionally-classified city boulevards – Ashland Street and East Main Street. Ashland Street provides two travel lanes in each direction with signals and left turn lanes at key intersections. The Ashland Street cross-section appears to be fully built-out in most locations. East Main Street provides a single through lane in each direction and exhibits a rural character with limited access and curb-less shoulders. The eastbound lane of East Main Street should be improved as the adjacent properties along its south side increase in land use intensity. The westbound side of this street is the current Urban Growth Boundary, so no development is anticipated until such time as the lands to the north are incorporated into the UGB.

The Normal Neighborhood street network was designed with the following principles in mind:

- Street connectivity through the Normal Neighborhood Plan area will reduce travel demand on the adjacent east-west boulevards: East Main Street and Ashland Street. Connections from the Normal Neighborhood will extend to the east to Clay Street by way of Creek Drive and other future street connections.
- Walkability is supported by small blocks. The City’s street standards recommend that, where possible, block lengths be a maximum of 300 to 400 feet with a maximum perimeter of 1,200 to 1,600 feet to provide good connectivity for all modes of travel. The fabric of blocks in the Normal Neighborhood Plan were designed to these standards. Although walkability is a major focus of the plan, some variations from these standards may ultimately be required in order to fully protect natural resources.

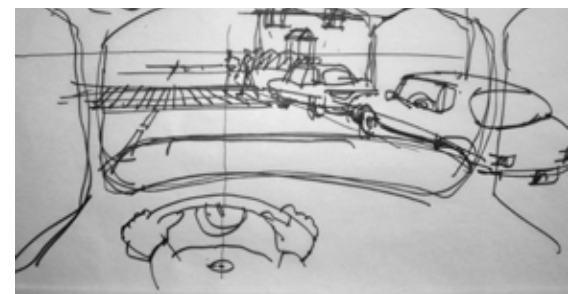
All streets have been designed to keep travel speeds in the range of 20 mph by introducing elements such as planted medians, traffic circles, and subtle changes in direction at block intersections. Slow speeds and meandering street alignments will contribute to safety for everyone. The Normal Neighborhood Plan introduces a new street type into the range of Ashland streets: the “Shared Street.” A Shared Street is a very low speed street where all modes of transportation coexist in the same space. There are no individual sidewalks separated from the street surface by curbs and planted medians. There are no bicycle lanes separated from the street by painted lines. The low traffic volumes, low-speeds, and narrow cross-section make it possible for all to safely occupy the street surface by yielding to the slowest and most vulnerable present at a given moment.

The use of rear lanes helps to support a complete grid of finely-grained urban blocks, and provide access to garages and backyards. Where cottage clusters occur, alleys are critically important to their function. Elsewhere, as in those areas zoned NN-2, specific alley locations within the designated blocks is left to future development for definition, subject to the maximum block length and access management standards.

There is a synergy between the design of the street network, the stormwater management system, and the design of parks and open space. Holistic thinking and a multi-disciplinary approach to street network, stormwater, infrastructure, and parks and open space will support a more attractive and desirable neighborhood, reduce infrastructure costs, and maximize land development potential.

Active Transportation

Active transportation is fundamental to the Normal Neighborhood urban design plan. Active transportation means using human-powered transportation as a convenient choice for many of the activities of daily living. It can also define the critical infrastructure, bike lanes and sidewalks, that communities need to promote safe

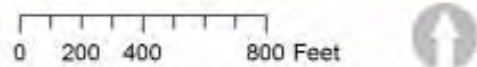


Mobility sketches produced at charrette

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Normal Neighborhood Plan Street Network Map



connections to work, school, businesses, playgrounds and green spaces. The natural act of walking and the urban form that results from making the human scale the fundamental of design are keys to the planning and development pattern. Despite the inherent boundary conditions that limit connectivity, such as Ashland Middle School and the Central Oregon & Pacific rail line, building the transportation network on a foundation of walkability makes all modes of travel more efficient, effective, and safe.

The bicycle and pedestrian circulation systems for the Normal Neighborhood will build upon the existing network consistent with adopted City plans and code. Existing facilities in the study area include:

- Sidewalks exist along the extent of Ashland Street and Tolman Creek Road, and along portions of Walker Avenue and Clay Street. East Main Street has shoulders which place pedestrians at risk as speeds are posted as 40 mph. East Main Street cannot be considered part of the pedestrian circulation network until improvements to this street include the sidewalks normally associated with urban development.
- Bicycle facilities exist along all of Ashland Street, Tolman Creek Road and Walker Avenue. The shoulders along East Main Street place bicyclists at risk as speeds are posted as 40 mph. East Main Street cannot be considered part of the bicycle circulation network until improvements to the street include the lower speeds and bicycle lanes normally associated with urban development.
- Existing multi-use trails in the vicinity include the Central Bike Path along the railroad corridor that runs immediately south of the study area. The Bear Creek Greenway runs between Ashland and Central Point, currently terminating at the Ashland Dog Park near the Helman Street/Nevada Street intersection. Trail

development and improvements are proposed for the Clay Creek corridor along the eastern boundary of the Normal Neighborhood Plan area, and the Hamilton Creek Corridor paralleling Tolman Creek Road. Both of these proposed corridors would connect to a future proposed extension of the Bear Creek Greenway that would be located north of the Normal Neighborhood Plan area.

Street Alignment Opportunities to Maximize Solar Exposure

The street alignment maximizes solar orientation and shading opportunities for buildings, consistent with the City's Land Use Code. In particular, the code speaks to incorporating both passive and active solar strategies in the design and orientation of buildings and public spaces. Where the site configuration and locational constraints permit, buildings should be oriented to maximize the solar heat gain in the winter on the south side and, with the combined use of shading, minimizing solar heat gain in the summer.

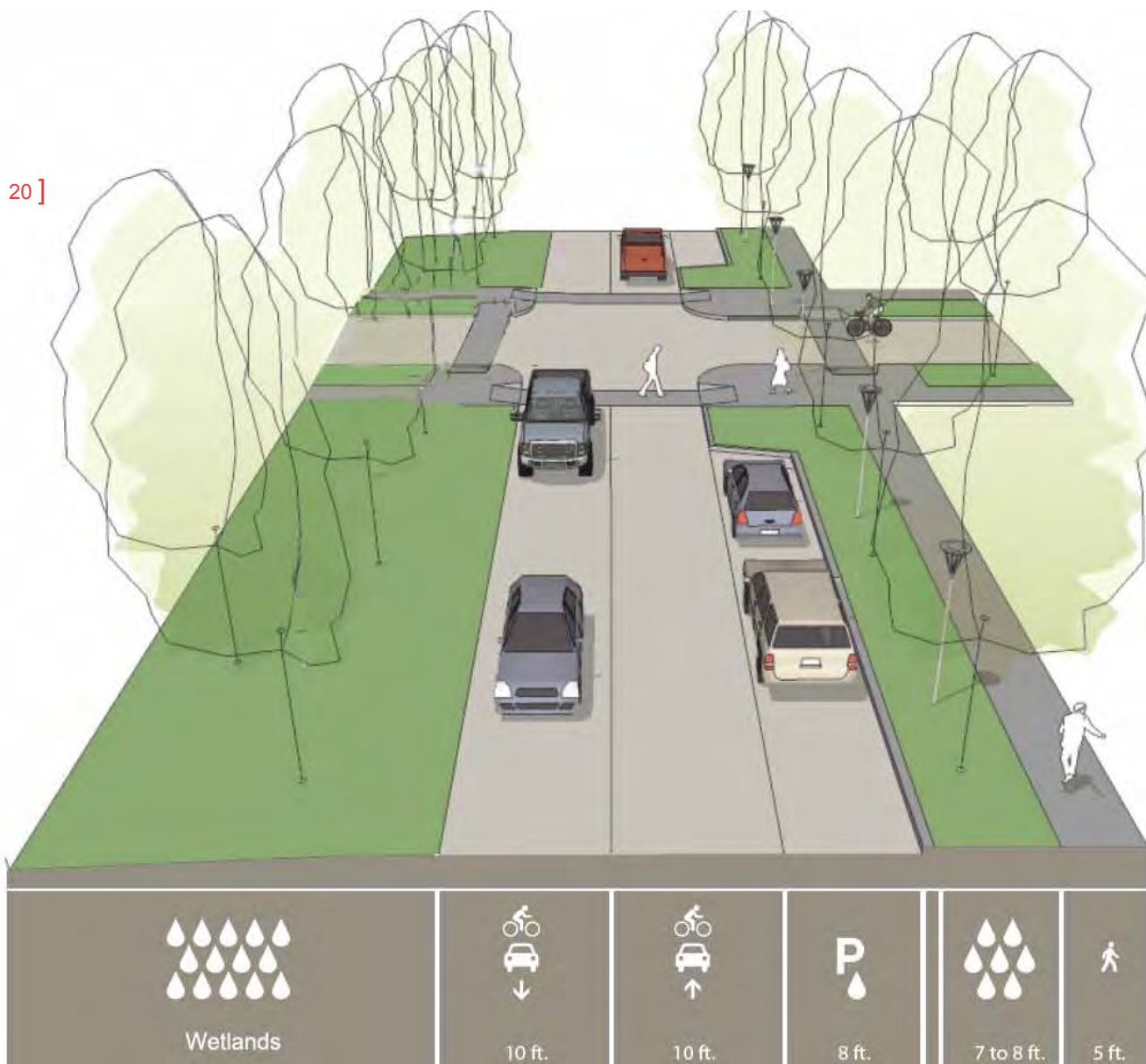
East Main and Clay Street Access Points

The Normal Neighborhood urban design plan identifies three vehicular points of access to East Main Street. One of these occurs at the existing driveway connection serving Ashland Middle School and Ashland Gracepoint Nazarene. The two other new connections to East Main Street occur between Cemetery Creek and Clay Creek. The western-most of these is the neighborhood collector extending from the railroad crossing at Normal Avenue to East Main Street. Any additional street access points onto East Main Street or Clay Street, not shown in the Street Framework Map, would require further study and a major amendment to the plan. The Street Network Map provides for two dedicated multi-use path connections to East Main Street to further biking and walking connectivity. As East Main Street is a designated city boulevard, its access spacing for streets and driveways is 300 feet. Access spacing along Clay Street is 100 feet. However it's appropriate that block length and perimeter standards provide the necessary guidance to the spacing of additional connections to Clay Street.

Transit Service and Transit Stops

Transit service is currently provided along Tolman Creek Road to the east of the Normal Neighborhood Plan area, and along Ashland Street to the south. In both instances, the walking distance between the site and existing transit route alignment is greater than the reasonable transit access walking distance of ¼ mile to a bus stop. At some point in the future, if there is sufficient density along East Main Street and/or in the general vicinity of the Normal Neighborhood Plan area, the City should engage the Rogue Valley Transit District (RVTD) in conversations about providing additional transit service. Potentially, this service could be oriented toward development of the north Southern Oregon University campus and other school facilities along Walker Avenue and include more intensely developed portions of East Main Street. At a minimum bus stops, in the area should be spaced no more than 1,000 feet apart. Shelters, seating, trash receptacles and waiting areas should conform to City and RVTD standards. Vehicular circulation through the Normal Neighborhood Plan area should not preclude the provision of direct transit service.

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Normal Neighborhood Collector with One-Sided Parking at Wetland

Normal Neighborhood Collector is the spine of the neighborhood and connects from the south edge of the project area north to East Main Street. It is designed to discourage cut-through traffic and encourage slow speeds that will enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

The design of the street network was also influenced by the natural functions of the wetlands and streams. In the center of the plan, the neighborhood collector street skirts Wetland W12. The street edge abutting this restored wetland may have street edge alternatives to allow stormwater flow to recharge this wetland.

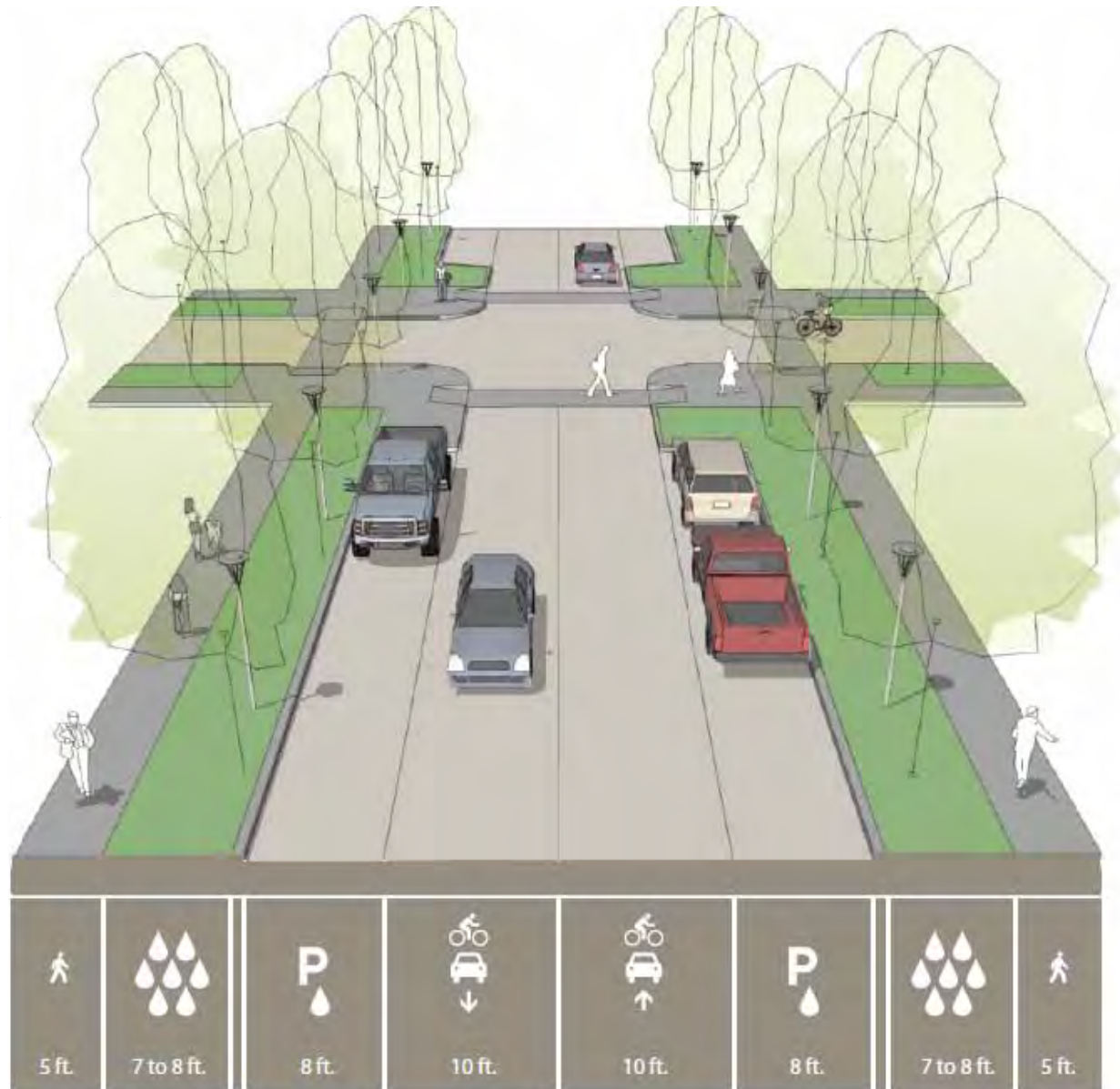
Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

Normal Neighborhood Collector with Two-Sided Parking

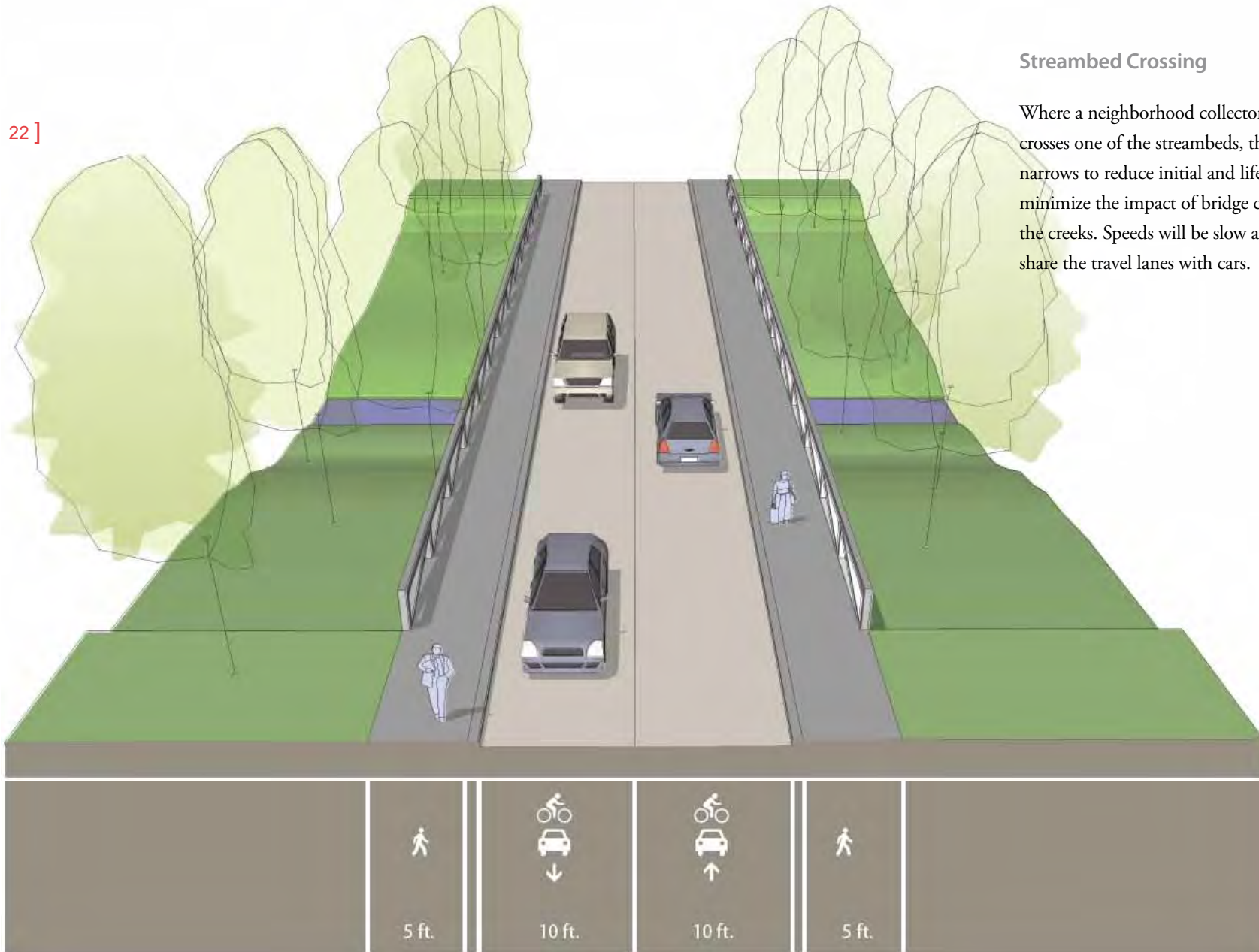
In some areas of the plan, Normal Neighborhood Collector will have parking on two-sides of the street. Speeds will be slow and bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.



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Streambed Crossing

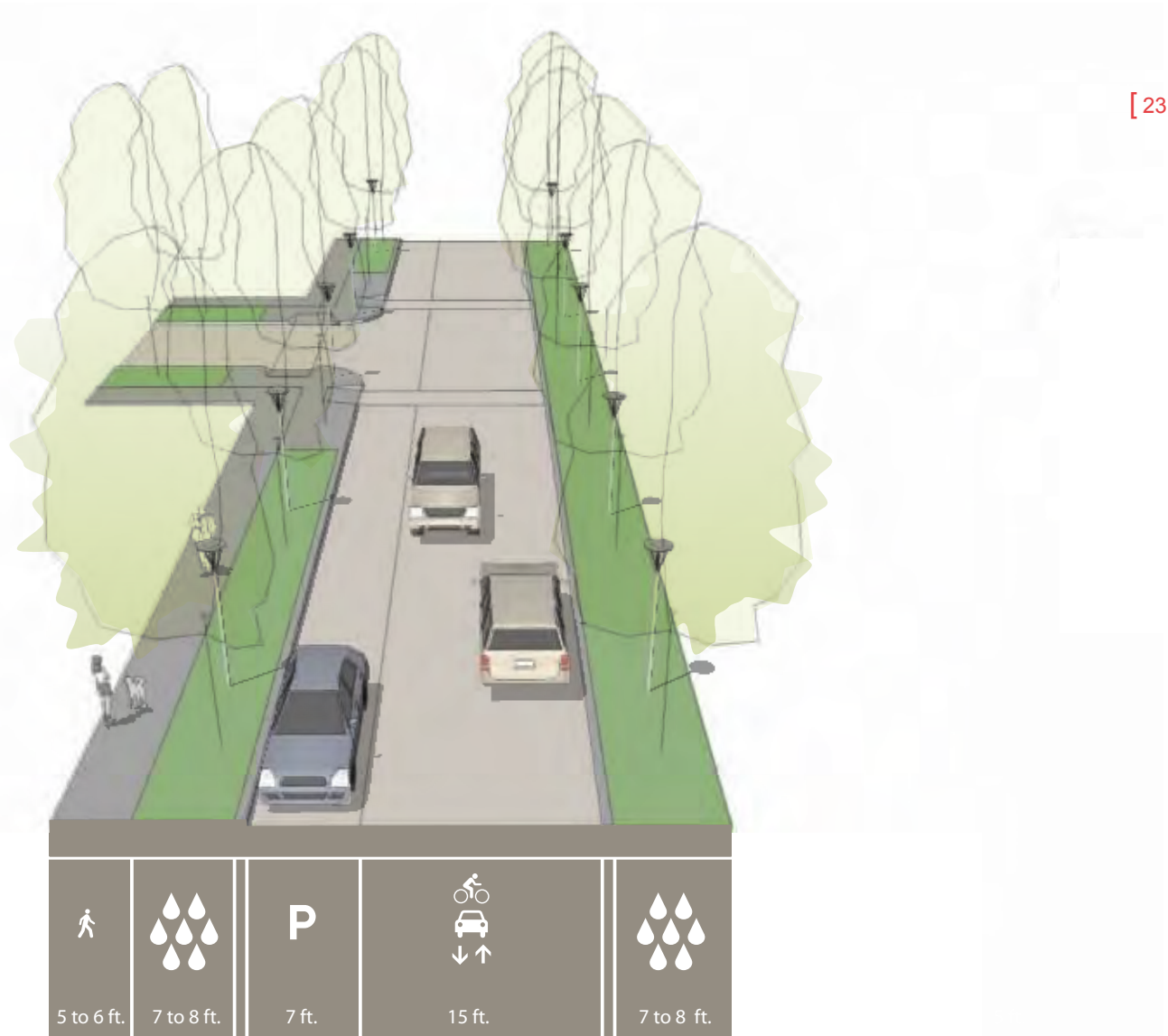
Where a neighborhood collector or street crosses one of the streambeds, the street section narrows to reduce initial and life-cycle costs and minimize the impact of bridge construction on the creeks. Speeds will be slow and bicycles will share the travel lanes with cars.

Neighborhood Queuing Street with One Sided Parking

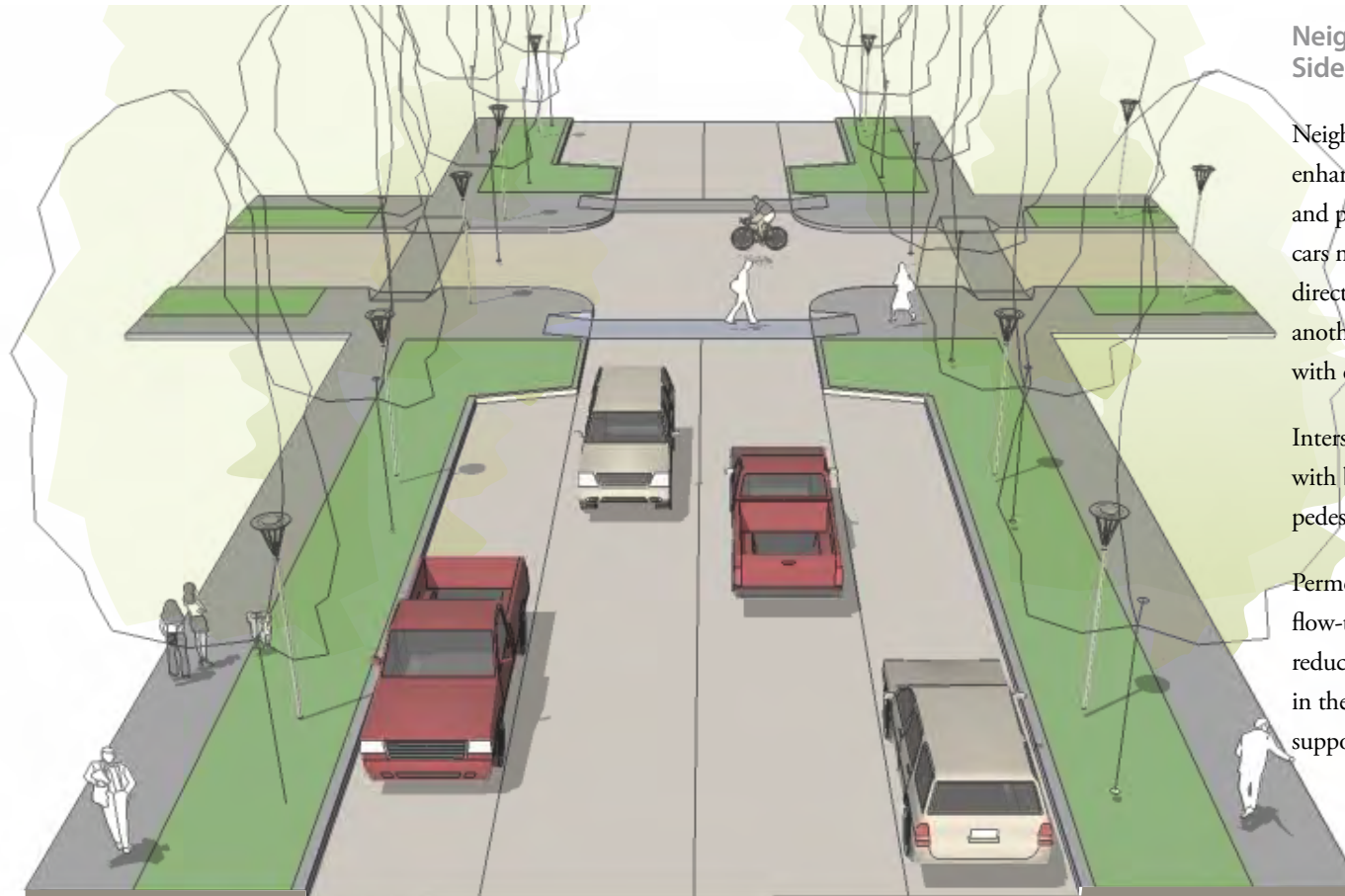
Neighborhood streets are designed to enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one another. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.



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Neighborhood Street with Two-Sided Parking

Neighborhood streets are designed to enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one-another. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

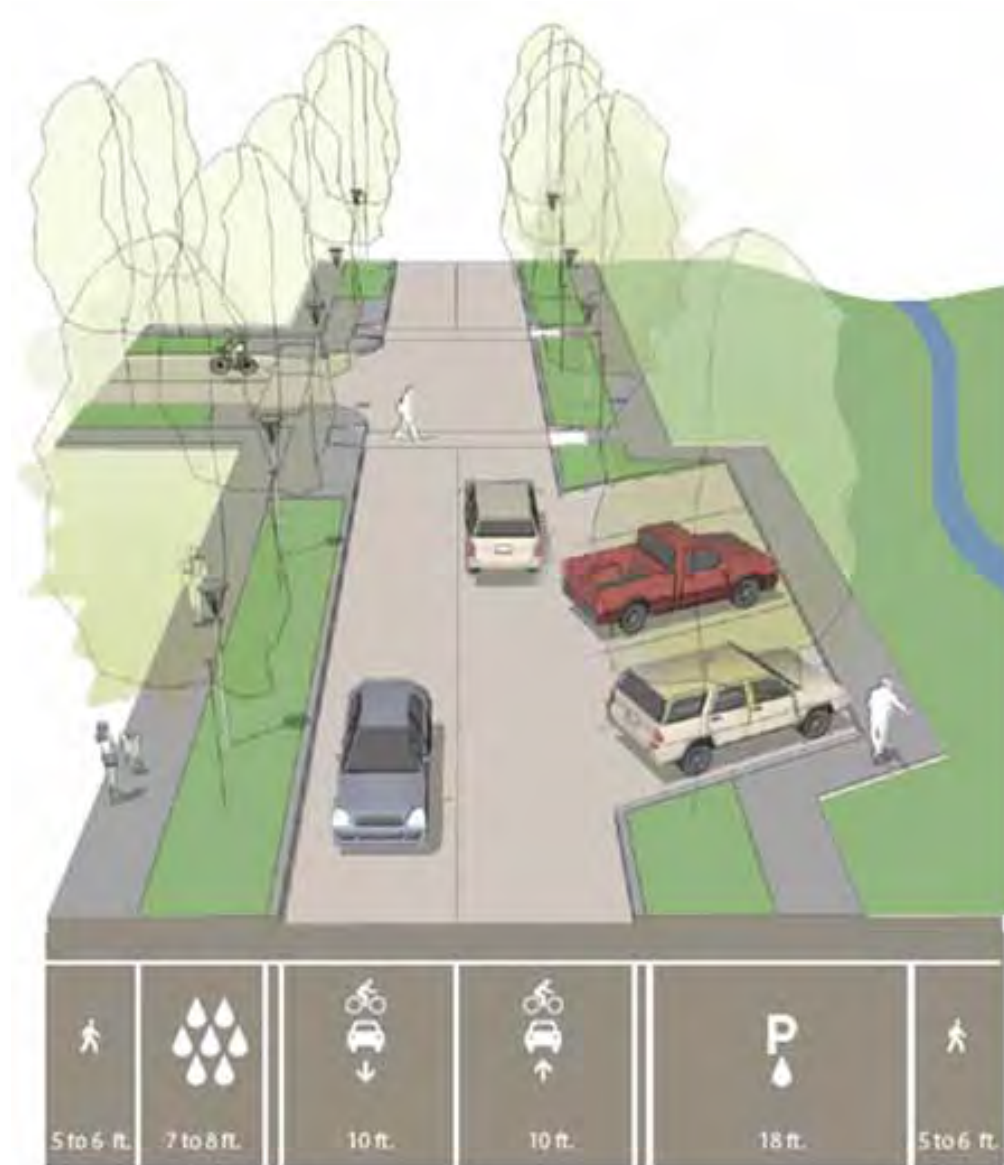
							
5 ft.	7 to 8 ft.	8 ft.	10 ft.	10 ft.	8 ft.	7 to 8 ft.	5 ft.

Neighborhood Street with Diagonal Parking

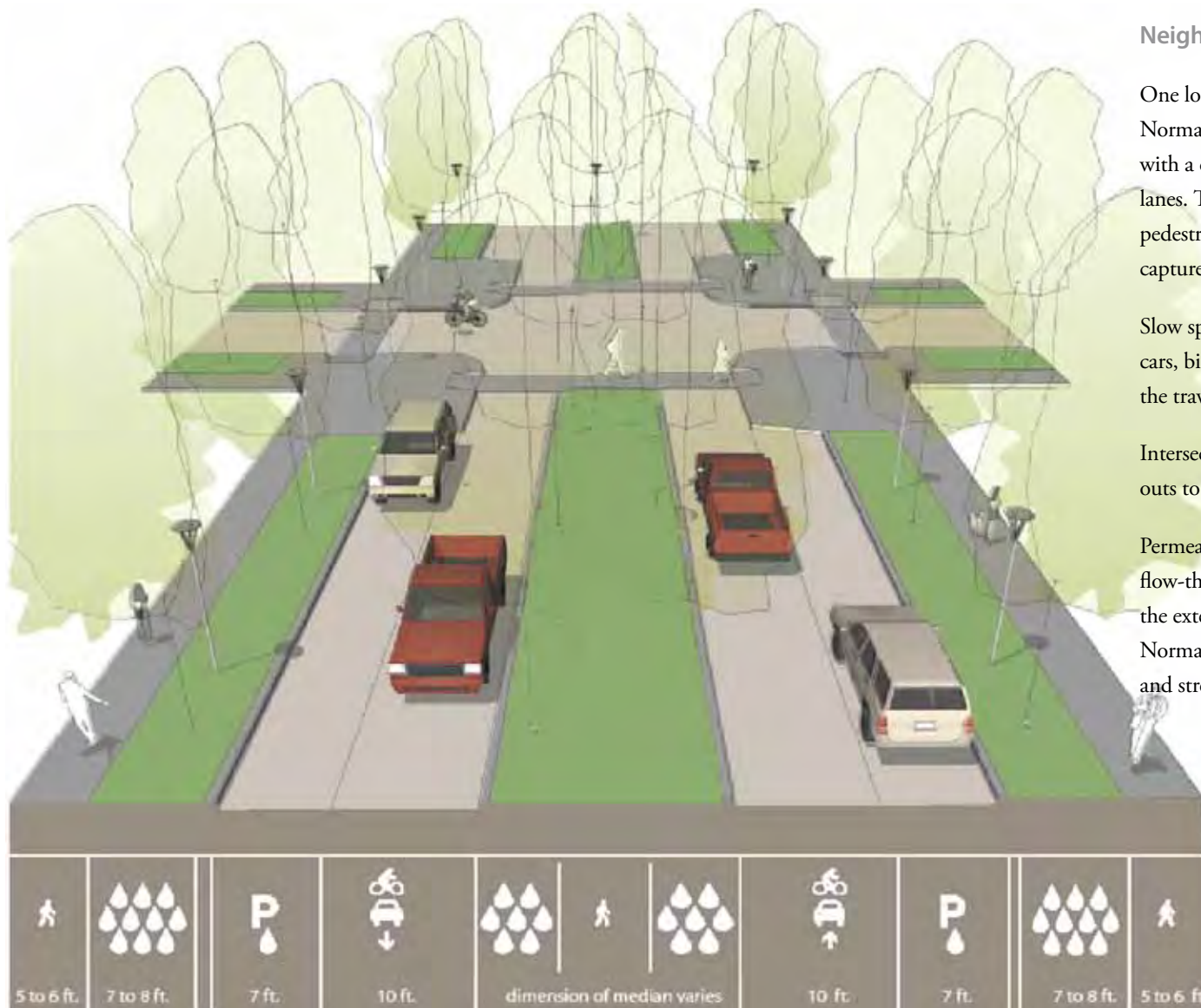
Streets that abut Clay Creek may be locations for an alternative to the typical Neighborhood Street where diagonal parking is accommodated and encourages residents and citizens to park nearby and visit these natural areas. Traffic volumes will be low and slow speeds will enhance safety for all modes: cars, bikes, and pedestrians. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.



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Neighborhood Street with Median

One location at the southern entrance to the Normal Neighborhood has been designed with a central median that separates the travel lanes. This median could be improved with a pedestrian walk, park row, and Bioswales to capture and treat storm water run-off.

Slow speeds will enhance safety for all modes: cars, bikes, and pedestrians. Bicycles will share the travel lanes with cars.

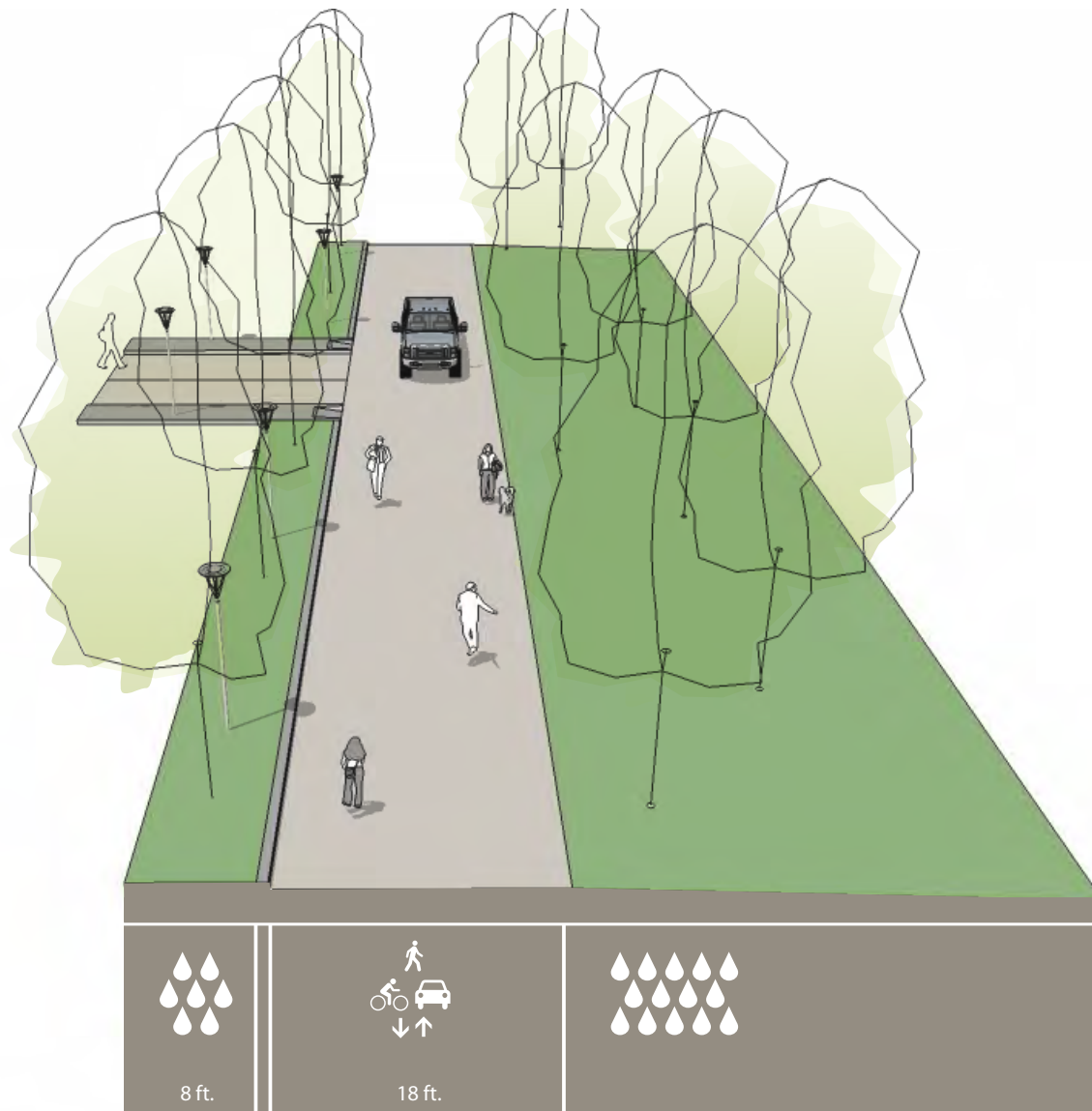
Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

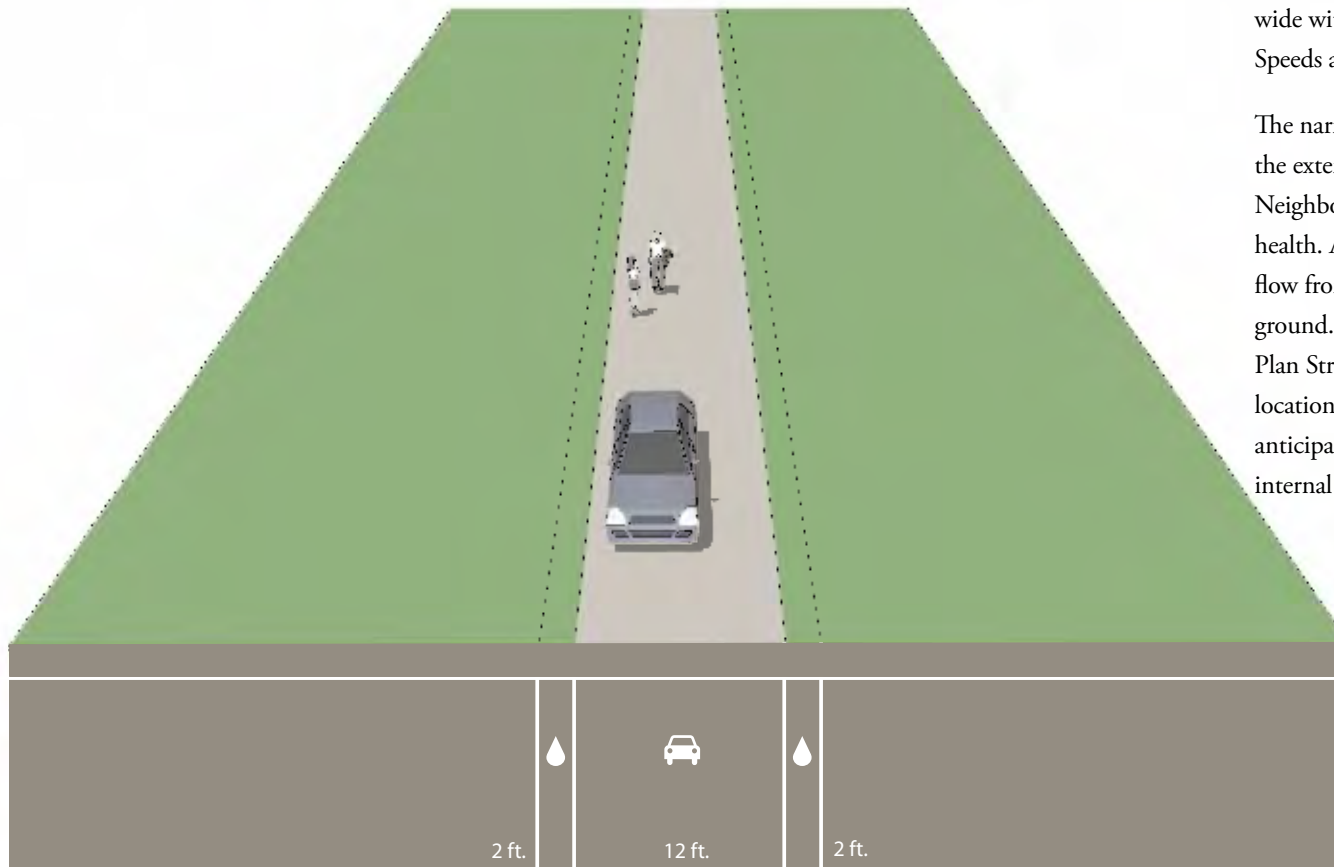
Shared Street

Shared Streets are designed to support a park-like atmosphere where all modes of traffic share a narrow paved surface. Shared Streets are places for people and the automobile is a guest in this street where space is shared among all modes. The pace of walking dictates the speed of all traffic in a shared street.

The narrow street section reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health. The proposed locations for the primary Shared Street in the Normal Neighborhood is adjacent to wetlands and stream corridors. Street edge alternatives may permit stormwater flow to re-infiltrate into the ground.



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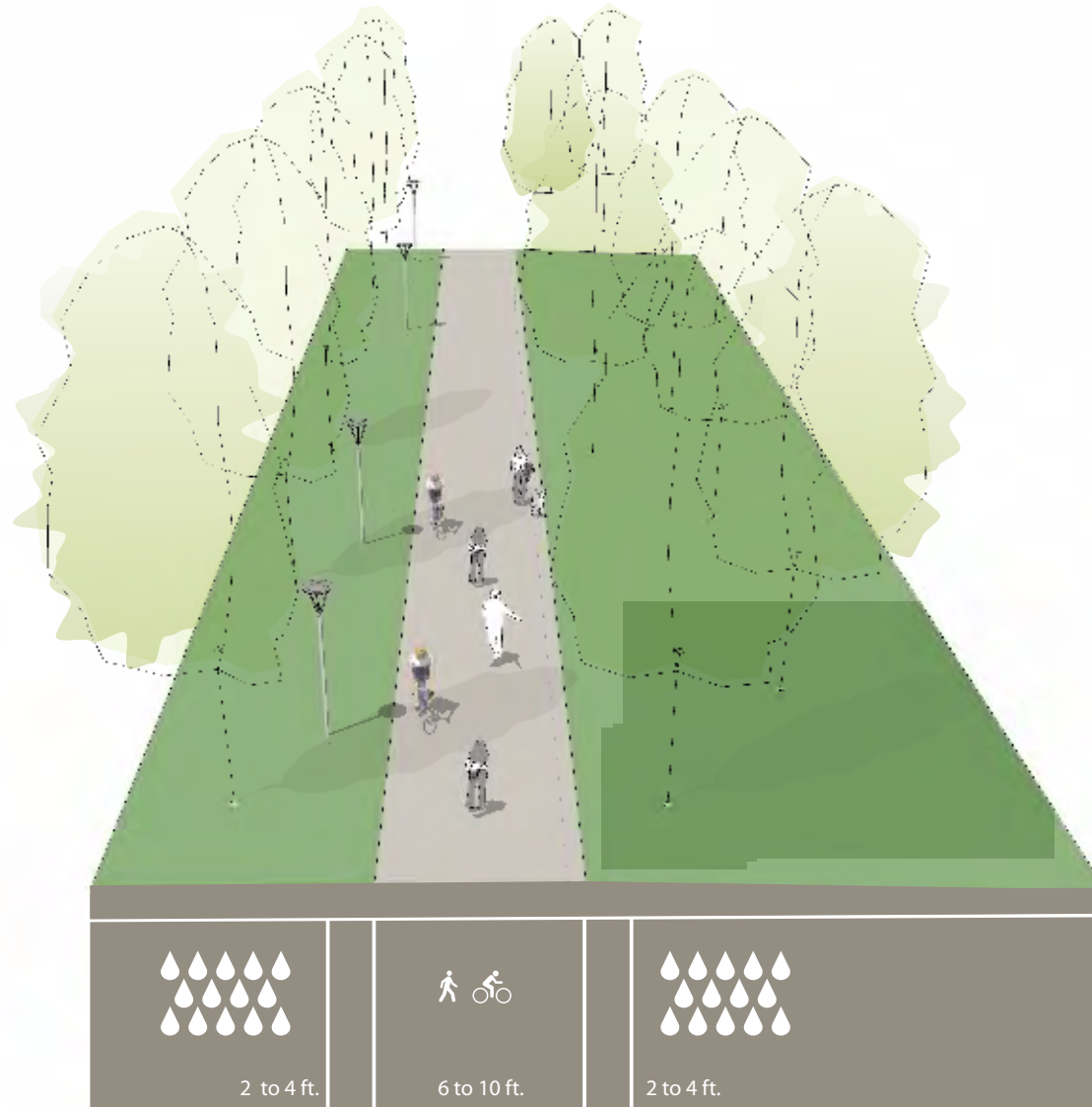
Alleys

Alleys provide off-street access to homes, parking pads, and garages. Alleys, also known as rear lanes, are very narrow and the street section is 12-feet wide with a 2-foot green edge on either side. Speeds are very low.

The narrow street section of rear lanes reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health. Alleys are curbless and permit stormwater flow from paved areas to re-infiltrate into the ground. Although the Normal Neighborhood Plan Street Framework does not indicate alley locations, it anticipated alley connections it is anticipated that alleys will provide mid-block internal access within proposed developments.

Multi-Use Path

Multi-use Paths are car-free and support connectivity for pedestrians and bicycles across the Normal Neighborhood . Street sections are narrow and may vary to accommodate unique demands of local conditions.



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Infrastructure/ Stormwater Diagram
Produced at Charrette

Advance Financing and Phasing of Public Improvements

The City will consider establishing an Advance Financing District for off-site public facility improvements, as long as the City and the developer enter into a Development Agreement. The City’s participation in a Normal Neighborhood advance financing district would be intended to achieve a positive impact for the whole of the City.

The construction of a new public street connection to East Main St. will trigger public street improvements along East Main St. The City recognizes that infrastructure and transportation improvements to East Main Street could potentially be completed in phases, dependent upon the impacts of proposed developments within the plan area and supporting Traffic Impact Analysis.

Consideration of a phased improvement plan for new intersections along East Main Street will include an evaluation of adequate pedestrian and bicycle connectivity from Walker Avenue to Clay Street. A full sidewalk along the south side of East Main Street, or an alternative bicycle and pedestrian path system within the project area connecting a proposed development to the middle school should be provided in the initial phase of development. Additionally full improvements to the public railroad crossing must be completed concurrently with the annexation and development of properties adjacent to the railroad tracks.

In the event full improvements to East Main Street, or the Railroad crossing, are not required to be completed as part of an application for development and annexation, the applicant shall agree to participate in future improvements of these facilities as a condition of annexation.

INFRASTRUCTURE

Water

No City of Ashland water services extend to the project area and all existing homes in the project study area get their potable and domestic water from wells. The closest municipal water sources are the Lithia main that runs in the East Main Street alignment and an 8-inch main that runs along the full extent of Creek Drive and part of Clay Street.

Sanitary Sewer

No City of Ashland sanitary sewers extend to the project area; all existing homes in the project study rely on septic systems for disposing of their waste. A single 8-inch service stub connects the Temple Emek Shalom at 1800 East Main Street to the 12-inch sanitary sewer that runs in the Bear Creek Alignment. Other proximate sewer lines include 8-inch sewer lines that run in the Walker Street, Creek Drive, and Clay Street alignments.

Stormwater

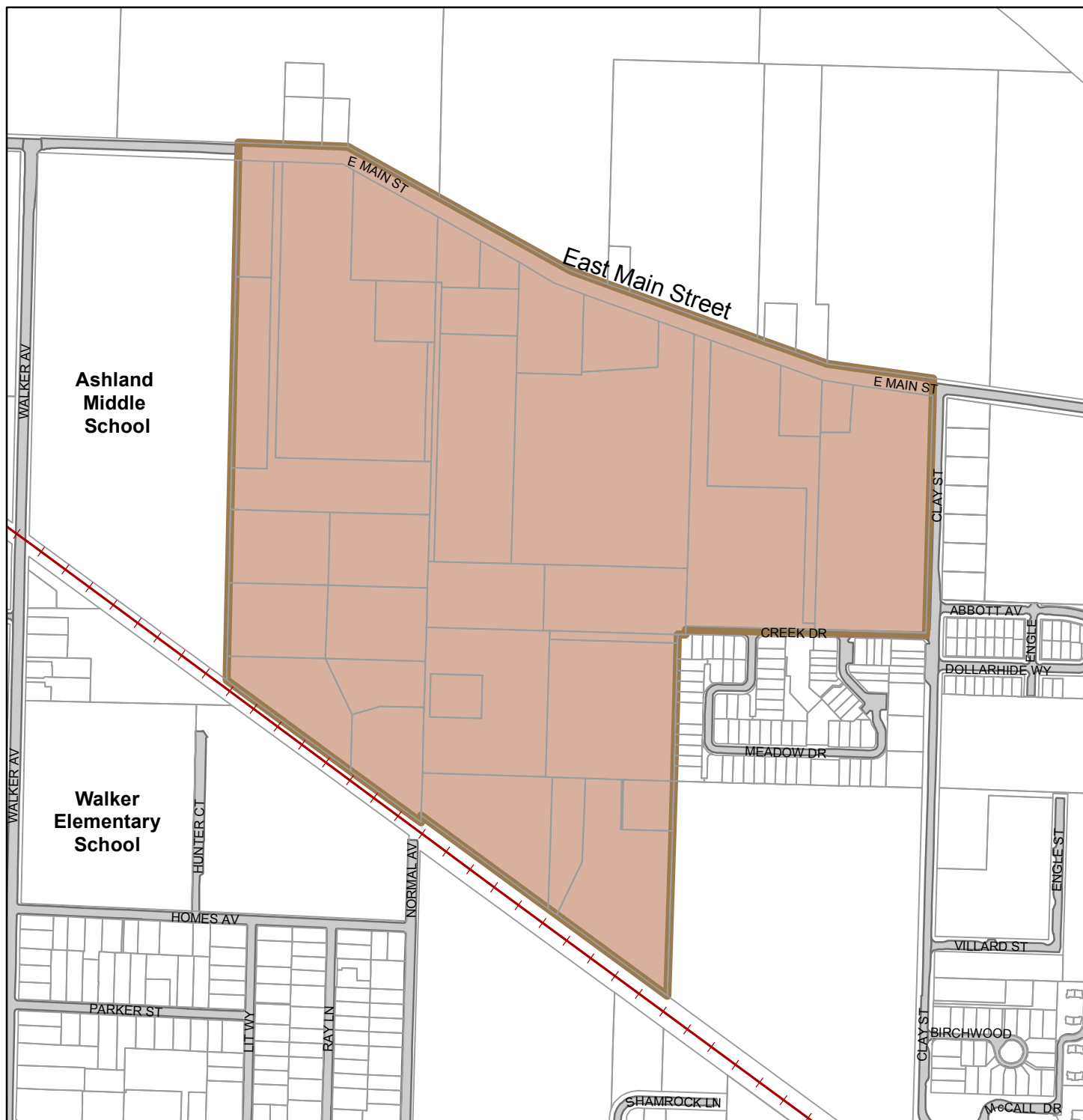
Implementation of stormwater management in the Normal Neighborhood should emphasize low-impact development (LID) techniques focused on controlling stormwater at its source rather than moving stormwater offsite though expensive, engineered conveyance systems. The goals of low-impact development are to lower initial construction and reduce life-cycle costs while maintaining natural ecosystem functions: stormwater retention, infiltration, and release that supports stream health and ecological function. Some of the approaches that should be considered for implementation in the Normal Neighborhood Plan area include:

- Bio-swales alongside streets slow stormwater runoff, filter it, and allow it to soak into the ground. Swales improve water quality and reduce in-stream erosion by slowing the velocity of stormwater runoff before it enters the stream. They also cost less to install than curbs, storm drain inlets, and piping systems.
- Bio-retention cells, commonly known as rain gardens, are relatively small-scale, landscaped depressions with a soil mixture that absorbs and filters runoff. Bio-retention cells work well in places like the project area with poorly draining soils.
- Stormwater planters, more engineered than rain gardens, stormwater planters are designed to accept stormwater from adjacent surfaces, and infiltrate stormwater through the ground to a pipe connected to a storm sewer or, where practicable, to natural features such as the wetlands, Clay Creek or Cemetery Creek.
- Flow-through planters, within developments with higher floor area ratios, flow-through planters are a sound solution. Flow-through planters do not infiltrate into the ground; they are filled with an engineered mixture of gravel and soil and planted. Flow-through planters store stormwater runoff temporarily, filter sediment and pollutants, and slow the flow of rainfall to storm sewers which can be smaller in size and less costly to engineer and build.
- Cisterns and rain barrels collect rainwater from roofs. They can provide water for garden or lawn irrigation, reducing water bills and conserving municipal water supplies. The City currently provides a rain barrel guide for homeowners and contractors.
- Green roofs are partially or completely covered with plants. Green roofs help mitigate the tendency for urban areas to have higher summer temperatures, and reduce peak stormwater flows. The vegetated cover also protects and insulates the roof, extending its life and reducing energy costs.

Understanding infiltration capacity and rates for stormwater re-infiltration in the study area will be critically important to the design and engineering of future stormwater systems –conventional and low-impact alike. Preliminary data from the USDA Natural Resources Conservation Service and a Custom Soil Resource Report for Jackson County show that the soils in the area generally drain very poorly. A detailed assessment of soils must be a part of pre-development geotechnical investigations.

SUSTAINABILITY

Sustainability is not a discrete element, independent of the preceding framework elements. The most successful strategies for sustainability will be to build them into each framework element of the plan. The wide range of housing types and the mix of permitted land uses is fundamentally sustainable because compact urban form encourages active transportation as a convenient first choice; a range of housing choices means that there is a home in the neighborhood for every stage of life; and protection of wetlands and restoration of the creek habitat brings nature in while it also provides lower impact –and less costly– solutions to infrastructure. The City of Ashland is committed to the development of a vibrant livable community. The design of the Normal Neighborhood Plan is consistent with the framework of the US Green Building Council LEED Neighborhood Development and the Sustainable Sites Initiative (SITES). Both the LEED ND rating system established USGBC and SITES establish sets of performance standards for certifying the planning and development of neighborhoods. Their intent is to promote healthful, durable, affordable, and environmentally sound practices in building design and construction. Because no rating system for sustainable design and construction will be a prerequisite for development, it is all the more essential that the elements of sustainability are built into each of the frameworks for the Normal Neighborhood : Housing and Land Use; Greenway and Open Space; Mobility; and Infrastructure.



Normal Neighborhood Plan Comprehensive Plan Map Amendment

 Normal Neighborhood Plan



ORDINANCE NO. _____

AN ORDINANCE AMENDING THE STREET DEDICATION MAP, PLANNED INTERSECTION AND ROADWAY IMPROVEMENT MAP, AND PLANNED BIKEWAY NETWORK MAP OF THE ASHLAND TRANSPORTATION SYSTEM PLAN FOR THE NORMAL NEIGHBORHOOD PLAN AREA, AND AMENDING STREET DESIGN STANDARDS WITHIN THE ASHLAND MUNICIPAL CODE CHAPTER 18.4.6 TO ADD A NEW SHARED STREET CLASSIFICATION.

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

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

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

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

WHEREAS, the City of Transportation Commission considered the above-referenced amendments to the Transportation System Plan at a duly advertised public hearing on _____, 2015 and following deliberations recommended approval of the amendments by a vote of __-__; and

WHEREAS, the City of Ashland Planning Commission considered the above-referenced amendments to the Transportation System Plan at a duly advertised public hearing on **July 28, 2015** and following deliberations recommended approval of the amendments by a vote of **__-__**; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on **September 1, 2015, and on [subsequent public hearing continuance dates]**; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the

Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the Ashland Comprehensive Plan includes goals and policies intended to work towards creating an integrated land use and transportation system to address the Transportation Planning Rule (TPR) Oregon Administrative Rule 660-012-0000 directive for "... coordinated land use and transportation plans should ensure that the planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system."; and

WHEREAS, the Street Dedication Map, Planned Intersection and Roadway Improvement Map and Planned Bikeway Network Map are adopted official maps for long range planning purposes, and are periodically amended to identify streets and pedestrian and bicycle pats that will be needed in the future to connect the street network and provide access to undeveloped areas within the Urban Growth Boundary (UGB); and

WHEREAS, the Ashland Comprehensive Plan includes the following policies addressing street dedications: 1) Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication map. (10.09.02.32); and 2) Street dedications shall be required as a condition of land development. A future street dedication map shall be adopted and implemented as part of the Land Use Ordinance. (10.09.02.34).; and

WHEREAS, the City Council of the City of Ashland has determined that in order protect and benefit the health, safety and welfare of existing and future residents, and to address changes in existing conditions and projected needs related to land use and transportation patterns, it is necessary to amend the Ashland Comprehensive Plan in the manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The officially adopted City of Ashland Street Dedication Map, referenced in Ashland as Figure 10-1 in the Ashland Transportation System Plan is hereby amended to include the Normal Neighborhood Plan Street Network attached hereto as Exhibit A.

SECTION 3. The City of Ashland Planned Bikeway Network Map, referenced in the Ashland Transportation System Plan as Figure 8-1. is hereby amended to include the Normal Neighborhood Plan Pedestrian and Bicycle Network attached hereto as Exhibit B.

SECTION 4. The City of Ashland Planned Intersection and Roadway Improvement Map, referenced in the Ashland Transportation System Plan as Figure 10-3. is hereby amended to include East Main Street as a Planned Avenue from Walker Avenue to Ashland St.

SECTION 5. The Ashland Municipal Code Chapter 18.4.6.040, Street Design Standards, street classification table is hereby amended to include a new classification of “Shared Street” as follows

18.4.6.040 F. Design Standards. A description of street design standards for each street classification follows in Table 18.4.6.040.F and subsection 18.4.6.040.G. All elements listed are required unless specifically noted, and dimensions and ranges represent minimum standard or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes, or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those proposed by an applicant.

Table 18.4.6.040.F: City of Ashland Street Design Standards

TYPE OF STREET	AVERAGE DAILY TRIPS (ADT)	RIGHT-OF-WAY WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	6'	8'-9'	6"	5'-8' ¹	6'-10' ²
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	6'	8'-9'	6"	5'-8' ¹	6'-10' ²
5-Lane Boulevard		95'-121'	68'	11'	12'	6'	8'-9'	6"	5'-8' ¹	6'-10' ²
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	6'	8'-9'	6"	5'-8' ¹	6'-10' ²
3-Lane Avenue	10,000	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	6'	8'-9'	6"	5'-8' ¹	6'-10' ²
Neighborhood Collector, Residential	1,500 to 5,000				NA	NA ³				
No Parking		49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side		50'-56'	25'-27'	9'-10'			7'	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			7'	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			8'	6"	5'-8' ¹	8'-10' ²
Parallel Parking Both		63'-73'	36'	10'			8'	6"	5'-8' ¹	8'-10' ²

Table 18.4.6.040.F: City of Ashland Street Design Standards

TYPE OF STREET	AVERAGE DAILY TRIPS (ADT)	RIGHT-OF-WAY WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB <i>on both sides</i>	PARK-ROW <i>on both sides</i>	SIDE-WALKS <i>on both sides</i>
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES <i>on both sides</i>	PARK-ING			
<i>Sides</i>										
<i>Diagonal Parking One Side</i>		65'-74'	37'	10'			17'	6"	5'-8' ¹	8'-10' ²
<i>Diagonal Parking Both Sides</i>		81'-91'	54'	10'			17'	6"	5'-8' ¹	8'-10' ²
<i>Neighborhood Street</i>	<i>less than 1,500</i>				NA	NA ³				
<i>Parking One Side</i>		47'-51'	22'	15' Queuing			7'	6"	5'-8' ¹	5'-6'
<i>Neighborhood Street</i>										
<i>Parking Both Sides</i>		50'-57'	25'-28'	11'-14' Queuing			7'	6"	5'-8' ¹	5'-6'
<i>Private Drive</i> ⁴	<i>Less than 100</i>	15'-20'	12'-15'	Queuing	NA	NA	NA	NA	NA	NA
Shared Street	Less than 1500	25'	18' paved	12'	NA	NA	NA	NA	NA	NA
<i>Alley</i>	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	NA	NA	NA	NA
<i>Multi-Use Path</i>	NA	12'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	NA	NA	NA	NA

1) 7' – 8' landscape parkrow shall be installed in residential areas; 5' hardscape parkrow with tree wells shall be installed in commercial areas on streets with on-street parking lanes, or 7' landscape parkrow may be used in commercial areas on streets without on-street parking lanes or where the street corridor includes landscaped parkrow. Street Trees shall be planted in parkrows pursuant to 18.4.4.030.

2) 6' sidewalk shall be installed in residential areas; 8'-10' sidewalk shall be installed in commercial areas; 10' sidewalk shall be required on boulevards in the Downtown Design Standards Zone.

3) Bike lanes are generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25mph). For over 3,000 ADT or actual travel speeds exceeding 25 mph, 6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic

4) A private drive is a street in private ownership, not dedicated to the public, which serves three or less units. Private drives are permitted in the Performance Standards Options overlay.

SECTION 6. The Ashland Municipal Code Chapter subsection 18.4.6.040 G, Street Design Standards, is hereby amended to add a new classification of “Shared Street” as follows:

18.4.6.040.G.8

Shared Street

Provides access to residential uses in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes. See Figure 18.4.6.040.G.8.

Prototypical Section: Shared Street

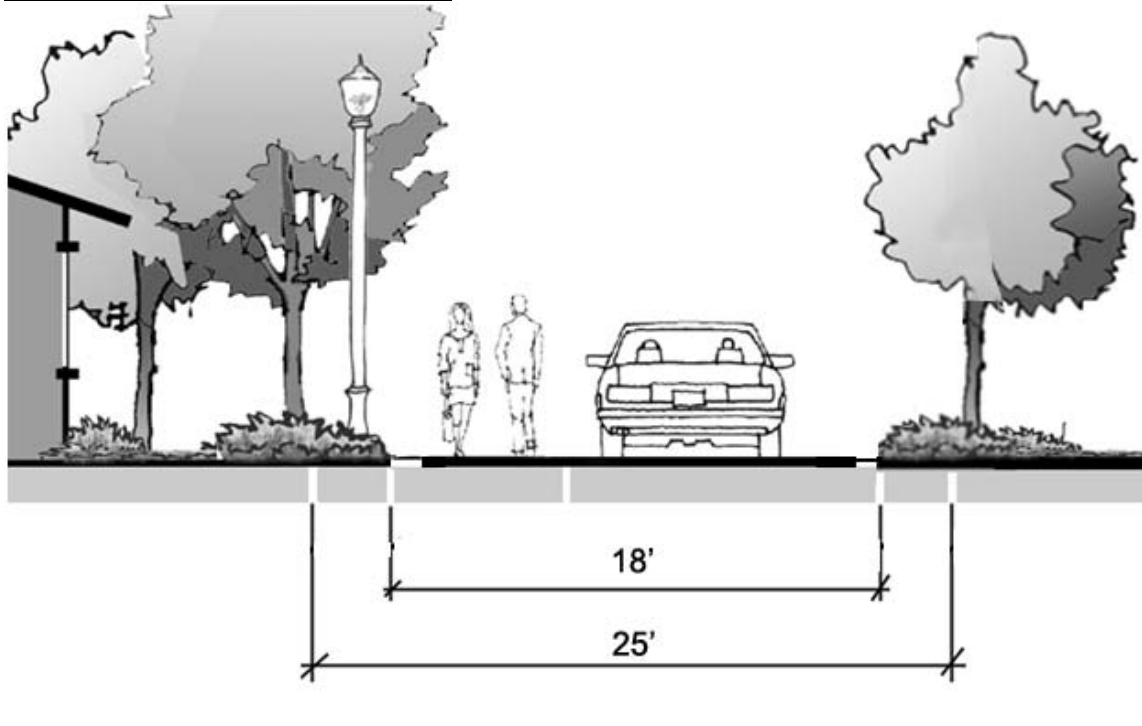


Figure 18.4.6.040.G.8
Shared Street

Street Function: Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking.

Connectivity: Connects to all types of streets.

Average Daily Traffic: 1,500 or less motor vehicle trips per day

Managed Speed: Motor vehicle travel speeds should be below 15 mph

Right-of-Way Width: 25'

Pavement width: 18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections.

Motor Vehicle Travel Lanes: Minimum 12' clear width.

Bike Lanes: Not applicable, bicyclists can share the travel lane and easily negotiate these low use areas

Parking: Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.

Parkrow: Not applicable

Sidewalks: Not applicable, pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.

SECTION 7. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word “ordinance” may be changed to “code”, “article”, “section”, or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 3-5 need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the ____ day of _____, 2015, and duly PASSED and ADOPTED this ____ day of _____, 2015.

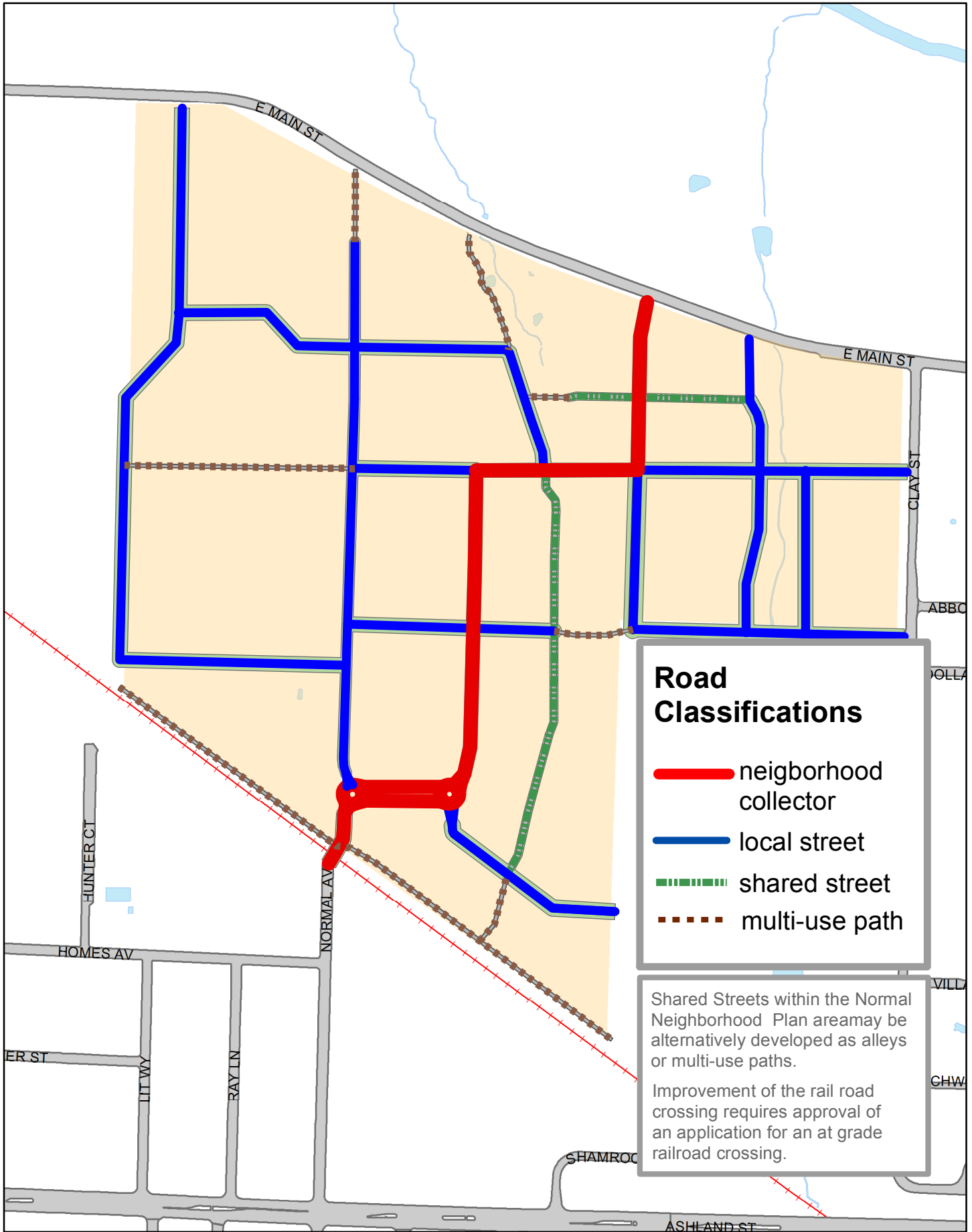
Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2015.





John Stromberg, Mayor

Reviewed as to form:

David Lohman, City Attorney



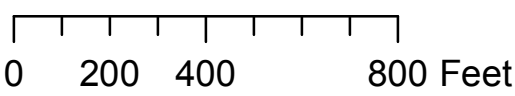
Road Classifications

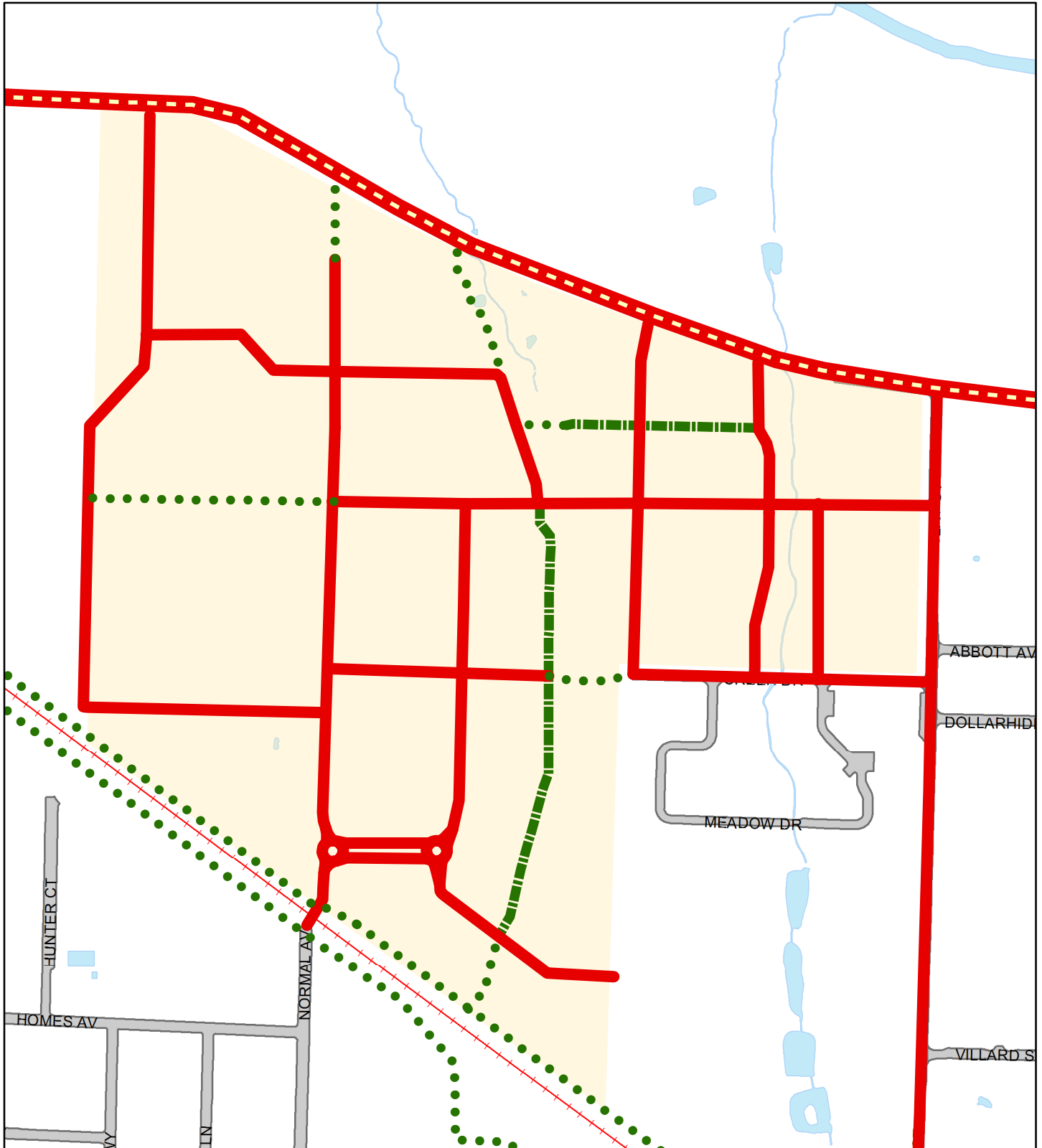
-  neighborhood collector
-  local street
-  shared street
-  multi-use path

Shared Streets within the Normal Neighborhood Plan areamay be alternatively developed as alleys or multi-use paths.

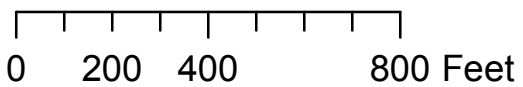
Improvement of the rail road crossing requires approval of an application for an at grade railroad crossing.





Normal Neighborhood Plan Street Network Map





Normal Neighborhood Plan Pedestrian and Bicycle Network



-  Avenue with sidewalks & bikelanes
-  Streets with sidewalks
-  Shared Street
-  Multi-use path



ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE
CREATING A NEW CHAPTER 18.3.4 NORMAL NEIGHBORHOOD
DISTRICT, AMENDING CHAPTER 18.2.1.020 TO ADD A NORMAL
NEIGHBORHOOD ZONING CLASSIFICATION, AND AMENDING
CHAPTER 18.2.1.040 TO ADD A NORMAL NEIGHBORHOOD SPECIAL
DISTRICT.**

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

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

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

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

WHEREAS, the City of Ashland is projected to grow by approximately 3,250 residents by 2030 and 2,000 employees by 2027, and the City Council reaffirmed the long-standing policy of accommodating growth within the Ashland Urban Growth Boundary rather than growing outward into surrounding farm and forest lands in the Greater Bear Creek Valley Regional Problem Solving (RPS) planning process; and

WHEREAS, the City of Ashland seeks to balance projected population and employment growth with the community goal of retaining a district boundary and preventing sprawling development, and to this end examines opportunities to use land more efficiently for housing and businesses; and

WHEREAS, the City of Ashland continues the community's tradition of integrating land use and transportation planning, and using sustainable development measures such as encouraging a mix and intensity of uses on main travel corridors to support transit service and use, integrating affordable housing opportunities, and reducing carbon emissions by providing a variety of transportation options; and

WHEREAS, the City conducted a planning process involving a series of public workshops, on-line forum, key participant meetings and study sessions from October 2011 through July 2015 involving a three-step process in which participants identified the qualities that make a successful neighborhood, developed vision statements for the study area, and reviewed and revised plans illustrating an example of what development might look when the 94 acre is incorporated into the City of Ashland; and

WHEREAS, the final report for the Normal Neighborhood Plan included recommended amendments to the zoning map and land use ordinance which would support the development of the neighborhood as envisioned in the planning process being small walkable neighborhood modules that provide concentrations of housing grouped in a way to encourage more walking, cycling and transit use; and

WHEREAS, the City of Ashland Planning Commission considered the above-referenced recommended amendments to the Ashland Municipal Code and Land Use Ordinances at a duly advertised public hearing on July 28, 2015, and following deliberations, recommended approval of the amendments by a vote of _____; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on _____, 2015; and following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. A new Chapter 18.3.4 of the Ashland Municipal Code creating a new overlay district [Normal Neighborhood District] set forth in full codified form on the attached Exhibit A and made a part hereof by this reference, is hereby added to the Ashland Municipal Code.

SECTION 3. Chapter 18.2.1.020, of the Zoning Regulations and General Provisions section of the Ashland Municipal Code, is hereby amended to read as follows:

*18.2.1.020 Zoning Map and Classification of Zones
For the purpose of this ordinance, the City is divided into zones designated and depicted on the Zoning Map, pursuant to the Comprehensive Plan Map, and summarized in Table 18.2.1.020.*

<i>Table 18.2.1.020</i>	
<i>Base Zones</i>	<i>Overlay Zones</i>
<i>Residential - Woodland (WR)</i>	<i>Airport Overlay</i>
<i>Residential - Rural (RR)</i>	<i>Detail Site Review Overlay</i>
<i>Residential - Single-Family (R-1-10, R-1-7.5, and R-1-5)</i>	<i>Downtown Design Standards Overlay</i>
<i>Residential - Suburban (R-1-3.5)</i> <i>Residential - Low Density Multiple Family (R-2)</i> <i>Residential - High Density Multiple Family (R-3)</i> <i>Commercial (C-1)</i>	<i>Freeway Sign Overlay</i> <i>Historic District Overlay</i> <i>Pedestrian Place Overlay</i> <i>Performance Standards Options Overlay</i>
<i>Commercial – Downtown (C-1-D)</i>	<i>Physical and Environmental Constraints Overlay</i>
<i>Employment (E-1)</i> <i>Industrial (M-1)</i>	<i>-Hillside Lands</i> <i>-Floodplain Corridor Lands</i> <i>-Severe Constraints Lands</i>
<i>Special Districts</i>	<i>-Water Resources</i> <i>-Wildfire Lands</i>
<i>Croman Mill District (CM)</i> <i>Health Care Services District (HC)</i> <i>Normal Neighborhood (NN)</i> <i>North Mountain Neighborhood District (NM)</i> <i>Southern Oregon University District (SOU)</i>	<i>Residential Overlay</i>

SECTION 4. Chapter 18.2.1.040, of the Zoning Regulations and General Provisions section of the Ashland Municipal Code, is hereby amended to read as follows:

18.2.1.040 Applicability of Zoning Regulations

Part 18.2 applies to properties with base zone, special district, and overlay zone designations, as follows:

<i>Table 18.2.1.040: Applicability of Standards to Zones, Plan Districts and Overlays</i>	
<i>Designation</i>	<i>Applicability</i>
<i>Base Zones</i>	
<i>Residential - Woodland (WR)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Residential - Rural (RR)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Residential - Single-family (R-1-10, R-1-7.5, R-1-5)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Residential - Suburban (R-1-3.5)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Residential - Low Density Multiple Family (R-2)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Residential - High Density Multiple Family (R-3)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Commercial (C-1)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Commercial - Downtown (C-1-D)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Employment (E-1)</i>	<i>Chapter 18.2 Applies Directly</i>
<i>Industrial (M-1)</i>	<i>Chapter 18.2 Applies Directly</i>

<i>Table 18.2.1.040: Applicability of Standards to Zones, Plan Districts and Overlays</i>	
<i>Designation</i>	<i>Applicability</i>
<u><i>Special Districts</i></u> <i>Croman Mill District Zone (CM)</i> <i>Health Care Services Zone (HC)</i> <i>Normal Neighborhood District (NN)</i> <i>North Mountain Neighborhood (NM)</i> <i>Southern Oregon University (SOU)</i>	<i>CM District Replaces chapter 18.2</i> <i>NN District Replaces chapter 18.2</i> <i>NM District Replaces chapter 18.2</i>
<u><i>Overlay Zones</i></u> <i>Airport</i> <i>Detail Site Review</i> <i>Downtown Design Standards</i> <i>Freeway Sign</i> <i>Historic</i> <i>Pedestrian Place</i> <i>Performance Standards Options</i> <i>Physical and Environmental Constraints</i> <i>Residential</i>	<i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i> <i>Overlay Modifies chapter 18.2</i>

SECTION 5. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 6. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word “ordinance” may be changed to “code”, “article”, “section”, or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e. Sections 1-2, 5-6) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the ____ day of _____, 2015, and duly PASSED and ADOPTED this ____ day of _____, 2015.

 Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2015.

 John Stromberg, Mayor

Reviewed as to form:

 David Lohman, City Attorney

Normal Neighborhood District

Chapter 18 Code Amendments

18.3.4.010 Purpose

18.3.4.020 Applicability

18.3.4.030 General Requirements

18.3.4.040 Use Regulations

18.3.4.050 Dimensional Regulations

18.3.4.060 Site Development and Design Standards

18.3.4.070 Conservation Area overlay

18.3.4.075 Advanced Financing District [Placeholder]

18.3.4.080 Review and Approval Procedure

18.3.4.010 Purpose

The neighborhood is designed to provide an environment for traditional neighborhood living. The Normal Neighborhood Plan is a blueprint for promoting a variety of housing types while preserving open spaces, stream corridors, wetlands, and other significant natural features. The neighborhood commercial area is designated to promote neighborhood serving businesses with building designs that reflect the character of the neighborhood and where parking is managed through efficient on-street and off-street parking resources. The neighborhood will be characterized by a connected network of streets and alleys, paths and trails, with connection to the natural areas, wetlands, and streams. This network will also connect to the larger network of regional trails, paths, and streets beyond the boundaries of the neighborhood. The development of the neighborhood will apply principles of low impact development to minimize the extent and initial cost of new infrastructure and to promote the benefits of storm water management.

18.3.4.020 Applicability

This chapter applies to properties designated as Normal Neighborhood District on the Ashland Zoning Map, and pursuant to the Normal Neighborhood Plan adopted by Ordinance *[#number (date)]*. Development located within the Normal Neighborhood District is required to meet all applicable sections of this ordinance, except as otherwise provided in this chapter; where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the Normal Neighborhood District shall govern.

18.3.4.030 General Regulations

A. Conformance with the Normal Neighborhood Plan. Land uses and development, including construction of buildings, streets, multi-use paths, and open space shall be located in accordance with those shown on the Normal Neighborhood Plan maps adopted by Ordinance [#number (date)].

B. Performance Standards Overlay. All applications involving the creation of three or more lots shall be processed under chapter 18.3.9 Performance Standards Option.

C. Amendments. Major and minor amendments to the Normal Neighborhood Plan shall comply with the following procedures:

1. Major and Minor Amendments

a. Major amendments are those that result in any of the following:

- i. A change in the land use overlay designation.
- ii. A change in the maximum building height dimensional standards in section 18.3.4.050
- iii. A change in the allowable base density, dwelling units per acre, in section 18.3.4.050.
- iv. A change in the Plan layout that eliminates a street, access way, multi-use path or other transportation facility.
- v. A change in the Plan layout that provides an additional vehicular access point onto East Main Street or Clay Street.
- vi. A change not specifically listed under the major and minor amendment definitions.

b. Minor amendments are those that result in any of the following:

- i. A change in the Plan layout that requires a street, access way, multi-use path or other transportation facility to be shifted fifty (50) feet or more in any direction as long as the change maintains the connectivity established by Normal Avenue Neighborhood Plan.
- ii. A change in a dimensional standard requirement in section 18.3.4.050, but not including height and residential density.
- iii. A change in the Plan layout that changes the boundaries or location of a conservation area to correspond with a delineated wetland and water resource protection zone, or relocation of a designated open space area.

2. Major Amendment – Type II Procedure. A major amendment to the Normal Neighborhood Plan is subject to a public hearing and decision under a Type II Procedure. A major amendment may be approved upon finding that the proposed modification will not adversely affect the purpose of the Normal Neighborhood Plan. A major amendment requires a determination by the City that:

- a. The proposed amendment maintains the transportation connectivity established by the Normal Neighborhood Plan;
- b. The proposed amendment furthers the street design and access management concepts of the Normal Neighborhood Plan.

- c. The proposed amendment furthers the protection and enhancement of the natural systems and features of the Normal Neighborhood Plan, including wetlands, stream beds, and water resource protection zones by improving the quality and function of existing natural resources.
- d. The proposed amendment will not reduce the concentration or variety of housing types permitted in the Normal Neighborhood Plan.
- e. The proposed amendment is necessary to accommodate physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, streams, wetlands, water resource protection zones, or similar natural features, or to adjust to existing property lines between project boundaries.

3. Minor Amendment – Type 1 Procedure. A minor amendment to the Normal Neighborhood Development Plan which is subject to an administrative decision under the Type I Procedure. Minor amendments are subject to the Exception to the Site Design and Use Development Standards of chapter 18.5.2.050.E.

18.3.4.040 Use Regulations

A. Plan overlay zones. There are four Land Use Designation Overlays zones within the Normal Neighborhood Plan are intended to accommodate a variety of housing opportunities, preserve natural areas and provide open space.

1. Plan NN-1-5 zone The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed, in addition to the detached single dwelling. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.

2. Plan NN-1-3.5 zone. The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed including multiple compact attached and/or detached dwellings. Dwellings may be grouped around common open space promoting a scale and character compatible with single family homes. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.

3. Plan NN-1-3.5-C zone. The use regulations and development standards are intended to provide housing opportunities for individual households through development of multiple compact attached and/or detached dwellings with the added allowance for neighborhood-serving commercial mixed-uses so that many of the activities of daily living can occur within the Normal Neighborhood. The public streets within the vicinity of the NN-1-3.5-C overlay are to provide sufficient on-street parking to accommodate ground floor neighborhood business uses.

4. Plan NN-2 zone. The use regulations and development standards are intended to create and maintain a range of housing choices, including multi-family housing within the context of the residential character of the Normal-Neighborhood Plan.

B. Normal Neighborhood Plan Residential Building Types. The development standards for the Normal Neighborhood Plan will preserve neighborhood character by incorporating four distinct land use overlay areas with different concentrations of varying housing types.

1. Single Dwelling Residential Unit.

A Single Dwelling Residential Unit is a detached residential building that contains a single dwelling with self-contained living facilities on one lot. It is separated from adjacent dwellings by private open space in the form of side yards and backyards, and set back from the public street or common green by a front yard. Auto parking is generally on the same lot in a garage, carport, or uncovered area. The garage may be detached or attached to the dwelling structure.

2. Accessory Residential Unit.

An Accessory Residential Unit is a secondary dwelling unit on a lot, either attached to the single-family dwelling or in a detached building located on the same lot with a single-family dwelling, and having an independent means of entry.

3. Double Dwelling Residential Unit (Duplex).

A Double Dwelling Residential Unit is a residential building that contains two dwellings located on a single lot, each with self-contained living facilities. Double Dwelling Residential Units must share a common wall or a common floor/ ceiling and are similar to a Single Dwelling Unit in appearance, height, massing and lot placement.

4. Attached Residential Unit. (Townhome, Row house)

An Attached Residential Unit is single dwelling located on an individual lot which is attached along one or both sidewalls to an adjacent dwelling unit. Private open space may take the form of front yards, backyards, or upper level terraces. The dwelling unit may be set back from the public street or common green by a front yard.

5. Clustered Residential Units - Pedestrian-Oriented.

Pedestrian-Oriented Clustered Residential Units are multiple dwellings grouped around common open space that promote a scale and character compatible with single family homes. Units are typically arranged around a central common green under communal ownership. Auto parking is generally grouped in a shared surface area or areas.

6. Multiple Dwelling Residential Unit.

Multiple Dwelling Residential Units are multiple dwellings that occupy a single building or multiple buildings on a single lot. Dwellings may take the form of condominiums or apartments. Auto parking is generally provided in a shared parking area or structured parking facility.

7. Cottage Housing. *[Reserved]*

C. General Use Regulations. Uses and their accessory uses are permitted, special permitted or conditional uses in the Normal Neighborhood Plan area as listed in the Land Use Table.

Table 18.3.4.040 Land Use Descriptions	NN-1-5 Single family Residential	NN-1-3.5 Suburban Residential	NN-1-3.5-C Suburban Residential with commercial	NN-2 Multi-family Low Density Residential
Residential Uses				
Single Dwelling Residential Unit (Single-Family Dwelling)	P	P	N	N
Accessory Residential Unit	P	P	P	N
Double Dwelling Residential Unit (Duplex Dwelling)	N	P	P	P
<i>Cottage Housing [Placeholder]</i>	<i>P</i>	<i>N</i>	<i>N</i>	<i>N</i>
Clustered Residential Units	N	P	P	P
Attached Residential Unit	N	P	P	P
Multiple Dwelling Residential Unit (Multi family Dwelling)	N	P	P	P
Manufactured Home on Individual Lot	P	P	P	P
Manufactured Housing Development	N	P	P	P
Neighborhood Business and Service Uses				
Home Occupation	P	P	P	P
Retail Sales and Services, with each building limited to 3,500 square feet of gross floor area	N	N	P	N
Professional and Medical Offices, with each building limited to 3,500 square feet of gross floor area	N	N	P	N
Light manufacturing or assembly of items occupying six hundred (600) square feet or less, and contiguous to the permitted retail use.	N	N	P	N
Restaurants	N	N	P	N
Day Care Center	N	N	P	N
Assisted Living Facilities	N	C	C	C
Public and Institutional Uses				
Religious Institutions and Houses of Worship	C	C	C	C
Public Buildings	P	P	P	P

Community Gardens	P	P	P	P
Open space and Recreational Facilities	P	P	P	P

P = Permitted Use; CU = Conditional Use Permit Required; N = Not Allowed

1. Permitted Uses. Uses listed as “Permitted (P)” are allowed. All uses are subject to the development standards of zone in which they are located, any applicable overlay zone(s), and the review procedures of Part 18.5. See section 18.5.1.020 Determination of Review Procedure.

2. Conditional Uses. Uses listed as “Conditional Use Permit Required (C)” are allowed subject to the requirements of chapter 18.5.4 Conditional Use Permits.

3. Prohibited Uses. Uses not listed in the Land Use Table, and not found to be similar to an allowed use following the procedures of section 18.1.5.040 Similar Uses, are prohibited.

18.3.4.050 Dimensional Regulations

A. The lot and building dimensions shall conform to the standards in Table 18.3.4.050 below.

Table 18.3.4.050 Dimensional Standards	NN-1-5	NN-1-3.5 NN-1-3.5C	NN-2
Base density, dwelling units per acre	4.5	7.2	13.5
Minimum Lot Area ¹ , square feet (applies to lots created by partitions only)	5,000	3500	3000
Minimum Lot Depth ¹ , feet (applies to lots created by partitions only)	80	80	80
Minimum Lot Width ¹ , feet (applies to lots created by partitions only)	50	35	25
Setbacks and yards (feet)			
Minimum Front Yard abutting a street	15	15	15
Minimum Front Yard to a garage facing a public street, feet	20	20	20
Minimum Front Yard to unenclosed front porch, feet	8 ²	8 ²	8 ²
Minimum Side Yard	6	6 0 ³	6 0 ³
Minimum Side Yard abutting a public street	10	10	10
Minimum Rear Yard	10 ft per Bldg Story, 5 feet per Half Story		
Solar Access	Setback and yard requirements shall conform to the Solar Access standards of chapter 18.4.8		
Maximum Building Height, feet / stories	35 / 2.5	35 / 2.5	35 / 2.5
Maximum Lot Coverage, percentage of lot	50%	55%	65%
Minimum Required Landscaping, percentage of lot	50%	45%	35%
Parking	See section 18.4.3.080 Vehicle Area Design Requirements		

Minimum Outdoor Recreation Space, percentage of lot	na	na	8%
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1 Minimum Lot Area , Depth, and Width requirements do not apply in performance standards subdivisions.

2 Minimum Front Yard to an unenclosed front porch (Feet), or the width of any existing public utility easement, whichever is greater; an unenclosed porch must be no less than 6 feet in depth and 8 feet in width, see section 18.6.1.030 for definition of porch.

3 Minimum Side Yard for Attached Residential Units (Feet)

B. Density Standards Development density in the Normal Neighborhood shall not exceed the densities established by Table 18.3.4.050, except where granted a density bonus under chapter 18.3.9.

Performance Standards Options and consistent with the following:

1 General Density Provisions.

- a. The density in NN-1-5, NN-1-3.5, NN-1-3.5-C and NN-2 zones is to be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public.
- b. Conservation Areas including wetlands, floodplain corridor lands, and water resource protection zones may be excluded from the acreage of the project for the purposes of calculating minimum density for residential annexations as described in section 18.5.8.050.F.
- c. Units less than 500 square feet of gross habitable area shall count as 0.75 units for the purposes of density calculations.
- d. Accessory residential units consistent with standards described in section 18.2.3.040 are not required to meet density or minimum lot area requirements.
- e. Accessory residential units shall be included for the purposes of meeting minimum density calculation requirements for residential annexations as described in 18.5.8.050.F.

2. Residential Density Bonuses.

- a. The maximum residential density bonuses permitted shall be as described in section 18.2.5.080.F.
- b. Cottage Housing. *[Reserved]*

18.3.4.060 Site Development and Design Standards. The Normal Neighborhood District Design Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Normal Neighborhood District must be designed and constructed consistent with the Site Design and Use Standards chapter 18.5.2 and the following:

A. Street Design and Access Standards. Design and construct streets and public improvements in accordance with the Ashland Street Standards. A change in the design of a street in a manner inconsistent with the Normal Neighborhood Plan requires a minor amendment in accordance with section 18.3.4.030.B.

- 1. Conformance with Street Network Plan:** New developments must provide avenues, neighborhood collectors, streets, alleys, multi-use paths, and pedestrian and bicycle improvements consistent with the design concepts within the mobility chapter of the Normal

Neighborhood Plan Framework and in conformance with the Normal Neighborhood Plan Street Network Map.

- a. Streets designated as Shared Streets on the Normal Neighborhood Plan Street Network Map may be alternatively developed as alleys, or multiuse paths provided the following:
 - i. Impacts to the water protection zones are minimized to the greatest extent feasible.
 - ii. Pedestrian and bicyclist connectivity, as indicated on the Normal Avenue Neighborhood Plan Pedestrian and Bicycle Network Map, is maintained or enhanced.

2 Storm water management. The Normal Neighborhood Plan uses street trees, green streets, and other green infrastructure to manage storm water, protect water quality and improve watershed health. Discharge of storm water runoff must be directed into a designated green street and neighborhood storm water treatment facilities.

- a.. Design Green Streets. Streets designated as Green Streets within the Street Network, and as approved by the Public Works Department, shall conform to the following standards:
 - i. New streets must be developed so as to capture and treat storm water in conformance with the City of Ashland Storm Water Master Plan.

3. Access Management Standards: To manage access to land uses and on-site circulation, and maintain transportation safety and operations, vehicular access must conform to the standards set forth in section 18.4.3.080, and as follows:

- a. Automobile access to development is intended to be provided by alleys where possible consistent with the street connectivity approval standards.
- b. Curb cuts along a Neighborhood Collector or shared street are to be limited to one per block, or one per 200 feet where established block lengths exceed 400 feet.

4. Required On-Street Parking: On-street parking is a key strategy to traffic calming and is required along the Neighborhood Collector and Local Streets.

B. Site and Building Design Standards.

1. Lot and Building Orientation:

- a. Lot Frontage Requirements: Lots in the Normal Neighborhood are required to have their Front Lot Line on a street or a Common Green.
- b. Common Green. The Common Green provides access for pedestrians and bicycles to abutting properties. Common greens are also intended to serve as a common open space amenity for residents. The following approval criteria and standards apply to common greens:

- i. Common Greens must include at least 400 square feet of grassy area, play area, or dedicated gardening space, which must be at least 15 feet wide at its narrowest dimension.

2. Cottage Housing: *[Reserved]*

3. Conservation of Natural Areas. Development plans must preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of 18.3.11 Water Resources Protection Zones (Overlays), conserving natural water systems must be considered in the site design through the application of the following guidelines:

- a. Designated stream and wetland protection areas are to be considered positive design elements and incorporated in the overall design of a given project.
- b. Native riparian plant materials must be planted in and adjacent to the creek to enhance habitat.
- c. Create a long-term management plan for on-site wetlands, streams, associated habitats and their buffers.

4. Storm Water Management. Storm water run-off, from building roofs, driveways, parking areas, sidewalks, and other hard surfaces must be managed through implementation of the following storm water management practices:

- a. When required by the City Engineer, the applicant must submit hydrology and hydraulic calculations, and drainage area maps to the City, to determine the quantity of predevelopment, and estimated post-development, storm water runoff and evaluate the effectiveness of storm water management strategies. Computations must be site specific and must account for conditions such as soil type, vegetative cover, impervious areas, existing drainage patterns, flood plain areas and wetlands.
- b. Future Peak Storm water flows and volumes shall not exceed the pre-development peak flow. The default value for pre-development peak flow is .25 CFS per acre.
- c. Detention volume must be sized for the 25 year, 24 hour peak flow and volume.
- d. Development must comply with one or more of following guidelines.
 - i. Implement storm water management techniques that endeavor to treat the water as close as possible to the spot where it hits the ground through infiltration, evapotranspiration or through capture and reuse techniques.
 - ii. Use on-site landscape-based water treatment methods to treat rainwater runoff from all surfaces, including parking lots, roofs, and sidewalks.
 - iii. Use pervious or semi-pervious surfaces that allow water to infiltrate soil.
 - iv. Design grading and site plans that create a system that slows the stormwater, maximizing time for cleansing and infiltration.
 - v. Maximizing the length of overland flow of storm water through bioswales and rain gardens,
 - vi. Use structural soils in those environments that support pavements and trees yet are free draining.

vii. Plant deep rooted native plants.

viii, Replace metabolically active minerals, trace elements and microorganism rich compost in all soils disturbed through construction activities.

5. Off-Street Parking. Automobile parking, loading and circulation areas must comply with the requirements of chapter 18.4.3 Parking, Access, and Circulation Standards, 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.

6. Neighborhood Module Concept plans. The Neighborhood Module Concept plans (i.e. development scenarios) are for the purpose of providing an example of developments that conform to the standards, and do not constitute independent approval criteria. Concept plans are attached to the end of this chapter.

18.3.4.65 Exception to the Site Development and Design Standards

An exception to the requirements Site Development and Design Standards must follow the procedures and approval criteria adopted under section 18.4.1.030, unless authorized under the procedures for a major amendment to plan.

18.3.4.070. Open Space Area Overlay

All projects containing land identified as Open Space Areas on the Normal Neighborhood Plan Open Space Network Map, unless otherwise amended per section 18.3.030.C, must dedicate those areas as: common areas, public open space, or private open space protected by restrictive covenant. It is recognized that the master planning of the properties as part of the Normal Neighborhood Plan imparted significant value to the land, and the reservation of lands for recreational open space and conservation purposes is proportional to the value bestowed upon the property through the change in zoning designation and future annexation.

18.3.4.075. Advance Financing District [Reserved]

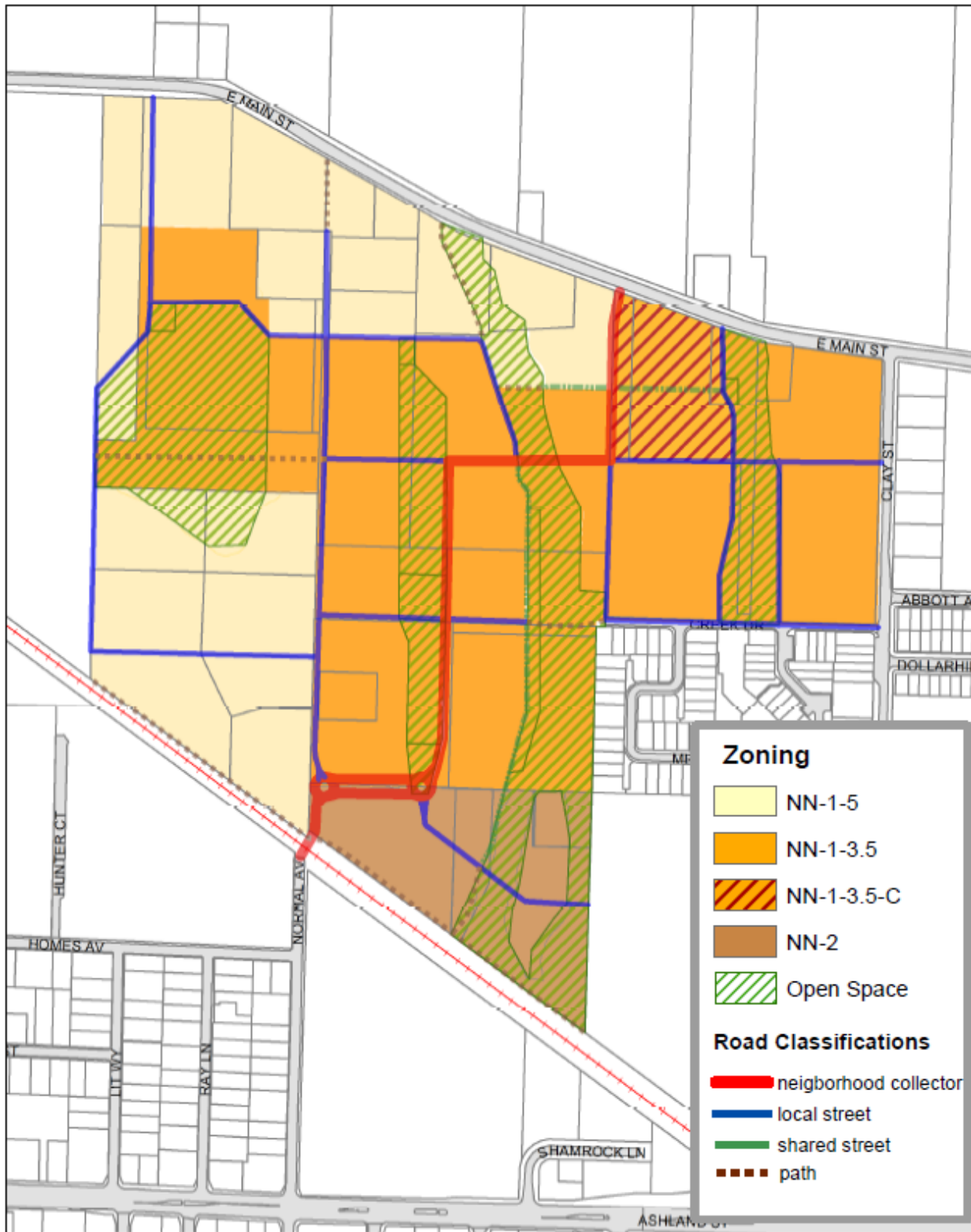
18.3.4.080. Review and Approval Procedure. All land use applications are to be reviewed and processed in accordance with the applicable procedures of Part 18.5.

Neighborhood Module Concept plans

The City recognizes that future innovations in building technologies, water conservation practices, and creative approaches to site design and layout will help shape the neighborhood module concept in consideration of the unique characteristics of the properties being developed. As such these example illustrations presented are primarily intended to assist those involved in conceptualizing a development to better address the principle objectives outlined within the Normal Neighborhood Plan.



Normal Neighborhood District Zoning Classification Map.



Normal Neighborhood District Zoning Classifications

0 200 400 800 Feet



Planning Commission Report

DATE: April 22, 2014
TO: Ashland City Council
FROM: Ashland Planning Commission
RE: PA#20130-1858 Normal Neighborhood Plan
Planning Commission Recommendations

Summary

The Ashland Planning Commission held a public hearing on March 11, 2014 related to the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, and Ashland Land Use Ordinance amendments proposed to implement the Normal Neighborhood Plan (Planning Action 2013-01858). The Commission concluded their review on April 8th and following discussion and deliberation unanimously recommended the City Council approve of the Normal Neighborhood Plan with a number of specific recommendations as outlined in this report.

The Normal Neighborhood Plan area is one of the last sizeable tracts of largely undeveloped land designated for residential purposes in Ashland's Urban Growth Boundary (UGB). The future development of this area is expected to contribute toward accommodating long range population growth consistent with the City's Comprehensive Plan, and Ashland's position in the Greater Bear Creek Valley Regional Problem Solving Plan (RPS). The Planning Commission recognizes in order to *maintain a compact urban form* and to *ensure the orderly and sequential development of land* (Comprehensive Plan Goal 12.09) that neighborhood planning is an appropriate tool for this area. The creation of a neighborhood plan in this area is particularly valuable as over three decades of development has occurred in the area, under county standards, since the original Comprehensive Plan land use designations were assigned to the area. Consideration of the area's existing pattern of development, presence of water resource protection areas, existing and projected traffic volumes, and public testimony has allowed the Planning Commission to better understand the development constraints within the plan area, and carefully address the coordinated provision of open space, transportation, infrastructure, and housing.

Recommendations

The Planning Commission identified two categories of recommended amendments, those changes that are minor editorial corrections, and those changes that have broader policy implications. Amendments that are editorial in nature and necessary to clarify terminology and provide inter-document consistency are to be included in the final documents presented to the City Council. A list of these editorial changes is attached to this report (Appendix A). The Commission's recommendations pertaining to allowable land use standards, the stated purpose of open space, and the extent and timing of transportation system improvements are addressed in this report as specific recommendations for Council's consideration.

Comprehensive Plan Change and Land Use Designations

The Planning Commission supports the proposed Comprehensive Plan amendments and Land Use Designation Overlay Zones as proposed, and recommends the following:

- Approval of the proposed amendment to the Ashland Comprehensive Plan Map to create a designation for the Normal Neighborhood Plan District, including revised boundaries for Conservation Areas within the plan area.
- Adoption of the Normal Neighborhood Plan Land Use Designations Overlay Zone Map.
- Adoption of the Normal Neighborhood Plan Framework document as a supporting document to the City’s Comprehensive Plan, with recommended changes to the mobility and open space chapters as described below.

Mobility (Transportation) Framework

The Planning Commission supports the Street Network, Pedestrian and Bicycle Network, Green Street Network, Shared Street Standard, and Street Classifications as proposed, and recommends approval of amendments to the the City Transportation System Plan (TSP) and City Street Standards to incorporate these elements of the Normal Neighborhood Plan as follows:

- Amend to the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area’s proposed Street Network, and reclassification of Normal “Avenue” to be a Neighborhood Collector.
- Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
- Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards within the Street Standards Handbook to incorporate the Shared Street classification.

The Planning Commission has specific recommendations relating to the timing of transportation improvements associated with the future development of the plan area. In order to address current and future transportation along to East Main Street, the Commission recommends the mobility chapter of the Normal Neighborhood Plan Framework Document be amended to reflect the following:

- The south side of East Main Street, from Walker Avenue to Clay Street, should be fully improved to City Street Standards prior to, or coinciding with any future annexation and development within the plan area.
- A future transit stop coordinated with the Rogue Valley Transportation District, in the immediate vicinity of the NN-03 Land Use Zone, should be incorporated into the East Main Street roadway design and development.
- That prior to annexation and development within the plan area the following items relating to the future Railroad crossing at Normal Avenue be addressed:
 - That the proposed public Rail Road crossing can be installed without necessitating the closure of any existing public crossing within the City.
 - A financing plan be developed and approved by the City for the future improvement of the rail road crossing.

Open Space Framework

The Planning Commission supports the Comprehensive Plan map amendment to establish designated Conservation Ares as proposed, which include the Cemetery Creek and Clay Creek 100 year Floodplains, Wetlands identified in the 2007 Local Wetland Inventory, and wetland and riparian buffer



areas consistent with the Water Resource Protection Zones. The Planning Commission further supports the Open Space Network map as presented and recommends approval of these plan elements.

The Planning Commission has determined that the provision of open space within the plan area has environmental, recreational, and aesthetic value to the neighborhood. The contiguous open space corridors are a neighborhood defining characteristic and as such the Planning Commission recommends the Normal Neighborhood Plan Framework Document's Greenway and Open Space chapter be amended to further emphasize the community value of open space retention with a concluding statement on page 14 as follows:

The Normal Neighborhood's distinctive character is shaped by the presence of prominent open spaces and natural areas. The preservation of these neighborhood defining features is central to the success of the neighborhood plan as they ensure the protection of fragile ecosystems, provide passive recreational opportunities where people can connect with nature, protect scenic views considered important to the community, protect future development from flood hazards, and preserve community character and quality of life by buffering areas of development from one another. The permanent establishment of interconnected open spaces and contiguous conservation areas as proposed in the Open Space Framework is essential to promote and maintain high quality residential development which is appropriate to the distinct character of the neighborhood.

Land Use Ordinance

The proposed Normal Neighborhood District Land Use Ordinance will be reviewed as part of a separate legislative process as it is to be incorporated into the Unified Land Use Ordinance (ULUO) process presently underway. However, given the interrelated nature of the Normal Neighborhood Plan elements the Planning Commission took testimony regarding the draft Normal Neighborhood District Land Use Ordinance at March 11th public hearing in order to evaluate the draft ordinance and formulate recommendations for the Council's consideration. The Planning Commission supports the draft land use ordinance's mix of land uses, housing types and proposed densities, Site Development and Design Standards, and flexibility afforded by the proposed major and minor amendment provisions, with following recommended policy change:

- The Commission recommends the dimensional regulations in the proposed land use ordinance (18-3.13.050) and the review procedures be amended to include a Conditional Use Permit to increase building height from the proposed 35ft and 2½ story maximum up to 40ft and 3-stories exclusively within the NN-03 and NN-03C zones. The Commission finds that such a change would provide applicants greater site and building design flexibility in achieving the stated densities (15 units per acre) within the NN-03 and NN-03-C zones, while retaining a publically noticed review process to evaluate the bulk and scale of proposed buildings to ensure neighborhood compatibility is preserved.

Conclusion

Through the two year public neighborhood planning process the Planning Commission has evaluated the impacts of future development in consideration the of goal to ensure a variety of dwelling types and provide housing opportunities for the total cross section of Ashland's population, consistent with preserving the character and appearance of the City (Comprehensive Plan goal 6.10). The resulting



neighborhood plan strives to preserve the character of the neighborhood, accommodate a variety of housing types, connect a system of greenways, protect and integrate existing creek corridors and wetlands, and enhance mobility for area residents through establishing safe and direct walking and bicycle routes. The Planning Commission finds the Normal Neighborhood Plan, with the additional recommendations included in this report, achieves these objectives and will be a valuable guide for future annexation and development of properties within the 94 acre area.



Appendix A

Editorial Changes incorporated into the final plan documents

The editorial changes recommended by the Planning Commission and Staff were needed to clarify terminology and provide inter-document consistency. These changes have already been incorporated into the draft documents presented to the City Council for consideration. The following lists the specific changes that were made to the plan documents presented at the first public hearing on March 11, 2014:

- Amend the framework document (page 7) under Double Dwellings to strike NN-01 as a zone where they are permitted.
- Amend the Framework Document to alter references to Pedestrian Oriented Cluster Housing (e.g top of page 7) to be consistent with the description of the Housing Type as written on page 8.
- Amend the Framework Document to eliminate statements that stipulate that rear alleys “help to eliminate pavement” as although true in some site configurations it is not universally true in all circumstances (pg 16).
- Amend the Framework Document’s “Use Table” on page 10 to include Pedestrian Oriented Cluster Housing as permitted in NN-02 and NN-03 consistent with the draft Land Use Ordinance.
- Amend the draft Land Use Code 18-3.13.040 as follows:
 - A2: The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed including multiple compact attached and/or detached dwellings. Dwellings may be grouped around common open space promoting a scale and character compatible with single family homes. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.
 - B5: Pedestrian Oriented Cluster residential Units are multiple dwellings grouped around common open space that promote a scale and character compatible with single family homes. Units are typically arranged around a central common green under communal ownership. Auto Parking is generally grouped in a shared surface area or areas.
 - B7: Add a place holder for a Cottage Housing description consistent with the Unified Land Use Ordinance.
- Amend the draft Land Use Code 18-3.13.050 to read as follows:
 - B1(e). Accessory residential units shall be included for the purposes of meeting minimum density calculation requirements for residential annexations as described in 18-5.7.050F.
 - B2(b): Cottage Housing. In the NN-01 zone, developments meeting the standards of section 18-2.3.090 Cottage housing shall receive a density bonus consistent with 18-x.xx.xxx *.(to reference the density bonus put forth in the ULUO)*
- Amend the draft Land Use Code 18-3-13.060 to read as follows:

A3(a): Automobile Access to development is intended to be provided by alleys where possible consistent with the street connectivity approval standards.



Memo

TO: Ashland City Council
FROM: Normal Neighborhood Plan Working Group
DATE: December 2, 2014
RE: Normal Neighborhood Plan Recommendations

Vision Statement

Neighborhood planning is the process by which the City works with Ashland's residents to envision the future of the neighborhood. The eventual incorporation of the Normal Neighborhood Plan area into the City depends on careful consideration of the neighborhood's unique identity and character and a holistic planning approach. The Normal Neighborhood Working Group envisions a neighborhood that is notable for the natural beauty of the area's wetlands and creeks, mountain views, diversity of households, and as an area which accommodates bicycling and walking as a reliable and convenient way to move throughout the area.

Local streams, wetlands, and scenic vistas contribute significantly to define the character of the Normal Neighborhood. The quality of the place is enhanced by these features and the wildlife that they attract. Connected and contiguous open spaces should remain as central features of the area's future development as they help reflect the community of Ashland's commitment to promote environmental quality, provide recreational opportunities, and function to incorporate nature into the daily lives of the area's residents.

The neighborhood should provide for a range of housing choices available a diversity of Ashland's population. The neighborhood can accommodate a blend of housing types including individual residences, townhomes, apartments, moderately sized cottages, pedestrian oriented cluster housing, and mixed-use neighborhood serving businesses. Future developments should be designed to relate to, and complement, adjacent properties. Incorporating unifying elements between adjacent developments will serve to promote neighborhood cohesiveness, provide open space in a coordinated manner, and secure an efficient circulation system. Given the immediate proximity to existing schools, parks, and local business areas the neighborhood is recognized as place where children can readily walk and bike to schools through a safe, desirable family-based neighborhood.

The Normal Neighborhood Plan Working Group believes a neighborhood plan is necessary to address long-term community goals, unify expectations, and integrate the project area into the fabric of the City. The implementation standards for the neighborhood plan should be strong enough to maintain the vision for the area, yet flexible enough to respond to changing conditions and adapt over time.



Memo

Recommendations

Land Use and Housing Density:

1. Housing Density gradation should move from south to north. This would place higher density development near the railroad tracks and within a relatively short distance to transit lines, parks and community facilities. This approach will also protect the existing viewshed.
2. Zoning designations applied within the Normal neighborhood area should be consistent with the zoning of adjacent land within the City Limits, and use zoning labels that are comparable to those used in the rest of the city while recognizing the Normal Neighborhood (NN) district.
3. Maintain option for neighborhood serving businesses and services close to East Main St near the northeast corner of the plan area.

Open Space:

1. Maintain the approach toward designation of open space and conservation areas proposed in the draft plan. Amend the plan to allow non-conservation open space to be relocated requiring a minor amendment application.
2. Obtain a review of the final plan by the Parks Department prior to adoption.

Design issues:

1. Maintain a maximum building height of 35 feet.
2. Encourage the development of clustered housing that integrates with open space and respects the viewshed.
3. Provide for a smooth transition between adjacent developments to promote neighborhood cohesiveness, provide open space in a coordinated manner, and secure an efficient circulation system.

Transportation:

1. The internal transportation system's local street network should incorporate multiple connections with East Main St as shown, and maintain the Normal Collector as designated in the draft plan. Additional connections to East Main Street or Clay Street, which are not shown in the proposed Street Framework, should require a major amendment to the Plan.
2. Internal local streets should be aligned to provide a grid pattern, including clear east-west connections.
3. Pedestrian and bicycle pathways are critical, especially as a means to connect residents with the middle school and the existing bike path.
4. External transportation improvements, including the railroad crossing and improvements to East Main St., are integral and should proceed in concert with development. However, we believe the city may need to play a role in the financing/implementation of these projects. Accordingly, as a next step we recommend that the council direct city staff and/or an outside consultant to identify and quantify:
 - a. the need and possible means for public investment in the project, and
 - b. the overall costs and benefits that these facilities present to the entire city.



Normal Neighborhood Plan

Project Guiding Principles and Objective

Throughout the process of developing the Normal Neighborhood Plan the Planning Commission, design team, resident participants engaged in the process, and staff have referenced the following goals and objectives to help guide discussions about various plan elements:

- Increase efficiency in the use of land through concentration of housing in a centrally located area within the City UGB planned for future urban development;
- Achieve a development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service;
- Delineate housing, neighborhood serving commercial, open space, public space, and green infrastructure improvements, in a manner that provides for preservation and enhancement of creeks and wetlands;
- Develop new illustrative conceptual architectural and site plans for the project area consistent with Transportation and Growth Management objectives. Concepts will meet the City's and the property owners' development goals and standards.
- Design a local street grid for the project area including connections to existing and planned street, pedestrian, and bicycle facilities outside the project area to more fully integrate the project area into the City transportation system;
- Provide for pedestrian and bicycle routes and facility improvements within the project area that will provide safe access to local schools;
- Provide alternatives to, or delay the need for, expansion of the City UGB;
- Reduce emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled;
- Provide an implementation strategy that includes supporting Comprehensive Plan and updated TSP amendments, form based codes, and design standards; and
- Present the Plan and documentation necessary to support adoption to City's Planning Commission (PC) and City Council (Council).

Executive Summary
Normal Neighborhood Reimbursement District
Offsite Infrastructure Construction Cost Estimate and Apportionment of Costs
City of Ashland, Oregon

INTRODUCTION:

As part of the development of the Normal Neighborhood Plan, certain offsite street and utility improvements/upgrades are needed. The City is proposing to develop said improvements in participation with properties in the Normal Neighborhood. The offsite improvements addressed by this study are:

1. Street and utility improvements/upgrades to East Main Street from Walker Avenue to Clay Street.
2. Improvements to the Normal Avenue railroad crossing at the south end of the neighborhood.

OBJECTIVE:

The objective of this study is to:

1. Determine the cost to make said improvements noted above.
2. Determine an equitable method for all parties to participate in construction of said improvements.

In addition, estimated construction costs were prepared for street and utility improvements/upgrades to East Main Street from Clay Street to Tolman Creek Road as a separate analysis.

BACKGROUND:

The "Normal Neighborhood" is located in the eastern area of Ashland, bounded roughly by East Main Street on the north, the Siskiyou Railroad on the south, Ashland Middle School on the west, and Wingspread Mobile Home Park, Creek Drive, and Clay Street on the east. The neighborhood consists of 34 lots with a total of 472 potential dwelling units under the scenario being considered in the Normal Neighborhood Plan. Under the existing Comprehensive Plan the area would accommodate approximately 550 dwelling units. It is anticipated that the costs of improvements be apportioned to new dwelling units only (i.e. with issuance of a building permit through an advanced financing district), not the existing 23 homes in the project area. The potential dwelling unit count was provided by the City Planning Department Staff.

Street and utility improvement costs to upgrade East Main Street to current City of Ashland standards were estimated based on current improvement costs. The costs were for improvements from Walker Avenue to Clay Street being approximately 3500 feet long or 0.66 miles. East Main Street in this area typically consist of approximately 31 feet wide asphaltic concrete pavement roadway with two travel lanes and two bike lanes. The street right of way is 60 feet.

The proposed street improvements have a couple of different cross-sections. The roadway width would be 48.5 feet wide from the face of curb on the south side to the face of curb on the north side. There would be two travel lanes, one center turn lane, and two six foot (6') wide bicycle lanes on each side. There is not a sidewalk proposed on the north side, only a three foot (3') wide shoulder. The variations in the street cross-section had to do with the sidewalk area on the south side. Most of the sidewalk areas will consist of a six foot (6') wide concrete sidewalk separated from the curb with a seven foot (7') wide planter/bio swale area. There are some areas because of deep cuts or fills, the sidewalk area was narrowed to eliminate the planter/bio swale thereby lessening the cost for construction of retaining walls, etc. In these sections, a six foot (6') wide concrete sidewalk is proposed next to the curb, with a retaining wall. These improvements will fit within the existing 60 foot wide right of way in most cases. Some right of way will need to be acquired to accommodate the required centerline radius for this street classification as well as to provide for a safe driving environment. The cost of right of way acquisition has been included in the construction cost estimate. Some slope and utility easements will be required on both sides of the new street, and those have also been calculated and included in the construction cost estimate.

Also included in the construction cost estimate for East Main Street were sanitary sewer, storm sewer, waterlines, and power line relocation.

The improvements to East Main Street noted above were analyzed two ways. Overhead power lines are located on both sides of the street. PP&L lines are on the north side and City of Ashland power lines are on the south side. Option 1 was to relocate the power lines outside of the street improvements but leaving them overhead. Option 2 was to remove the overhead power lines and place them underground. Although Option 2 is more expensive, it is common practice and a requirement in many cases to move overhead power lines underground when making major street improvements, especially when most of the right of way will be taken up by the streets and sidewalks, as is the case here. Costs were primarily based on current ODOT prices and calculated using a standard ODOT construction cost estimating form/spreadsheet.

In addition to preparing a construction cost estimate for improvements to East Main Street from Walker Avenue to Clay Street, a separate construction cost estimate was prepared for extending the same improvements from Clay Street to Tolman Creek Road, approximately 1000 feet further east. The costs were separated into two options like those noted above. Option 1 was to relocate the power lines outside of the street improvements but leaving them overhead. Option 2 was to remove the overhead power lines and place them underground.

The Normal Avenue rail crossing improvement costs were estimated by RH2 Engineers, earlier in the process. Normal Avenue is proposed to be realigned with a new at grade signalized railroad crossing. The new realigned section of road would be approximately 720 feet long and consist of two travel lanes, two bicycle lanes, and six foot (6') wide sidewalks on both sides. The improvements will require acquisition of right of way which is included in the construction cost estimate.

The City will participate in the cost of improvements to the following extent:

1. 50% SDC Participation for:
 - a. Street Construction,
 - b. Sanitary Sewer Construction, and
 - c. Storm Sewer Construction
2. 0% Participation for:

- a. Right of Way Acquisition
- b. Power Relocation
- c. Waterline Construction

Also included in the construction cost estimates are Engineering, and Contingencies estimated at 62% of the construction cost.

As discussed earlier, the construction cost estimates are based on spring, 2015 costs. Adjustments to future cost estimates should be inflated based on the applicable Construction Cost Index rates for this area. These usually range between 2-3% per year.

CONCLUSION (Summary of Findings):

The estimated construction cost estimates for each option and the apportionment of costs of same are noted below.

Option 1 – Improvements/upgrades to East Main Street from Walker Avenue to Clay Street, and the Normal Avenue Railroad Crossing (Relocating Power Lines Overhead)

Construction Cost	
City Share of Construction Cost (SDC):	\$2,284,059.00
Normal Neighborhood Share of Cost:	\$3,502,959.00
Total Construction Cost:	\$5,787,018.00
Normal Neighborhood Cost Apportionment	
Number of Lots:	34
Total Number of Potential Dwelling Units:	472
Neighborhood Share of Cost Per Dwelling Unit:	\$7,421.52

Option 2 – Improvements/upgrades to East Main Street from Walker Avenue to Clay Street, and the Normal Avenue Railroad Crossing (Place Power Lines Underground)

Construction Cost	
City Share of Construction Cost (SDC):	\$2,887,788.50
Normal Neighborhood Share of Cost:	\$4,106,688.50
Total Construction Cost:	\$6,994,477.00
Normal Neighborhood Cost Apportionment	
Number of Lots:	34
Total Number of Potential Dwelling Units:	472
Neighborhood Share of Cost Per Dwelling Unit:	\$8,700.61

Improvements/upgrades to East Main Street from Clay Street to Tolman Creek Road – The estimated construction cost estimate for this section of street is as follows,

Option 1 - Relocating Power Lines Overhead – Construction Cost Estimate - \$1,489,482

Option 2 - Place Power Lines Underground – Construction Cost Estimate - \$1,606,272

Total Construction Cost Estimate Summary – The following is a summary of all estimated construction costs per option.

Option 1 - Relocate Power Lines Overhead

East Main Street from Walker Avenue to Clay Street:	\$4,470,765
East Main Street from Clay Street to Tolman Creek Road:	<u>\$1,489,482</u>
Subtotal:	\$5,960,247
Normal Avenue Railroad Crossing:	\$1,316,253
Total Cost Option 1:	\$7,276,500

Option 2 - Place Power Lines Underground

East Main Street from Walker Avenue to Clay Street:	\$5,678,224
East Main Street from Clay Street to Tolman Creek Road:	\$1,606,272
Subtotal:	\$7,284,496
Normal Avenue Railroad Crossing:	\$1,316,253
Total Cost Option 2:	\$8,600,749

RECOMMENDATIONS:

It is our recommendation that Option 2 be utilized for this project. Even though the price is higher, it will be more difficult and unsightly to reposition the overhead power lines. I believe that safe could be compromised because the proposed street cross-section puts the curb very close to the right-of-way line and therefore the power lines, which is potentially dangerous for drivers. Also, maintenance will be much better if the power is underground.

Furthermore, Land Use ordinance 18.4.6.090 requires electric, communication, and related utilities to be placed underground except where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical. In the Case of doing substantial work on East Main Street it seems that under-grounding them is practical.

Attached Exhibits:

- Reimbursement District – Potential Units Per Lot
- Apportionment of Costs – Option 1
- Apportionment of Costs – Option 2
- Construction Cost Estimate – East Main Street – Walker Ave. to Clay Street, Normal Avenue RR Crossing – Options 1 and 2
- Construction Cost Estimate – East Main Street –Clay Street to Tolman Creek Road – Options 1 and 2
- Normal Neighborhood Plan Draft – February 2015
- Normal Neighborhood Plan Street Network Plan
- Normal Neighborhood Plan Potential Unit Count 3/2014



CITY OF ASHLAND
NORMAL NEIGHBORHOOD
REIMBURSEMENT DISTRICT -POTENTIAL UNITS PER LOT

Prepared by: Hardey Engineering & Associates, Inc.

Date: 26-Mar-15

Rev: 9-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Units
1	39 1E 10	1300	4
2	39 1E 10	1400	0
3	39 1E 10	1500	4
4	39 1E 10	1700	50
5	39 1E 10	1800	1
6	39 1E 10	1900	0
7	39 1E 10	2000	0
8	39 1E 10	2100	0
9	39 1E 10	2200	1
10	39 1E 10	2300	3
11	39 1E 10	2400	1
12	39 1E 10	2500	49
13	39 1E 10	2600	30
14	39 1E 10	2800	3
15	39 1E 10	2900	5
16	39 1E 10	3000	5
17	39 1E 10	3100	7
18	39 1E 10	3200	4
19	39 1E 10	3300	7
20	39 1E 10	3400	4
21	39 1E 10DA	3100	14
22	39 1E 10DA	3300	30
23	39 1E 10DA	3400	0
24	39 1E 10DA	3500	32
25	39 1E 10DA	3600	15
26	39 1E 10DD	700	27
27	39 1E 10DD	800	2
28	39 1E 10DD	1000	15
29	39 1E 10DD	1100	40
30	39 1E 11C	3600	0
31	39 1E 11C	3601	36
32	39 1E 11C	3602	33
33	39 1E 11CB	3600	50
34	39 1E 11CB	3700	0

TOTAL UNITS: 472

CITY OF ASHLAND - NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT
Apportionment of Costs - East Main Street - Walker Ave. to Clay St. - Option 1 (Relocate Power)

City Participation

- 50% SDC For: Street Construction
 - Sanitary Sewer
 - Storm Sewer
- 0% SDC For: Right of Way Acquisition
 - Power Relocation
 - Waterline

East Main Total Cost:	\$4,470,765.00
Less Right of Way Costs:	(\$319,100.00)
Less Power Relocation Costs:	(\$265,000.00)
Less Waterline Costs:	(\$324,400.00)
Adjusted Total:	\$3,562,265.00
Less 50% SDC Participation:	\$1,781,132.50
City Share (SDC):	\$1,781,132.50
Reimbursement Share:	\$2,689,632.50

Normal Ave. Railroad Crossing - Total Cost:	\$1,316,253.00
Less Right of Way Costs:	(\$310,400.00)
Adjusted Total:	\$1,005,853.00
Less 50% SDC Participation:	\$502,926.50
City Share (SDC):	\$502,926.50
Reimbursement Share:	\$813,326.50

Combined Costs - East Main and Normal Ave. RR Crossing

City Share - East Main:	\$1,781,132.50
City Share - Normal RR Xing:	<u>\$502,926.50</u>
Total:	\$2,284,059.00

Reimbursement Share - East Main:	\$2,689,632.50
Reimbursement Share - Normal RR Xing:	<u>\$813,326.50</u>
Total:	\$3,502,959.00

Assessment Per Lot - Option 1

Date: 26-Mar-15

Rev: 9-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Dwelling Units	Reimbursement Share Per Lot
1	39 1E 10	1300	4	\$29,686.09
2	39 1E 10	1400	0	\$0.00
3	39 1E 10	1500	4	\$29,686.09
4	39 1E 10	1700	50	\$371,076.17
5	39 1E 10	1800	1	\$7,421.52
6	39 1E 10	1900	0	\$0.00
7	39 1E 10	2000	0	\$0.00
8	39 1E 10	2100	0	\$0.00
9	39 1E 10	2200	1	\$7,421.52
10	39 1E 10	2300	3	\$22,264.57
11	39 1E 10	2400	1	\$7,421.52
12	39 1E 10	2500	49	\$363,654.64
13	39 1E 10	2600	30	\$222,645.70
14	39 1E 10	2800	3	\$22,264.57
15	39 1E 10	2900	5	\$37,107.62
16	39 1E 10	3000	5	\$37,107.62
17	39 1E 10	3100	7	\$51,950.66
18	39 1E 10	3200	4	\$29,686.09
19	39 1E 10	3300	7	\$51,950.66
20	39 1E 10	3400	4	\$29,686.09
21	39 1E 10DA	3100	14	\$103,901.33
22	39 1E 10DA	3300	30	\$222,645.70
23	39 1E 10DA	3400	0	\$0.00
24	39 1E 10DA	3500	32	\$237,488.75
25	39 1E 10DA	3600	15	\$111,322.85
26	39 1E 10DD	700	27	\$200,381.13
27	39 1E 10DD	800	2	\$14,843.05
28	39 1E 10DD	1000	15	\$111,322.85
29	39 1E 10DD	1100	40	\$296,860.93
30	39 1E 11C	3600	0	\$0.00
31	39 1E 11C	3601	36	\$267,174.84
32	39 1E 11C	3602	33	\$244,910.27
33	39 1E 11CB	3600	50	\$371,076.17
34	39 1E 11CB	3700	0	\$0.00

TOTAL UNITS: 472
COST PER UNIT: \$7,421.52
\$3,502,959.00

CITY OF ASHLAND - NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT
Apportionment of Costs - East Main Street - Walker Ave. to Clay St. - Option 2 (Underground Power)

City Participation

50% SDC For: Street Construction
 Sanitary Sewer
 Storm Sewer

0% SDC For: Right of Way Acquisition
 Power Relocation
 Waterline

East Main Total Cost:	\$5,678,224.00
Less Right of Way Costs:	(\$319,100.00)
Less Power Relocation Costs:	(\$265,000.00)
Less Waterline Costs:	(\$324,400.00)
Adjusted Total:	\$4,769,724.00
Less 50% SDC Participation:	\$2,384,862.00

City Share (SDC):	\$2,384,862.00
Reimbursement Share:	\$3,293,362.00

Normal Ave. Railroad Crossing - Total Cost:	\$1,316,253.00
Less Right of Way Costs:	(\$310,400.00)
Adjusted Total:	\$1,005,853.00
Less 50% SDC Participation:	\$502,926.50

City Share (SDC):	\$502,926.50
Reimbursement Share:	\$813,326.50

Combined Costs - East Main and Normal Ave. RR Crossing

City Share - East Main:	\$2,384,862.00
City Share - Normal RR Xing:	<u>\$502,926.50</u>
Total:	\$2,887,788.50

Reimbursement Share - East Main:	\$3,293,362.00
Reimbursement Share - Normal RR Xing:	<u>\$813,326.50</u>
Total:	\$4,106,688.50

Assessment Per Lot - Option 2

Date: 26-Mar-15

Rev: 9-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Dwelling Units	Reimbursement Share Per Lot
1	39 1E 10	1300	4	\$34,802.44
2	39 1E 10	1400	0	\$0.00
3	39 1E 10	1500	4	\$34,802.44
4	39 1E 10	1700	50	\$435,030.56
5	39 1E 10	1800	1	\$8,700.61
6	39 1E 10	1900	0	\$0.00
7	39 1E 10	2000	0	\$0.00
8	39 1E 10	2100	0	\$0.00
9	39 1E 10	2200	1	\$8,700.61
10	39 1E 10	2300	3	\$26,101.83
11	39 1E 10	2400	1	\$8,700.61
12	39 1E 10	2500	49	\$426,329.95
13	39 1E 10	2600	30	\$261,018.34
14	39 1E 10	2800	3	\$26,101.83
15	39 1E 10	2900	5	\$43,503.06
16	39 1E 10	3000	5	\$43,503.06
17	39 1E 10	3100	7	\$60,904.28
18	39 1E 10	3200	4	\$34,802.44
19	39 1E 10	3300	7	\$60,904.28
20	39 1E 10	3400	4	\$34,802.44
21	39 1E 10DA	3100	14	\$121,808.56
22	39 1E 10DA	3300	30	\$261,018.34
23	39 1E 10DA	3400	0	\$0.00
24	39 1E 10DA	3500	32	\$278,419.56
25	39 1E 10DA	3600	15	\$130,509.17
26	39 1E 10DD	700	27	\$234,916.50
27	39 1E 10DD	800	2	\$17,401.22
28	39 1E 10DD	1000	15	\$130,509.17
29	39 1E 10DD	1100	40	\$348,024.45
30	39 1E 11C	3600	0	\$0.00
31	39 1E 11C	3601	36	\$313,222.00
32	39 1E 11C	3602	33	\$287,120.17
33	39 1E 11CB	3600	50	\$435,030.56
34	39 1E 11CB	3700	0	\$0.00
TOTAL UNITS:			472	\$4,106,688.50
COST PER UNIT:			\$8,700.61	

OPTION 1

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL				
MOBILIZATION	LS		10.00%	\$213,961
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$101,886
EROSION AND SEDIMENT CONTROL				
EROSION CONTROL	LS		1.00%	\$19,784
ROADWORK				
CONSTRUCTION SURVEY WORK	LS		2.00%	\$39,568
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS		\$20,000	\$20,000
REMOVAL OF CURBS	FOOT		\$6	\$0
REMOVAL OF GUARDRAIL	FOOT		\$4	\$0
REMOVAL OF PIPES	FOOT	490	\$12	\$5,880
REMOVAL OF SURFACINGS	SQYD	100	\$10	\$1,000
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	390	\$10	\$3,900
CLEARING AND GRUBBING	ACRE	4.5	\$5,060	\$22,770
GENERAL EXCAVATION	CUYD	6000	\$15	\$90,000
EMBANKMENT IN PLACE	CUYD		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SQYD		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SQYD	7000	\$24	\$168,000
12 INCH SURFACING STABILIZATION	SQYD		\$20	\$0
24 INCH SURFACING STABILIZATION	SQYD		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SQYD	8500	\$1	\$8,500
LOOSE RIPRAP, CLASS 100	CUYD	60	\$45	\$2,700
DRAINAGE AND SEWERS				
36 INCH CULVERT PIPE, 5 FT DEPTH	FOOT	140	\$85	\$11,900
12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	760	\$46	\$34,960
18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	690	\$50	\$34,500
24 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	990	\$62	\$61,380
36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	10	\$2,800	\$28,000
CONCRETE INLETS, TYPE CG-2	EACH	20	\$1,250	\$25,000
12' x 4' STRUCTURAL PLATE ARCH	FOOT	160	\$500	\$80,000
MSE HEAD & END WALLS	SQFT	800	\$15	\$12,000
IRRIGATION STRUCTURE	EACH	2	\$3,000	\$6,000
UTILITY PIPE SLEEVES	LIN FT		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LIN FT	2600	\$35	\$91,000
48" SANITARY MANHOLES	EACH	15	\$2,500	\$37,500
4" SERVICE LATERALS	LIN FT	300	\$15	\$4,500
12" MINUS RIVER RUN ROCK	C.Y.	100	\$40	\$4,000
BRIDGES				
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
END PANELS	EACH			\$0
BASES				
COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SQYD		\$4	\$0
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD		\$3	\$0
AGGREGATE BASE	TON	4900	\$18	\$88,200
AGGREGATE SHOULDERS	TON	240	\$17	\$4,080
WEARING SURFACES				
ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	2800	\$85	\$238,000
ASPHALT WALKS	SQYD		\$4	\$0
CRACK SEALING	FOOT		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	12	\$500	\$6,000
REINFORCED CONCRETE PAVEMENT	SQYD		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SQYD		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SQFT	1500	\$4	\$6,000
CONCRETE CURBS	FOOT		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	FOOT	7000	\$12	\$84,000
CONCRETE WALKS	SQFT	17200	\$5.0	\$86,000
CONCRETE DRIVEWAY APRONS	SQFT	3900	\$8	\$31,200
PAVEMENT CUTTING	LIN FT	6400	\$4	\$25,600
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	FOOT		\$20	\$0
GUARDRAIL, TYPE 3	FOOT		\$50	\$0
GUARDRAIL, TYPE 4	FOOT		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH		\$680	\$0
GUARDRAIL END PIECES, TYPE B	EACH		\$85	\$0
GUARDRAIL TRANSITION	EACH		\$2,250	\$0
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	FOOT		\$5	\$0
CONCRETE BARRIER	FOOT		\$51	\$0
CONCRETE BARRIER, TALL	FOOT		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH	8	\$260.00	\$2,080
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH	1	\$650.00	\$650
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	25	\$138.00	\$3,450
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200.00	\$0
PAVEMENT LINE, TYPE D	SQFT		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	FOOT	14000	\$0.15	\$2,100
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	FOOT		\$2.00	\$0

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
RUMBLE STRIPS	MILE		\$1,700	\$0
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS		1.00%	\$18,875
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	8	\$9,000	\$72,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	3	\$5,000	\$15,000
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH	5	\$300	\$1,500
ENVIRONMENTAL MITIGATION SITES		1	\$0	\$0
FENCING	LIN FT	3430	\$25	\$85,750
LANDSCAPING	LS	1	\$65,000	\$65,000
WATER SUPPLY SYSTEMS		1	\$0	\$0
16" DIP WITH CLASS - B BACKFILL	FOOT	3360	\$85	\$285,600
FIRE HYDRANT ASSEMBLY	EACH	6	\$4,000	\$24,000
16" GATE VALVE	EACH	3	\$3,000	\$9,000
8" GATE VALVE	EACH	4	\$1,200	\$4,800
CONNECT TO CITY WATER SYSTEM (WALKER)	LS	1	\$1,000	\$1,000
RELOCATE POWER TRANSMISSION LINE (CITY)	LS	1	\$65,000	\$65,000
RELOCATE POWER TRANSMISSION LINE (PP&L)	LS	1	\$200,000	\$200,000
CONSTRUCTION SUBTOTAL				\$2,553,574
<i>For Projects Developed by Consultants:</i>				
AC BONUS Or STATISTICAL BONUS			5.0%	\$11,900
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$641,368
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$434,108
CONTINGENCIES			20.0%	\$510,715
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$4,151,665
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	24	\$7,500	\$180,000
RIGHT OF WAY ACQUISITION	LS	1	\$28,000	\$28,000
EASEMENTS	LS	1	\$111,100	\$111,100
				\$4,470,765



PRELIMINARY ENGINEER'S ESTIMATE

NORMAL AVE. RAILROAD CROSSING

**AGENCY
CITY OF ASHLAND**

KIND OF WORK

LENGTH

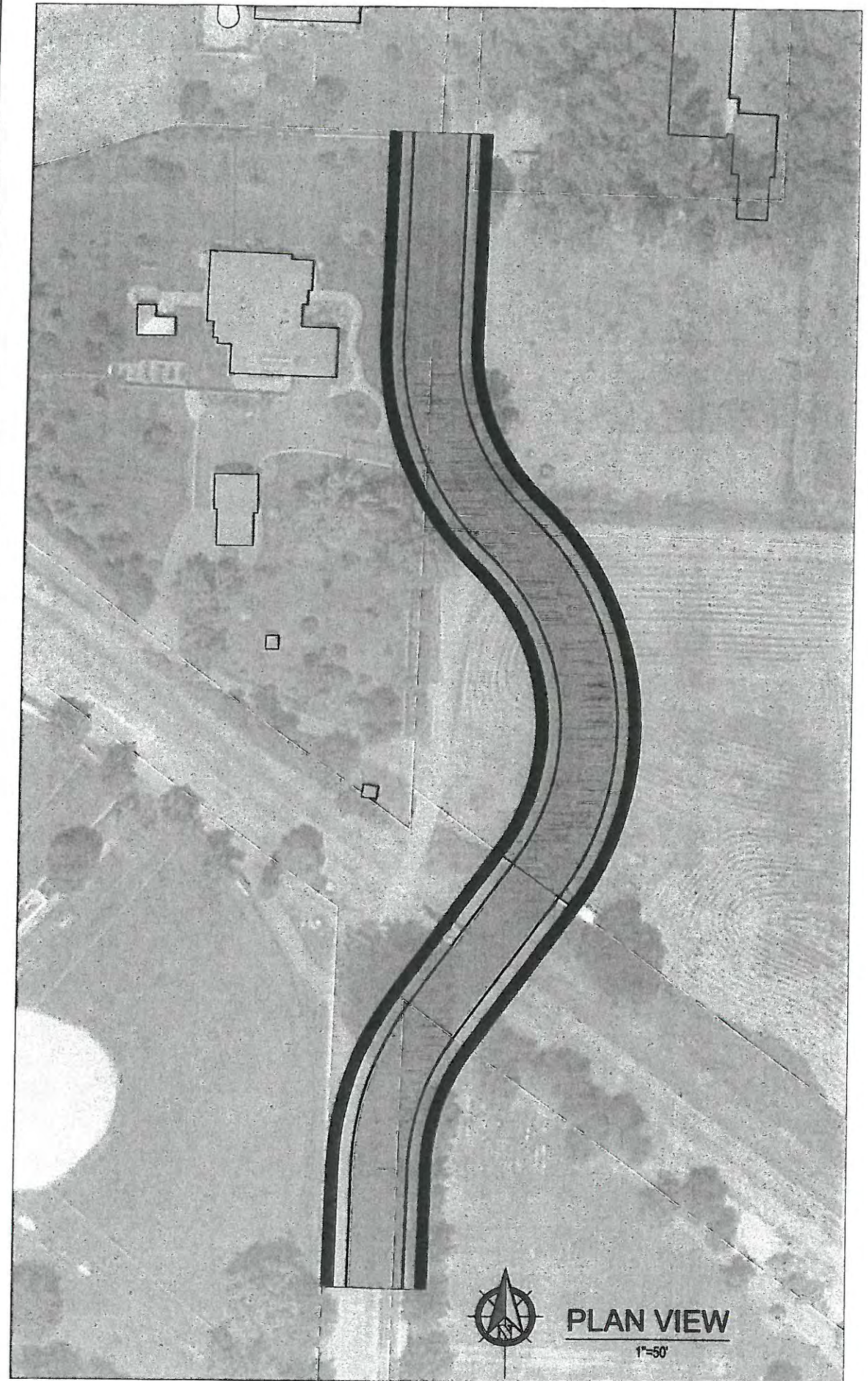
ESTIMATOR

DATE

STREET IMPROVEMENTS

10/9/14

ITEM #	SPEC #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
200 TEMPORARY FEATURES AND APPURTENANCES						
	210	MOBILIZATION	LS	1	10%	\$69,500
	225	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	\$3,000	\$3,000
	280	EROSION AND SEDIMENT CONTROL	LS	1	\$1,500	\$1,500
300 ROADWORK						
	305	CONSTRUCTION SURVEY WORK	LS	1	\$10,000	\$10,000
	310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$5,000	\$5,000
	350	SUBGRADE GEOTEXTILE	SY	4000	\$2	\$8,000
600 BASES						
	641	SUBBASE	TN	1400	\$15	\$21,000
	641	3/4 INCH - 0 AGGREGATE BASE (4" DEPTH)	TN	560	\$24	\$13,440
	641	4 INCH - 0 AGGREGATE BASE (6" DEPTH)	TN	820	\$16	\$13,120
700 WEARING SURFACES						
	744	LEVEL 2, 1/2 INCH DENSE MHMAC	TON	585	\$110	\$64,350
	759	CONCRETE CURBS	LF	1440	\$25	\$36,000
	759	CONCRETE WALKS	SF	8650	\$6	\$51,900
	N/A	RAILROAD CONSTRUCTION	LS	1	\$400,000	\$400,000
CONSTRUCTION SUBTOTAL						\$696,810.00
		ROW ACQUISITION (PRIVATE)	SF	28000	\$10	\$280,000
		ROW ACQUISITION (CITY)	SF	3800	\$8	\$30,400
		RAILROAD PERMITTING	LS	1	\$100,000	\$100,000
		CONTINGENCY (30%)	LS	1	\$209,043	\$209,043
TOTAL						\$1,316,253.00



PLAN VIEW

1"=50'

OPTION 2

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL				
MOBILIZATION	LS		10.00%	\$254,447
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$121,165
EROSION AND SEDIMENT CONTROL				
EROSION CONTROL	LS		1.00%	\$23,527
ROADWORK				
CONSTRUCTION SURVEY WORK	LS		2.00%	\$47,055
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS		\$20,000	\$20,000
REMOVAL OF CURBS	FOOT		\$6	\$0
REMOVAL OF GUARDRAIL	FOOT		\$4	\$0
REMOVAL OF PIPES	FOOT	490	\$12	\$5,880
REMOVAL OF SURFACINGS	SQYD	100	\$10	\$1,000
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	390	\$10	\$3,900
CLEARING AND GRUBBING	ACRE	4.5	\$5,060	\$22,770
GENERAL EXCAVATION	CUYD	6000	\$15	\$90,000
EMBANKMENT IN PLACE	CUYD		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SQYD		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SQYD	7000	\$24	\$168,000
12 INCH SURFACING STABILIZATION	SQYD		\$20	\$0
24 INCH SURFACING STABILIZATION	SQYD		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SQYD	8500	\$1	\$8,500
LOOSE RIPRAP, CLASS 100	CUYD	60	\$45	\$2,700
DRAINAGE AND SEWERS				
36 INCH CULVERT PIPE, 5 FT DEPTH	FOOT	140	\$85	\$11,900
12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	760	\$46	\$34,960
18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	690	\$50	\$34,500
24 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	990	\$62	\$61,380
36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	10	\$2,800	\$28,000
CONCRETE INLETS, TYPE CG-2	EACH	20	\$1,250	\$25,000
12' x 4' STRUCTURAL PLATE ARCH	FOOT	160	\$500	\$80,000
MSE HEAD & END WALLS	SQFT	800	\$15	\$12,000
IRRIGATION STRUCTURE	EACH	2	\$3,000	\$6,000
UTILITY PIPE SLEEVES	LIN FT		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LIN FT	2600	\$35	\$91,000
48" SANITARY MANHOLES	EACH	15	\$2,500	\$37,500
4" SERVICE LATERALS	LIN FT	300	\$15	\$4,500
12" MINUS RIVER RUN ROCK	C.Y.	100	\$40	\$4,000
BRIDGES				
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
END PANELS	EACH			\$0
BASES				
COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SQYD		\$4	\$0
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD		\$3	\$0
AGGREGATE BASE	TON	4900	\$18	\$88,200
AGGREGATE SHOULDERS	TON	240	\$17	\$4,080
WEARING SURFACES				
ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	2800	\$85	\$238,000
ASPHALT WALKS	SQYD		\$4	\$0
CRACK SEALING	FOOT		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	12	\$500	\$6,000
REINFORCED CONCRETE PAVEMENT	SQYD		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SQYD		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SQFT	1500	\$4	\$6,000
CONCRETE CURBS	FOOT		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	FOOT	7000	\$12	\$84,000
CONCRETE WALKS	SQFT	17200	\$5.0	\$86,000
CONCRETE DRIVEWAY APRONS	SQFT	3900	\$8	\$31,200
PAVEMENT CUTTING	LIN FT	6400	\$4	\$25,600
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	FOOT		\$20	\$0
GUARDRAIL, TYPE 3	FOOT		\$50	\$0
GUARDRAIL, TYPE 4	FOOT		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH		\$680	\$0
GUARDRAIL END PIECES, TYPE B	EACH		\$85	\$0
GUARDRAIL TRANSITION	EACH		\$2,250	\$0
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	FOOT		\$5	\$0
CONCRETE BARRIER	FOOT		\$51	\$0
CONCRETE BARRIER, TALL	FOOT		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH	8	\$260.00	\$2,080
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH	1	\$650.00	\$650
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	25	\$138.00	\$3,450
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200.00	\$0
PAVEMENT LINE, TYPE D	SQFT		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	FOOT	14000	\$0.15	\$2,100
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	FOOT		\$2.00	\$0

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St., Walker Ave. to Clay St.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
RUMBLE STRIPS	MILE		\$1,700	\$0
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS		1.00%	\$22,225
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	12	\$9,000	\$108,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	3	\$5,000	\$15,000
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH	5	\$300	\$1,500
ENVIRONMENTAL MITIGATION SITES		1	\$0	\$0
FENCING	LIN FT	3430	\$25	\$85,750
LANDSCAPING	LS	1	\$65,000	\$65,000
WATER SUPPLY SYSTEMS		1	\$0	\$0
16" DIP WITH CLASS - B BACKFILL	FOOT	3360	\$85	\$285,600
FIRE HYDRANT ASSEMBLY	EACH	6	\$4,000	\$24,000
16" GATE VALVE	EACH	3	\$3,000	\$9,000
8" GATE VALVE	EACH	4	\$1,200	\$4,800
CONNECT TO CITY WATER SYSTEM (WALKER)	LS	1	\$1,000	\$1,000
UNDERGROUND POWER TRANSMISSION LINE (CITY)	LS	1	\$400,000	\$400,000
UNDERGROUND POWER TRANSMISSION LINE (PP&L)	LS	1	\$500,000	\$500,000
CONSTRUCTION SUBTOTAL				\$3,298,919
<i>For Projects Developed by Consultants:</i>				
AC BONUS Or STATISTICAL BONUS			5.0%	\$11,900
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$827,705
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$560,816
CONTINGENCIES			20.0%	\$659,784
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$5,359,124
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	24	\$7,500	\$180,000
RIGHT OF WAY ACQUISITION	LS	1	\$28,000	\$28,000
EASEMENTS	LS	1	\$111,100	\$111,100
				\$5,678,224



PRELIMINARY ENGINEER'S ESTIMATE

NORMAL AVE. RAILROAD CROSSING

AGENCY
CITY OF ASHLAND

KIND OF WORK

STREET IMPROVEMENTS

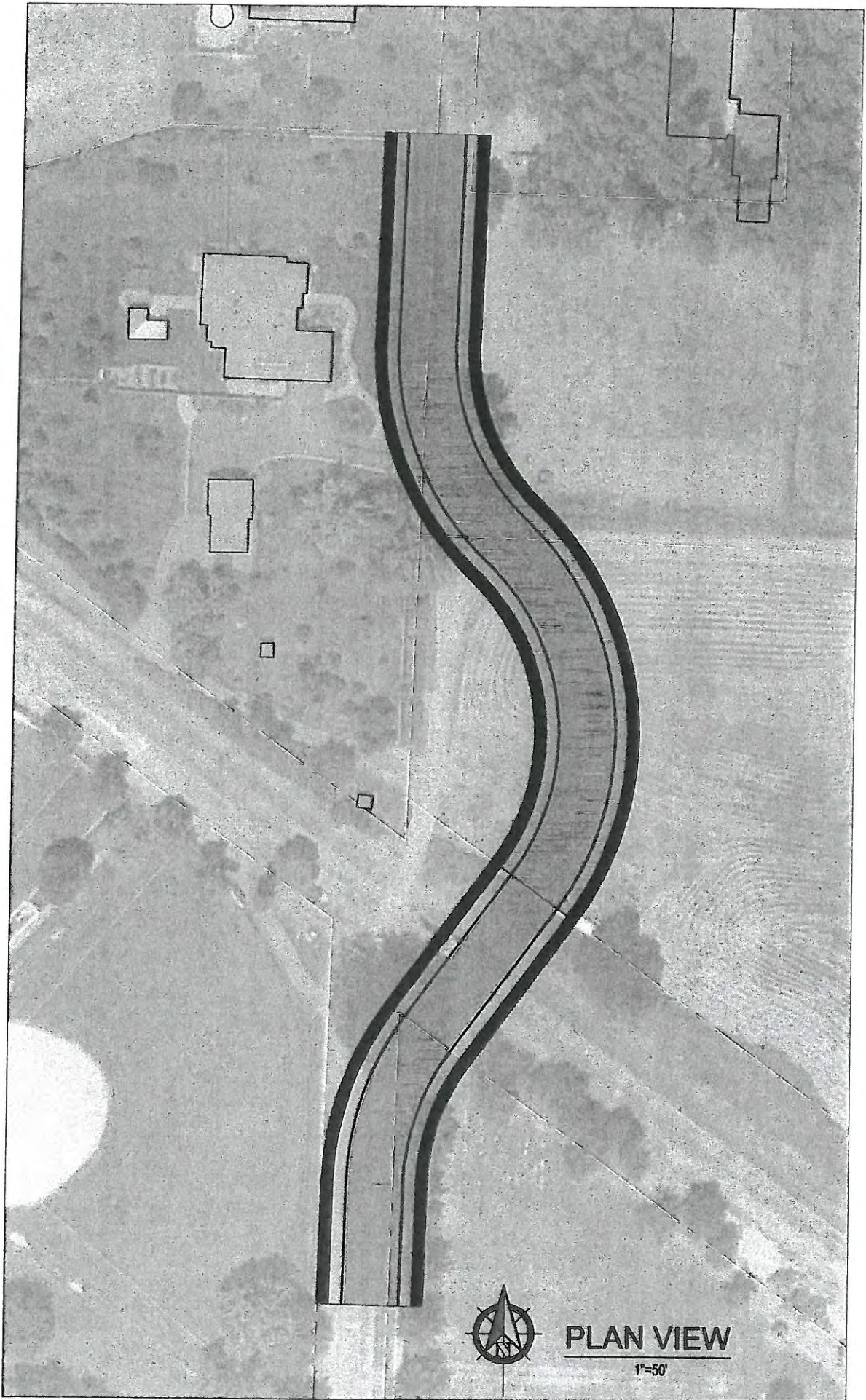
LENGTH

ESTIMATOR

DATE

10/9/14

ITEM #	SPEC #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
200 TEMPORARY FEATURES AND APPURTENANCES						
	210	MOBILIZATION	LS	1	10%	\$69,500
	225	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	\$3,000	\$3,000
	280	EROSION AND SEDIMENT CONTROL	LS	1	\$1,500	\$1,500
300 ROADWORK						
	305	CONSTRUCTION SURVEY WORK	LS	1	\$10,000	\$10,000
	310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$5,000	\$5,000
	350	SUBGRADE GEOTEXTILE	SY	4000	\$2	\$8,000
600 BASES						
	641	SUBBASE	TN	1400	\$15	\$21,000
	641	3/4 INCH - 0 AGGREGATE BASE (4" DEPTH)	TN	560	\$24	\$13,440
	641	4 INCH - 0 AGGREGATE BASE (6" DEPTH)	TN	820	\$16	\$13,120
700 WEARING SURFACES						
	744	LEVEL 2, 1/2 INCH DENSE MHMAC	TON	585	\$110	\$64,350
	759	CONCRETE CURBS	LF	1440	\$25	\$36,000
	759	CONCRETE WALKS	SF	8650	\$6	\$51,900
	N/A	RAILROAD CONSTRUCTION	LS	1	\$400,000	\$400,000
CONSTRUCTION SUBTOTAL						\$696,810.00
		ROW ACQUISITION (PRIVATE)	SF	28000	\$10	\$280,000
		ROW ACQUISITION (CITY)	SF	3800	\$8	\$30,400
		RAILROAD PERMITTING	LS	1	\$100,000	\$100,000
		CONTINGENCY (30%)	LS	1	\$209,043	\$209,043
TOTAL						\$1,316,253.00



PLAN VIEW

1"=50'

OPTION 1

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL				
MOBILIZATION	LS		10.00%	\$65,665
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$31,269
EROSION AND SEDIMENT CONTROL				
EROSION CONTROL	LS		1.00%	\$6,072
ROADWORK				
CONSTRUCTION SURVEY WORK	LS		2.00%	\$12,143
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	10,000	\$1	\$10,000
REMOVAL OF CURBS	FOOT	100	\$6	\$600
REMOVAL OF GUARDRAIL	FOOT	200	\$4	\$800
REMOVAL OF PIPES	FOOT	100	\$12	\$1,200
REMOVAL OF SURFACINGS	SQYD	50	\$10	\$500
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	150	\$10	\$1,500
CLEARING AND GRUBBING	ACRE	0.7	\$5,060	\$3,542
GENERAL EXCAVATION	CUYD	3000	\$15	\$45,000
EMBANKMENT IN PLACE	CUYD		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SQYD		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SQYD	200	\$24	\$4,800
12 INCH SURFACING STABILIZATION	SQYD		\$20	\$0
24 INCH SURFACING STABILIZATION	SQYD		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SQYD	3500	\$1	\$3,500
LOOSE RIPRAP, CLASS 100	CUYD	10	\$45	\$450
DRAINAGE AND SEWERS				
36 INCH CULVERT PIPE, 5 FT DEPTH	FOOT	80	\$85	\$6,800
12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	300	\$46	\$13,800
18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	650	\$50	\$32,500
24 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	990	\$62	\$61,380
36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	3	\$2,800	\$8,400
CONCRETE INLETS, TYPE CG-2	EACH	8	\$1,250	\$10,000
12' x 4' STRUCTURAL PLATE ARCH	FOOT		\$500	\$0
MSE HEAD & END WALLS	SQFT	200	\$15	\$3,000
IRRIGATION STRUCTURE	EACH		\$3,000	\$0
UTILITY PIPE SLEEVES	LIN FT		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LIN FT		\$35	\$0
48" SANITARY MANHOLES	EACH		\$2,500	\$0
4" SERVICE LATERALS	LIN FT		\$15	\$0
12" MINUS RIVER RUN ROCK	C.Y.		\$40	\$0
MAJOR ADJUSTMENT OF MANHOLES	EACH	6	\$700	\$4,200
BRIDGES				
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
END PANELS	EACH			\$0
BASES				
COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SQYD	1000	\$4	\$4,000
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD		\$3	\$0
AGGREGATE BASE	TON	1200	\$18	\$21,600
AGGREGATE SHOULDERS	TON	150	\$17	\$2,550
WEARING SURFACES				
ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	720	\$85	\$61,200
ASPHALT WALKS	SQYD		\$4	\$0
CRACK SEALING	FOOT		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	4	\$500	\$2,000
REINFORCED CONCRETE PAVEMENT	SQYD		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SQYD		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SQFT		\$4	\$0
CONCRETE CURBS	FOOT		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	FOOT	1600	\$12	\$19,200
CONCRETE WALKS	SQFT	9300	\$5	\$46,500
CONCRETE DRIVEWAYS	SQFT	420	\$8	\$3,360
PAVEMENT CUTTING	LIN FT	1600	\$4	\$6,400
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	FOOT	300	\$20	\$6,000
GUARDRAIL, TYPE 3	FOOT		\$50	\$0
GUARDRAIL, TYPE 4	FOOT		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH	1	\$680	\$680
GUARDRAIL END PIECES, TYPE B	EACH	1	\$85	\$85
GUARDRAIL TRANSITION	EACH	1	\$2,250	\$2,250
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	FOOT		\$5	\$0
CONCRETE BARRIER	FOOT		\$51	\$0
CONCRETE BARRIER, TALL	FOOT		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH	6	\$260	\$1,560
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH		\$650	\$0
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	6	\$138	\$828
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200	\$0
PAVEMENT LINE, TYPE D	SQFT		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	FOOT	3800	\$0.15	\$570
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	FOOT		\$2	\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (RELOCATE POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
		UNIT	AMOUNT	TOTAL
RUMBLE STRIPS	MILE		\$1,700	\$0
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS		1.00%	\$5,744
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	3	\$9,000	\$27,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	0.70	\$5,000	\$3,500
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH	1	\$300	\$300
ENVIRONMENTAL MITIGATION SITES		1	\$0	\$0
FENCING	LIN FT	900	\$25	\$22,500
LANDSCAPING	LS	1	\$34,470	\$34,470
WATER SUPPLY SYSTEMS				
16" DIP WITH CLASS - B BACKFILL	FOOT	900	\$85	\$76,500
FIRE HYDRANT ASSEMBLY	EACH	1	\$4,000	\$4,000
16" GATE VALVE	EACH	1	\$3,000	\$3,000
8" GATE VALVE	EACH	2	\$1,200	\$2,400
CONNECT TO CITY WATER SYSTEM (WALKER)	LS	2	\$1,000	\$2,000
RELOCATE POWER TRANSMISSION LINE (CITY)	LS	1	\$35,000	\$35,000
RELOCATE POWER TRANSMISSION LINE (PP&L)	LS	1	\$100,000	\$100,000
CONSTRUCTION SUBTOTAL				\$822,319
<i>For Projects Developed by Consultants:</i>				
AC BONUS Or STATISTICAL BONUS			5.0%	\$3,060
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$206,345
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$139,794
CONTINGENCIES			20.0%	\$164,464
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$1,335,982
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	7	\$7,500	\$52,500
RIGHT OF WAY ACQUISITION	LS	1	\$25,000	\$25,000
EASEMENTS	LS	1	\$76,000	\$76,000
TOTAL				\$1,489,482

OPTION 2

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL				
MOBILIZATION	LS		10.00%	\$72,219
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$34,390
EROSION AND SEDIMENT CONTROL				
EROSION CONTROL	LS		1.00%	\$6,678
ROADWORK				
CONSTRUCTION SURVEY WORK	LS		2.00%	\$13,355
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	10,000	\$1	\$10,000
REMOVAL OF CURBS	FOOT	100	\$6	\$600
REMOVAL OF GUARDRAIL	FOOT	200	\$4	\$800
REMOVAL OF PIPES	FOOT	100	\$12	\$1,200
REMOVAL OF SURFACINGS	SQYD	50	\$10	\$500
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	150	\$10	\$1,500
CLEARING AND GRUBBING	ACRE	0.7	\$5,060	\$3,542
GENERAL EXCAVATION	CUYD	3000	\$15	\$45,000
EMBANKMENT IN PLACE	CUYD		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SQYD		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SQYD	200	\$24	\$4,800
12 INCH SURFACING STABILIZATION	SQYD		\$20	\$0
24 INCH SURFACING STABILIZATION	SQYD		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SQYD	3500	\$1	\$3,500
LOOSE RIPRAP, CLASS 100	CUYD	10	\$45	\$450
DRAINAGE AND SEWERS				
36 INCH CULVERT PIPE, 5 FT DEPTH	FOOT	80	\$85	\$6,800
12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	300	\$46	\$13,800
18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	650	\$50	\$32,500
24 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	990	\$62	\$61,380
36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	3	\$2,800	\$8,400
CONCRETE INLETS, TYPE CG-2	EACH	8	\$1,250	\$10,000
12' x 4' STRUCTURAL PLATE ARCH	FOOT		\$500	\$0
MSE HEAD & END WALLS	SQFT	200	\$15	\$3,000
IRRIGATION STRUCTURE	EACH		\$3,000	\$0
UTILITY PIPE SLEEVES	LIN FT		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LIN FT		\$35	\$0
48" SANITARY MANHOLES	EACH		\$2,500	\$0
4" SERVICE LATERALS	LIN FT		\$15	\$0
12" MINUS RIVER RUN ROCK	C.Y.		\$40	\$0
MAJOR ADJUSTMENT OF MANHOLES	EACH	6	\$700	\$4,200
BRIDGES				
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd.

KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
END PANELS	EACH			\$0

BASES

COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SQYD	1000	\$4	\$4,000
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD		\$3	\$0
AGGREGATE BASE	TON	1200	\$18	\$21,600
AGGREGATE SHOULDERS	TON	150	\$17	\$2,550

WEARING SURFACES

ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	720	\$85	\$61,200
ASPHALT WALKS	SQYD		\$4	\$0
CRACK SEALING	FOOT		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	4	\$500	\$2,000
REINFORCED CONCRETE PAVEMENT	SQYD		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SQYD		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SQFT		\$4	\$0
CONCRETE CURBS	FOOT		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	FOOT	1600	\$12	\$19,200
CONCRETE WALKS	SQFT	9300	\$5	\$46,500
CONCRETE DRIVEWAYS	SQFT	420	\$8	\$3,360
PAVEMENT CUTTING	LIN FT	1600	\$4	\$6,400

PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES

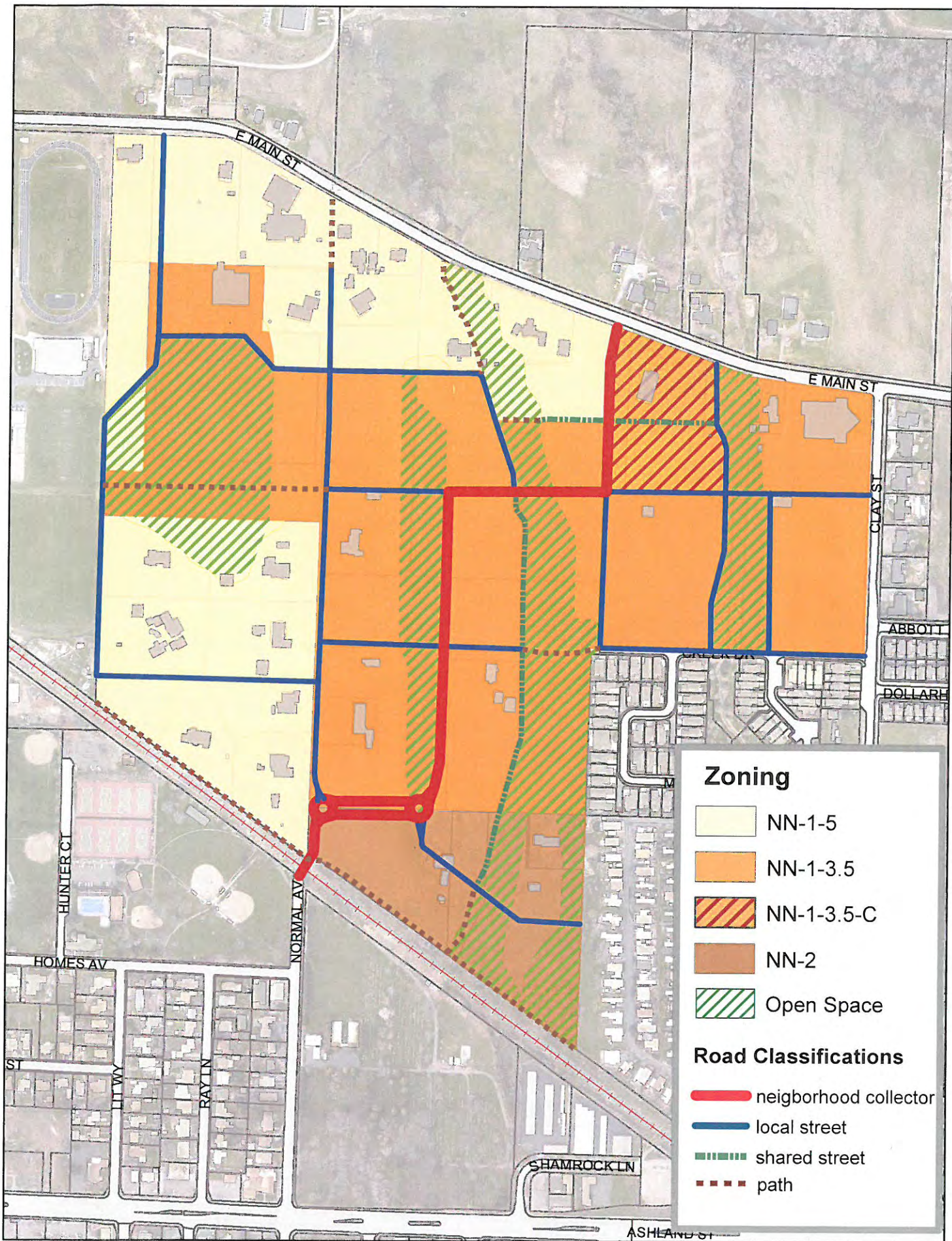
GUARDRAIL, TYPE 2A	FOOT	300	\$20	\$6,000
GUARDRAIL, TYPE 3	FOOT		\$50	\$0
GUARDRAIL, TYPE 4	FOOT		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH	1	\$680	\$680
GUARDRAIL END PIECES, TYPE B	EACH	1	\$85	\$85
GUARDRAIL TRANSITION	EACH	1	\$2,250	\$2,250
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	FOOT		\$5	\$0
CONCRETE BARRIER	FOOT		\$51	\$0
CONCRETE BARRIER, TALL	FOOT		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH	6	\$260	\$1,560
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH		\$650	\$0
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	6	\$138	\$828
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200	\$0
PAVEMENT LINE, TYPE D	SQFT		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	FOOT	3800	\$0.15	\$570
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	FOOT		\$2	\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (UNDERGROUND POWER)

PROJECT NAME: East Main St.-Clay St. to Tolman Creek Rd.

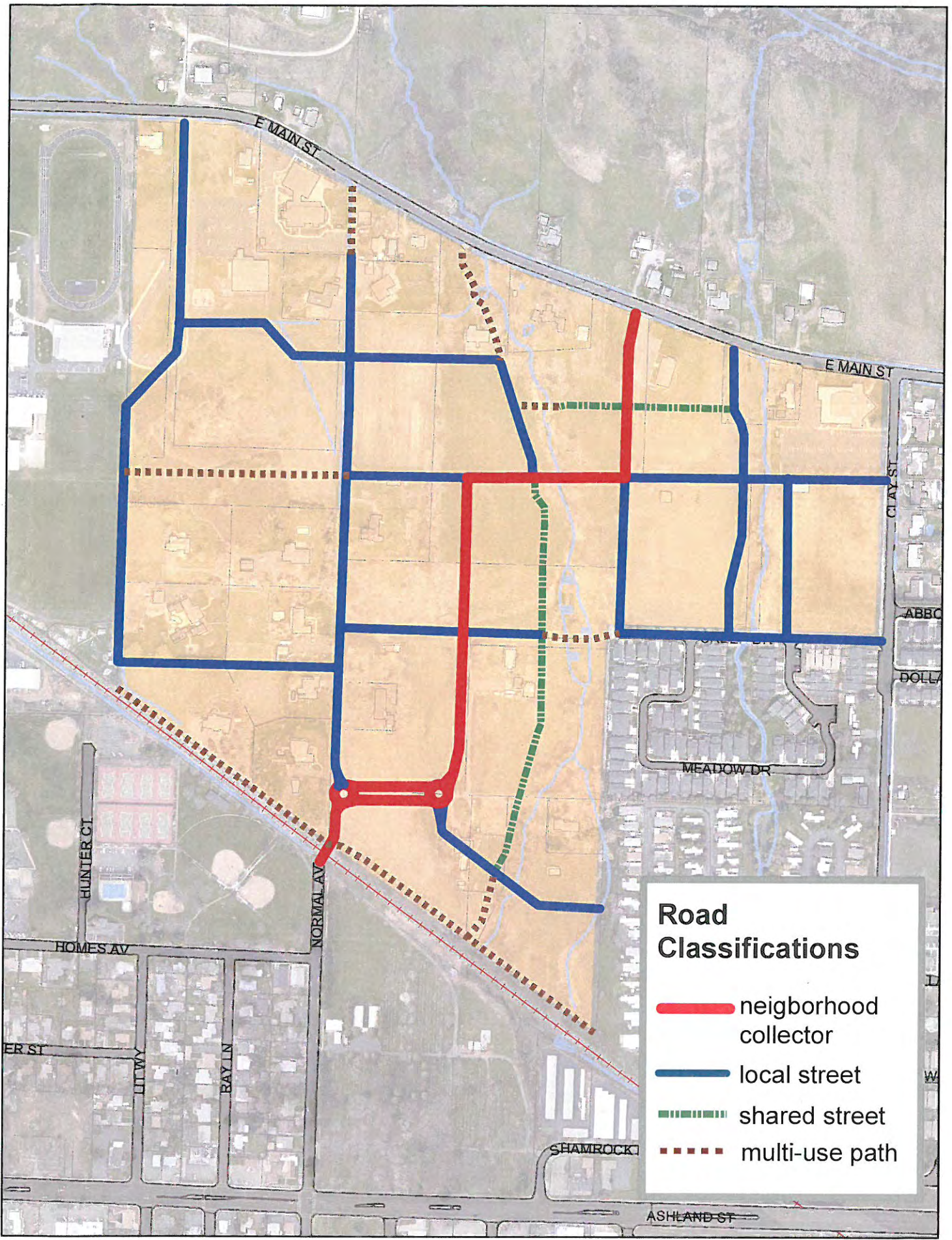
KIND OF WORK	LENGTH		ESTIMATE PREPARER	
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
RUMBLE STRIPS	MILE		\$1,700	\$0
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS		1.00%	\$6,344
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	3	\$9,000	\$27,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	0.70	\$5,000	\$3,500
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH	1	\$300	\$300
ENVIRONMENTAL MITIGATION SITES			\$0	\$0
FENCING	LIN FT	900	\$25	\$22,500
LANDSCAPING	LS	1	\$34,470	\$34,470
WATER SUPPLY SYSTEMS				
16" DIP WITH CLASS - B BACKFILL	FOOT	900	\$85	\$76,500
FIRE HYDRANT ASSEMBLY	EACH	1	\$4,000	\$4,000
16" GATE VALVE	EACH	1	\$3,000	\$3,000
8" GATE VALVE	EACH	2	\$1,200	\$2,400
CONNECT TO CITY WATER SYSTEM	EACH	2	\$1,000	\$2,000
UNDERGROUND POWER TRANSMISSION LINE (CITY)	LS	1	\$95,000	\$95,000
UNDERGROUND POWER TRANSMISSION LINE (PP&L)	LS	1	\$100,000	\$100,000
CONSTRUCTION SUBTOTAL				\$894,412
<i>For Projects Developed by Consultants:</i>				
AC BONUS Or STATISTICAL BONUS			5.0%	\$3,060
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$224,368
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$152,050
CONTINGENCIES			20.0%	\$178,882
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$1,452,772
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	7	\$7,500	\$52,500
RIGHT OF WAY ACQUISITION	LS	1	\$25,000	\$25,000
EASEMENTS	LS	1	\$76,000	\$76,000
TOTAL				\$1,606,272



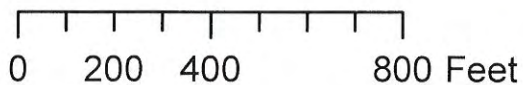
Normal Neighborhood Plan
Draft - February 2015

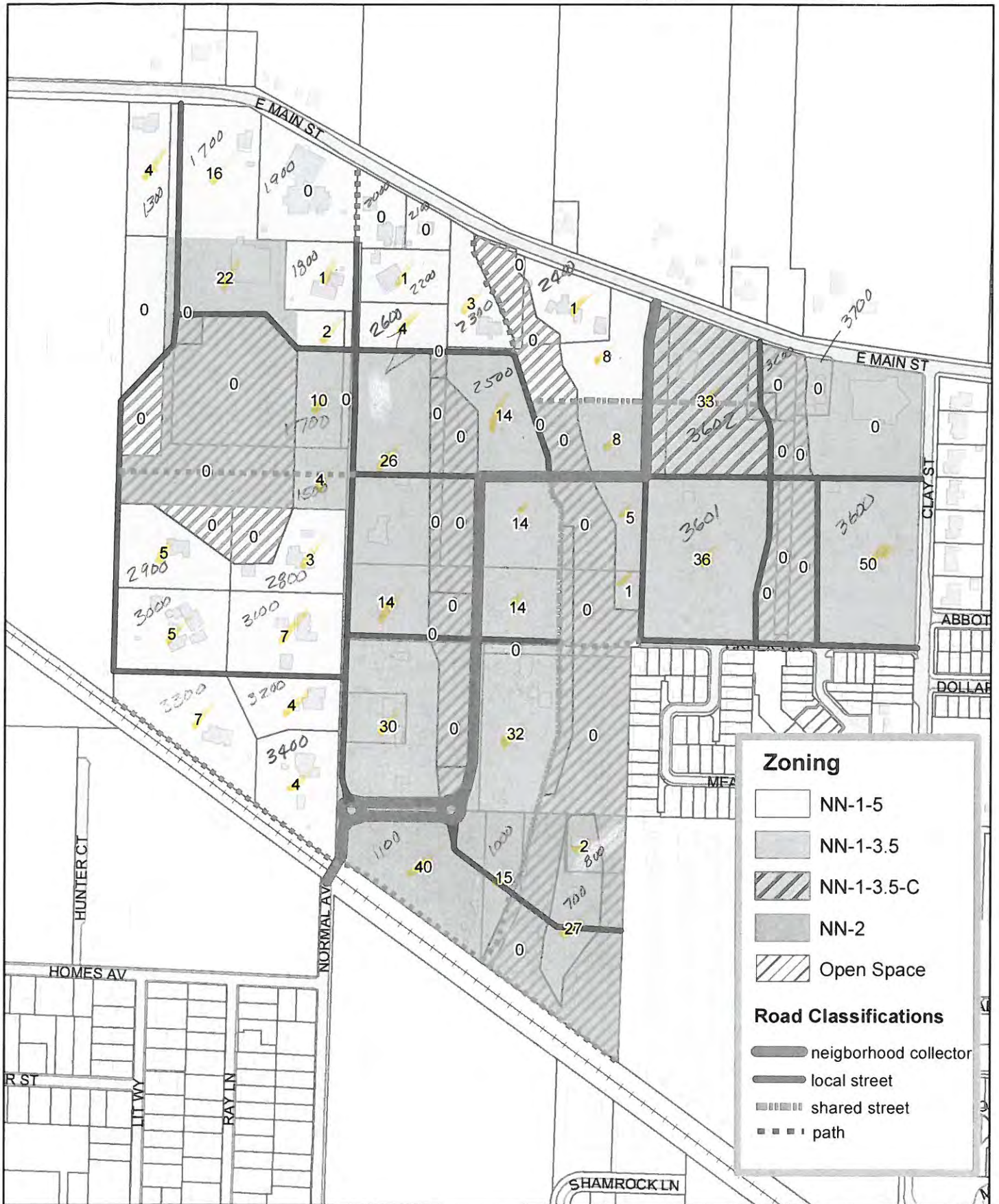
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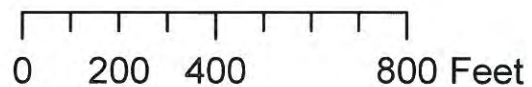
Normal Neighborhood Plan
Street Network Map



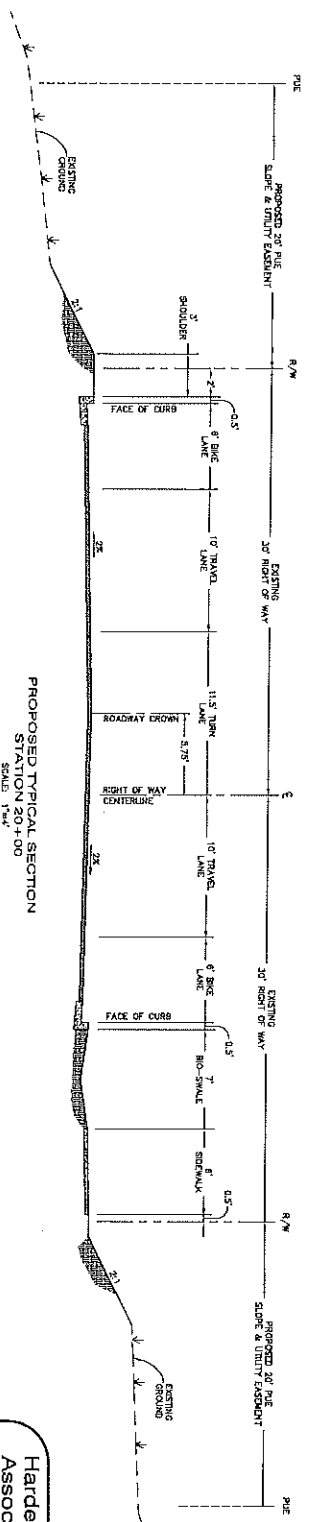
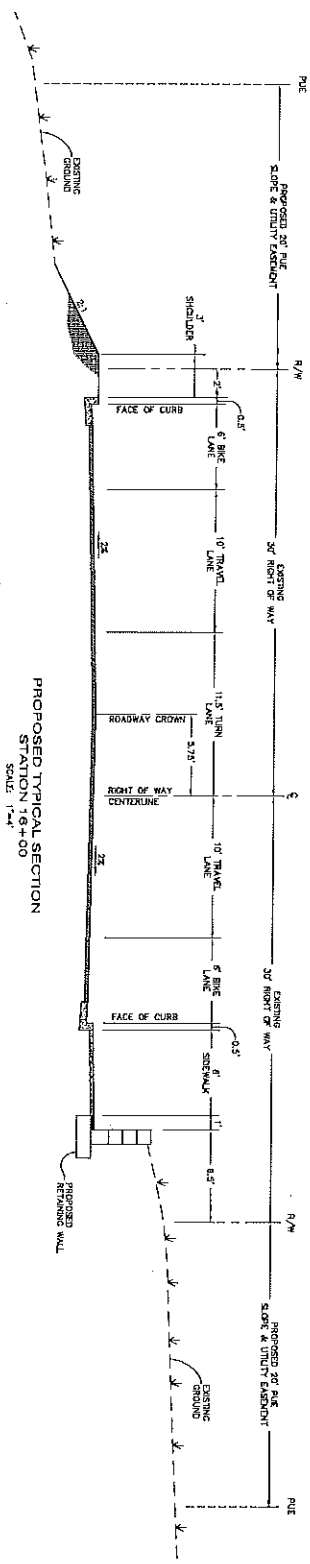
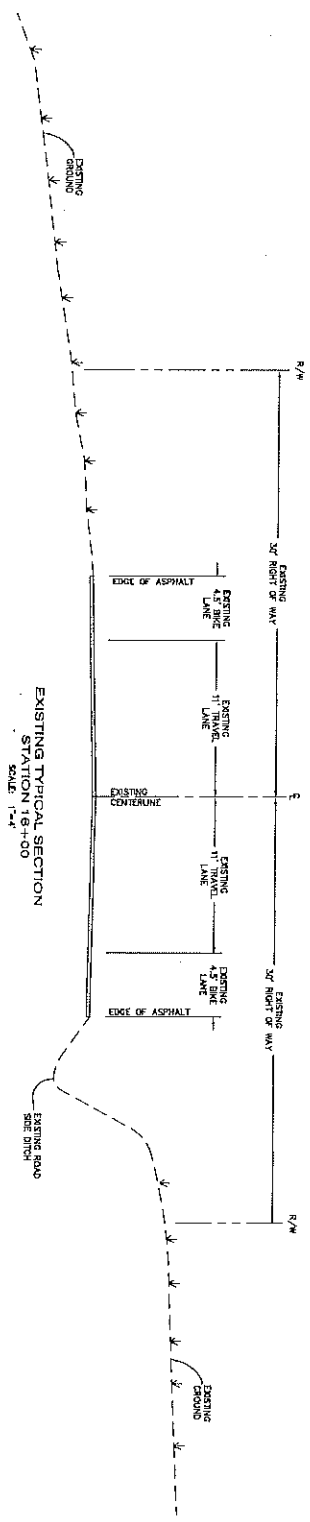


Normal Neighborhood Working Plan
Estimated Future Dwelling Unit Potential
Total - 472

February 27, 2015



NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT EAST MAIN STREET - CROSS SECTIONS



The Assessor and the other staff of the Department of Public Works, City of Cambridge, Massachusetts, have reviewed the proposed plan and find it to be in accordance with the provisions of the City of Cambridge, Massachusetts, Ordinance No. 123, Section 10, Chapter 21A, Section 10, and Chapter 21A, Section 10, and Chapter 21A, Section 10, and Chapter 21A, Section 10.

DATE: MARCH 12, 2015

Harday Engineering & Associates, Inc.

HEA

ENGINEERING INCORPORATED

P.O. BOX 1822
CAMBRIDGE, MASSACHUSETTS 02142
PHONE: 617-753-2873
FAX: 617-753-2873
WWW.HARDAYENGINEERING.COM

Executive Summary

Normal Neighborhood Reimbursement District

Offsite Infrastructure Construction Cost Estimate and Apportionment of Costs Updated April 27, 2015- Reduced East Main Street Improvements

City of Ashland, Oregon

INTRODUCTION:

As part of the development of the Normal Neighborhood Plan, certain offsite street and utility improvements/upgrades are needed. The City is proposing to develop said improvements in participation with properties in the Normal Neighborhood. The offsite improvements addressed by this study are:

1. Street and utility improvements/upgrades to East Main Street from Walker Avenue to Clay Street.
2. Improvements to the Normal Avenue railroad crossing at the south end of the neighborhood.

OBJECTIVE:

The objective of this study is to:

1. Determine the cost to make said improvements noted above.
2. Determine an equitable method for all parties to participate in construction of said improvements.

BACKGROUND:

The “Normal Neighborhood” is located in the eastern area of Ashland, bounded roughly by East Main Street on the north, the Siskiyou Railroad on the south, Ashland Middle School on the west, and Wingspread Mobile Home Park, Creek Drive, and Clay Street on the east. The neighborhood consists of 34 lots with a total of 472 potential dwelling units under the scenario being considered in the Normal Neighborhood Plan. Under the existing Comprehensive Plan the area would accommodate approximately 550 dwelling units. It is anticipated that the costs of improvements be apportioned to new dwelling units only (i.e. with issuance of a building permit through an advanced financing district), not the existing 23 homes in the project area. The potential dwelling unit count was provided by the City Planning Department Staff.

Street and utility improvement costs to upgrade East Main Street to current City of Ashland standards were estimated based on current improvement costs. East Main Street in this area typically consists of approximately 31 feet wide asphaltic concrete pavement roadway with two travel lanes and two bike lanes. The street right of way is 60 feet.

EAST MAIN IMPROVEMENT SUMMARY:

General Conditions

In an effort to reduce the cost of the off-site improvements, the limits of the East Main Street reconstruction was reduced to a 500 feet total length, centered on the proposed intersection of Normal Avenue and East Main Street. The revised estimate is for a 500 foot long street section containing 2-6 foot wide bike lanes, 2-10 foot wide travel lanes, and 1-11.5 foot wide turning lane with curb and gutter on both the north and south sides. The use of curb and gutter is necessary to control surface run-off along the street; eliminate the need for parallel drainage ditches along both sides of the street and to provide a safer travel surface for bicycles as well as for vehicles.

The original plan for East Main Street was for a modified half street section in that there are no provisions for sidewalk or parkrows on the north side of the street. The north sidewalk and parkrow would be constructed along with any future development of north side properties. The 500 foot section would be constructed as previously proposed with a 43.5 foot width from the face of curb on the south side to the face of curb on the north side. A six foot wide concrete sidewalk would be constructed on the south side with a 7 foot wide parkrow/bioswale constructed between the curb and the sidewalk.

An additional 250 foot long street section would be constructed on the east and west ends of the fully improved street section to accommodate lane tapers. This section would not require curbs or sidewalks but would necessitate some extensions of the storm sewer to accommodate the extra street width.

Sidewalks

Sidewalks would be constructed on the south side of the street. There are two options to be considered regarding the limits of the sidewalk to be constructed. One option is to construct sidewalks only within the 500 foot fully improved section. The other option is to construct sidewalk along the entire street length from Tolman Creek Road to Walker Ave. Estimates have been prepared for both of the following options:

Option No. 1

This option would construct sidewalks only within the fully improved 500 foot street section. The remainder of the walk would be completed in the future when E. Main Street is fully improved. This option would be far less costly but would provide no pedestrian connectivity.

Option No. 2

The second option would provide a continuous sidewalk along the south side of East Main from Tolman Creek Road to Walker Avenue. This option would provide several immediate benefits including:

1. Providing pedestrian connectivity to the westerly section of East Main Street, to Walker Avenue, Clay Street and Tolman Creek Road all of which have existing sidewalk systems.
2. Provide a safe route to school for students at Ashland Middle School, John Muir School, Walker School and Willow Wind School.
3. Provide additional street width for a full width bike lane on the south side of the street.

Unfortunately, due in part to the nature of the topography and existing developments along East Main Street, the construction of sidewalks triggers several additional elements of street construction, adding significant costs to the project. The following improvements would also be required to construct a continuous sidewalk:

1. A storm sewer system would be required to eliminate the existing large drainage ditch on the south side of the street.
2. Curb and gutter would also be required to control and channel storm run-off into the storm sewer system, through a series of curb inlets and manholes.
3. Additional street width would be required so that the curb and storm sewer would be in the proper position to accommodate the future street construction.
4. A minor amount of right of way would be required to accommodate the extra width.

To limit the amount of street width required, the sidewalk could be placed behind and adjacent to the curb, temporarily eliminating the proposed 7 foot wide parkrow. Since this would be a temporary sidewalk it could be constructed of asphalt rather than concrete to further reduce the cost.

When the full street improvements are installed in the future, the asphalt sidewalk would be removed and the parkrow installed in its location. The final 6 foot wide concrete sidewalk would be installed at the edge of the parkrow, 7 feet from the curb.

Power Lines

Currently there are overhead power lines located on both sides of the street. The lines located on the south side of the street belong to the City of Ashland while the lines on the north side are owned by Pacific Power. Both lines are main 600 amp feeders and both power lines would need to be relocated to accommodate the proposed improvements. In keeping with the City of Ashland requirements, these two power lines should be reconstructed underground. To bury high voltage power lines of this type requires some oversized and very specialized equipment. To accommodate this equipment, additional utility easements along the entire length of the construction area will be needed.

It is recommended that both power lines be undergrounded for the full length of the study area, from Tolman Creek Road to Walker Avenue. This recommendation is reflected in the attached estimates.

Water and Sewer Lines

As the Normal area develops, it will be necessary to install water and sewer lines in East Main Street to provide services for the 500 anticipated units within the neighborhood area. It will be necessary to install approximately 2600 feet of 8 inch sewer line and approximately 3400 feet of 16 inch water line, however, only 1000 feet of water and sewer lines are included in this estimate. This length of sewer and water would be installed within the improved section of street to eliminate the need to cut the surface of the newly constructed street in the future. The remaining lengths of sewer and water lines will be installed in the future with the full improvement of East Main Street.

Storm Sewer

Under option no. 2, the entire south side storm system will be constructed including curb inlets, manholes and future pipe connections. With option no. 1, only approximately 700 feet of storm sewer would be required.

Rail Crossing

The Normal Avenue rail crossing improvement costs were estimated by RH2 Engineers, earlier in the process. Normal Avenue is proposed to be realigned with a new at grade signalized railroad crossing. The new realigned section of road would be approximately 720 feet long and consist of two travel lanes, two bicycle lanes, and six foot (6') wide sidewalks on both sides. The improvements will require acquisition of right of way which is included in the construction cost estimate.

COST ALLOCATION

The City will participate in the cost of improvements to the following extent:

- 1. 50% SDC Participation for:
 - a. Street Construction,
 - b. Sanitary Sewer Construction, and
 - c. Storm Sewer Construction
- 2. 0% Participation for:
 - a. Right of Way Acquisition
 - b. Power Relocation
 - c. Waterline Construction

Also included in the construction cost estimates are Engineering, and Contingencies estimated at 62% of the construction cost.

As discussed earlier, the construction cost estimates are based on spring, 2015 costs. Adjustments to future cost estimates should be inflated based on the applicable Construction Cost Index rates for this area. These usually range between 2-3% per year.

CONCLUSION (Summary of Findings):

The estimated construction cost estimates for each option and the apportionment of costs of same are noted below.

Option 1 – Improvements/upgrades to a 500 foot section of East Main Street, and the Normal Avenue Railroad Crossing

Construction Cost	
City Share of Construction Cost (SDC):	\$1,326,984.50
Normal Neighborhood Share of Cost:	\$2,941,484.50
Total Construction Cost:	\$4,268,469.00
Normal Neighborhood Cost Apportionment:	
Number of Lots:	34
Total Number of Potential Dwelling Units:	472
Neighborhood Share of Cost Per Dwelling Unit:	\$6,231.96

Option 2 – Improvements/upgrades to a 500 foot section of East Main Street plus a continuous sidewalk from Tolman to Walker, and the Normal Avenue Railroad Crossing

Construction Cost	
City Share of Construction Cost (SDC):	\$2,098,944.00
Normal Neighborhood Share of Cost:	\$3,713,444.00
Total Construction Cost:	\$5,812,388.00
Normal Neighborhood Cost Apportionment	
Number of Lots:	34
Total Number of Potential Dwelling Units:	472
Neighborhood Share of Cost Per Dwelling Unit:	\$7,867.47

RECOMMENDATIONS:

The attached construction cost estimate and supporting documentation are based upon the improvement/reconstruction of a 500 foot long section of East Main Street centered at the proposed intersection of Normal Avenue. Two options are provided based upon the length of sidewalk to be constructed. Option No. 1 is limited to the 500 feet of sidewalk included within the street improvement section. Option No. 2 adds an additional 3500 feet of sidewalk which would provide a continuous walk from Tolman Creek Road to Walker Avenue. While much of the work for the two options is the same, such as easement and right-of-way acquisition, power line costs, and utility costs, the second option adds \$1,543,919 worth of sidewalk, curbs, storm drains and extra street width to the project.

HEA, Inc. makes no recommendation regarding the choice of the two options. There are some benefits in bicycle and pedestrian safety and convenience with option no. 2; however these same benefits will be realized when the street is ultimately built out. The question as to whether this extra sidewalk length should be added upfront and included in the financing district is best answered by city officials.

Attached Exhibits:

- Reimbursement District – Potential Units Per Lot
- Apportionment of Costs – Option 1
- Apportionment of Costs – Option 2
- Construction Cost Estimate – East Main Street – 500 ft. section plus
Normal Avenue RR Crossing – Options 1 and 2
- Normal Neighborhood Plan Draft – February 2015
- Normal Neighborhood Plan Street Network Plan
- Normal Neighborhood Plan Potential Unit Count 3/2014



**CITY OF ASHLAND
NORMAL NEIGHBORHOOD
REIMBURSEMENT DISTRICT -POTENTIAL UNITS PER LOT**

Prepared by: Hardey Engineering & Associates, Inc.

Date: 26-Mar-15

Rev: 27-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Units
1	39 1E 10	1300	4
2	39 1E 10	1400	0
3	39 1E 10	1500	4
4	39 1E 10	1700	50
5	39 1E 10	1800	1
6	39 1E 10	1900	0
7	39 1E 10	2000	0
8	39 1E 10	2100	0
9	39 1E 10	2200	1
10	39 1E 10	2300	3
11	39 1E 10	2400	1
12	39 1E 10	2500	49
13	39 1E 10	2600	30
14	39 1E 10	2800	3
15	39 1E 10	2900	5
16	39 1E 10	3000	5
17	39 1E 10	3100	7
18	39 1E 10	3200	4
19	39 1E 10	3300	7
20	39 1E 10	3400	4
21	39 1E 10DA	3100	14
22	39 1E 10DA	3300	30
23	39 1E 10DA	3400	0
24	39 1E 10DA	3500	32
25	39 1E 10DA	3600	15
26	39 1E 10DD	700	27
27	39 1E 10DD	800	2
28	39 1E 10DD	1000	15
29	39 1E 10DD	1100	40
30	39 1E 11C	3600	0
31	39 1E 11C	3601	36
32	39 1E 11C	3602	33
33	39 1E 11CB	3600	50
34	39 1E 11CB	3700	0

TOTAL UNITS: 472

CITY OF ASHLAND - NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT
Apportionment of Costs - East Main Street - 500 Foot Section - Option 1

City Participation

- 50% SDC For: Street Construction
 - Sanitary Sewer
 - Storm Sewer
- 0% SDC For: Right of Way Acquisition
 - Power Relocation
 - Waterline

East Main Total Cost:	\$2,952,216.00
Less Right of Way Costs:	(\$319,100.00)
Less Power Relocation Costs:	(\$900,000.00)
Less Waterline Costs:	(\$85,000.00)
Adjusted Total:	\$1,648,116.00
Less 50% SDC Participation:	\$824,058.00

City Share (SDC):	\$824,058.00
Reimbursement Share:	\$2,128,158.00

Normal Ave. Railroad Crossing - Total Cost:	\$1,316,253.00
Less Right of Way Costs:	(\$310,400.00)
Adjusted Total:	\$1,005,853.00
Less 50% SDC Participation:	\$502,926.50

City Share (SDC):	\$502,926.50
Reimbursement Share:	\$813,326.50

Combined Costs - East Main and Normal Ave. RR Crossing

City Share - East Main:	\$824,058.00
City Share - Normal RR Xing:	<u>\$502,926.50</u>
Total:	\$1,326,984.50

Reimbursement Share - East Main:	\$2,128,158.00
Reimbursement Share - Normal RR Xing:	<u>\$813,326.50</u>
Total:	\$2,941,484.50

Assessment Per Lot - Option 1

Date: 26-Mar-15

Rev: 27-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Dwelling Units	Reimbursement Share Per Lot
1	39 1E 10	1300	4	\$24,927.83
2	39 1E 10	1400	0	\$0.00
3	39 1E 10	1500	4	\$24,927.83
4	39 1E 10	1700	50	\$311,597.93
5	39 1E 10	1800	1	\$6,231.96
6	39 1E 10	1900	0	\$0.00
7	39 1E 10	2000	0	\$0.00
8	39 1E 10	2100	0	\$0.00
9	39 1E 10	2200	1	\$6,231.96
10	39 1E 10	2300	3	\$18,695.88
11	39 1E 10	2400	1	\$6,231.96
12	39 1E 10	2500	49	\$305,365.98
13	39 1E 10	2600	30	\$186,958.76
14	39 1E 10	2800	3	\$18,695.88
15	39 1E 10	2900	5	\$31,159.79
16	39 1E 10	3000	5	\$31,159.79
17	39 1E 10	3100	7	\$43,623.71
18	39 1E 10	3200	4	\$24,927.83
19	39 1E 10	3300	7	\$43,623.71
20	39 1E 10	3400	4	\$24,927.83
21	39 1E 10DA	3100	14	\$87,247.42
22	39 1E 10DA	3300	30	\$186,958.76
23	39 1E 10DA	3400	0	\$0.00
24	39 1E 10DA	3500	32	\$199,422.68
25	39 1E 10DA	3600	15	\$93,479.38
26	39 1E 10DD	700	27	\$168,262.88
27	39 1E 10DD	800	2	\$12,463.92
28	39 1E 10DD	1000	15	\$93,479.38
29	39 1E 10DD	1100	40	\$249,278.35
30	39 1E 11C	3600	0	\$0.00
31	39 1E 11C	3601	36	\$224,350.51
32	39 1E 11C	3602	33	\$205,654.64
33	39 1E 11CB	3600	50	\$311,597.93
34	39 1E 11CB	3700	0	\$0.00

TOTAL UNITS:	472	\$2,941,484.50
COST PER UNIT:	\$6,231.96	

CITY OF ASHLAND - NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT
Apportionment of Costs - East Main Street - 500 Foot Section Plus Sidewalk from Tolman to Walker - Option 2

City Participation

- 50% SDC For: Street Construction
 - Sanitary Sewer
 - Storm Sewer
- 0% SDC For: Right of Way Acquisition
 - Power Relocation
 - Waterline

East Main Total Cost:	\$4,496,135.00
Less Right of Way Costs:	(\$319,100.00)
Less Power Relocation Costs:	(\$900,000.00)
Less Waterline Costs:	(\$85,000.00)
Adjusted Total:	\$3,192,035.00
Less 50% SDC Participation:	\$1,596,017.50

City Share (SDC):	\$1,596,017.50
Reimbursement Share:	\$2,900,117.50

Normal Ave. Railroad Crossing - Total Cost:	\$1,316,253.00
Less Right of Way Costs:	(\$310,400.00)
Adjusted Total:	\$1,005,853.00
Less 50% SDC Participation:	\$502,926.50

City Share (SDC):	\$502,926.50
Reimbursement Share:	\$813,326.50

Combined Costs - East Main and Normal Ave. RR Crossing

City Share - East Main:	\$1,596,017.50
City Share - Normal RR Xing:	<u>\$502,926.50</u>
Total:	\$2,098,944.00

Reimbursement Share - East Main:	\$2,900,117.50
Reimbursement Share - Normal RR Xing:	<u>\$813,326.50</u>
Total:	\$3,713,444.00

Assessment Per Lot - Option 2

Date: 26-Mar-15

Rev: 27-Apr-15

Number	Map Number	Tax Lot Number	No. of Potential Dwelling Units	Reimbursement Share Per Lot
1	39 1E 10	1300	4	\$31,469.86
2	39 1E 10	1400	0	\$0.00
3	39 1E 10	1500	4	\$31,469.86
4	39 1E 10	1700	50	\$393,373.31
5	39 1E 10	1800	1	\$7,867.47
6	39 1E 10	1900	0	\$0.00
7	39 1E 10	2000	0	\$0.00
8	39 1E 10	2100	0	\$0.00
9	39 1E 10	2200	1	\$7,867.47
10	39 1E 10	2300	3	\$23,602.40
11	39 1E 10	2400	1	\$7,867.47
12	39 1E 10	2500	49	\$385,505.84
13	39 1E 10	2600	30	\$236,023.98
14	39 1E 10	2800	3	\$23,602.40
15	39 1E 10	2900	5	\$39,337.33
16	39 1E 10	3000	5	\$39,337.33
17	39 1E 10	3100	7	\$55,072.26
18	39 1E 10	3200	4	\$31,469.86
19	39 1E 10	3300	7	\$55,072.26
20	39 1E 10	3400	4	\$31,469.86
21	39 1E 10DA	3100	14	\$110,144.53
22	39 1E 10DA	3300	30	\$236,023.98
23	39 1E 10DA	3400	0	\$0.00
24	39 1E 10DA	3500	32	\$251,758.92
25	39 1E 10DA	3600	15	\$118,011.99
26	39 1E 10DD	700	27	\$212,421.58
27	39 1E 10DD	800	2	\$15,734.93
28	39 1E 10DD	1000	15	\$118,011.99
29	39 1E 10DD	1100	40	\$314,698.64
30	39 1E 11C	3600	0	\$0.00
31	39 1E 11C	3601	36	\$283,228.78
32	39 1E 11C	3602	33	\$259,626.38
33	39 1E 11CB	3600	50	\$393,373.31
34	39 1E 11CB	3700	0	\$0.00

TOTAL UNITS:	472	\$3,713,444.00
COST PER UNIT:	\$7,867.47	

OPTION 1

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (500 FET OF 6' CONCRETE SIDEWALK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL

MOBILIZATION AND TRAFFIC CONTROL

MOBILIZATION	LS		10.00%	\$102,075
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$48,607

EROSION AND SEDIMENT CONTROL

EROSION CONTROL	LS		1.00%	\$9,438
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ROADWORK

CONSTRUCTION SURVEY WORK	LS		2.00%	\$18,877
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$10,000	\$10,000
REMOVAL OF CURBS	LF		\$6	\$0
REMOVAL OF GUARDRAIL	LF		\$4	\$0
REMOVAL OF PIPES	LF	60	\$12	\$720
REMOVAL OF SURFACINGS	SY	3400	\$10	\$34,000
REMOVAL OF WALKS AND DRIVEWAYS	SY	130	\$10	\$1,300
CLEARING AND GRUBBING	ACRE	0.4	\$5,060	\$2,024
GENERAL EXCAVATION	CY	1700	\$15	\$25,500
EMBANKMENT IN PLACE	CY		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SY		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SY	1000	\$24	\$24,000
12 INCH SURFACING STABILIZATION	SY		\$20	\$0
24 INCH SURFACING STABILIZATION	SY		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SY	1000	\$1	\$1,000
LOOSE RIPRAP, CLASS 100	CY	10	\$45	\$450

DRAINAGE AND SEWERS

36 INCH CULVERT PIPE, 5 FT DEPTH	LF		\$85	\$0
12 INCH STORM SEWER PIPE, 5 FT DEPTH	LF		\$46	\$0
18 INCH STORM SEWER PIPE, 5 FT DEPTH	LF		\$50	\$0
24 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	700	\$62	\$43,400
36 INCH STORM SEWER PIPE, 10 FT DEPTH	LF		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	LF		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	2	\$2,800	\$5,600
CONCRETE INLETS, TYPE CG-2	EACH	4	\$1,250	\$5,000
12' x 4' STRUCTURAL PLATE ARCH	LF	80	\$500	\$40,000
MSE HEAD & END WALLS	SF	200	\$15	\$3,000
IRRIGATION STRUCTURE	EACH	1	\$3,000	\$3,000
UTILITY PIPE SLEEVES	LF		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LF	1000	\$35	\$35,000
48" SANITARY MANHOLES	EACH	2	\$2,500	\$5,000
4" SERVICE LATERALS	LF		\$15	\$0
12" MINUS RIVER RUN ROCK	CY	50	\$40	\$2,000

BRIDGES

BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0
END PANELS	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (500 FET OF 6' CONCRETE SIDEWALK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
BASES				
COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SY		\$4	\$0
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SY		\$3	\$0
AGGREGATE BASE	TON	3200	\$18	\$57,600
AGGREGATE SHOULDERS	TON	150	\$17	\$2,550
WEARING SURFACES				
ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	780	\$85	\$66,300
ASPHALT WALKS	SY		\$4	\$0
CRACK SEALING	LF		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	6	\$500	\$3,000
REINFORCED CONCRETE PAVEMENT	SY		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SY		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SF	200	\$4	\$800
CONCRETE CURBS	LF		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	LF	1000	\$12	\$12,000
CONCRETE WALKS	SF	2800	\$5.0	\$14,000
CONCRETE DRIVEWAY APRONS	SF	1000	\$8	\$8,000
PAVEMENT CUTTING	LF	70	\$4	\$280
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	LF		\$20	\$0
GUARDRAIL, TYPE 3	LF		\$50	\$0
GUARDRAIL, TYPE 4	LF		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH		\$680	\$0
GUARDRAIL END PIECES, TYPE B	EACH		\$85	\$0
GUARDRAIL TRANSITION	EACH		\$2,250	\$0
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	LF		\$5	\$0
CONCRETE BARRIER	LF		\$51	\$0
CONCRETE BARRIER, TALL	LF		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH		\$260.00	\$0
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	4	\$138.00	\$552
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200.00	\$0
PAVEMENT LINE, TYPE D	SF		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	LF	3000	\$0.15	\$450
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	LF		\$2.00	\$0
RUMBLE STRIPS	MILE		\$1,700	\$0

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 1 (500 FET OF 6' CONCRETE SIDEWALK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS	1	\$1,000	\$1,000
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	2	\$9,000	\$18,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	0.20	\$5,000	\$1,000
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH	2	\$300	\$600
ENVIRONMENTAL MITIGATION SITES			\$0	\$0
FENCING	LF	700	\$25	\$17,500
LANDSCAPING	ACRE	0.20	\$65,000	\$13,000
WATER SUPPLY SYSTEMS			\$0	\$0
16" DIP WITH CLASS - B BACKFILL	LF	1000	\$85	\$85,000
FIRE HYDRANT ASSEMBLY	EACH		\$4,000	\$0
16" GATE VALVE	EACH		\$3,000	\$0
8" GATE VALVE	EACH	1	\$1,200	\$1,200
CONNECT TO CITY WATER SYSTEM (WALKER)	LS		\$1,000	\$0
UNDERGROUND POWER TRANSMISSION LINE (CITY)	LS	1	\$400,000	\$400,000
UNDERGROUND POWER TRANSMISSION LINE (PP&L)	LS	1	\$500,000	\$500,000
CONSTRUCTION SUBTOTAL				\$1,622,823
For Projects Developed by Consultants:				
AC BONUS Or STATISTICAL BONUS			5.0%	\$3,315
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$406,534
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$275,880
CONTINGENCIES			20.0%	\$324,565
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$2,633,116
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	24	\$7,500	\$180,000
RIGHT OF WAY ACQUISITION	LS	1	\$28,000	\$28,000
EASEMENTS	LS	1	\$111,100	\$111,100
				\$2,952,216

OPTION 2

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (CONTINUOUS ASPHALT SIDEWALK FROM WALKER TO TOLMAN CREEK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL				
MOBILIZATION	LS		10.00%	\$188,634
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$89,826
EROSION AND SEDIMENT CONTROL				
EROSION CONTROL	LS		1.00%	\$17,442
ROADWORK				
CONSTRUCTION SURVEY WORK	LS		2.00%	\$34,884
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS		\$15,000	\$15,000
REMOVAL OF CURBS	LF		\$6	\$0
REMOVAL OF GUARDRAIL	LF		\$4	\$0
REMOVAL OF PIPES	LF	400	\$12	\$4,800
REMOVAL OF SURFACINGS	SY	3500	\$10	\$35,000
REMOVAL OF WALKS AND DRIVEWAYS	SY	250	\$10	\$2,500
CLEARING AND GRUBBING	ACRE	1.3	\$5,060	\$6,578
GENERAL EXCAVATION	CY	4300	\$15	\$64,500
EMBANKMENT IN PLACE	CY		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SY		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SY	5200	\$24	\$124,800
12 INCH SURFACING STABILIZATION	SY		\$20	\$0
24 INCH SURFACING STABILIZATION	SY		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SY	4000	\$1	\$4,000
LOOSE RIPRAP, CLASS 100	CY	40	\$45	\$1,800
DRAINAGE AND SEWERS				
36 INCH CULVERT PIPE, 5 FT DEPTH	LF	140	\$85	\$11,900
12 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	500	\$46	\$23,000
18 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	690	\$50	\$34,500
24 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	990	\$62	\$61,380
36 INCH STORM SEWER PIPE, 10 FT DEPTH	LF		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	LF		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH	10	\$2,800	\$28,000
CONCRETE INLETS, TYPE CG-2	EACH	15	\$1,250	\$18,750
12' x 4' STRUCTURAL PLATE ARCH	LF	160	\$500	\$80,000
MSE HEAD & END WALLS	SF	800	\$15	\$12,000
IRRIGATION STRUCTURE	EACH	2	\$3,000	\$6,000
UTILITY PIPE SLEEVES	LF		\$30	\$0
8" SANITARY SEWER PIPE, 5' DEPTH	LF	1000	\$35	\$35,000
48" SANITARY MANHOLES	EACH	2	\$2,500	\$5,000
4" SERVICE LATERALS	LF		\$15	\$0
12" MINUS RIVER RUN ROCK	CY	100	\$40	\$4,000
BRIDGES				
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0
END PANELS	EACH			\$0

CONSTRUCTION COST ESTIMATE
FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (CONTINUOUS ASPHALT SIDEWALK FROM WALKER TO TOLMAN CREEK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
BASES				
COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SY		\$4	\$0
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SY		\$3	\$0
AGGREGATE BASE	TON	4500	\$18	\$81,000
AGGREGATE SHOULDERS	TON	150	\$17	\$2,550
WEARING SURFACES				
ASPHALT IN TACK COAT	TON		\$420	\$0
LEVEL 2, 1/2 INCH DENSE MHMAC	TON		\$75	\$0
LEVEL 3, 1/2 INCH DENSE MHMAC	TON	1050	\$85	\$89,250
ASPHALT WALKS	SY	2400	\$4	\$9,600
CRACK SEALING	LF		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH	10	\$500	\$5,000
REINFORCED CONCRETE PAVEMENT	SY		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SY		\$110	\$0
ASPHALT DRIVEWAY APPROACH	SF	1000	\$4	\$4,000
CONCRETE CURBS	LF		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	LF	3000	\$12	\$36,000
CONCRETE WALKS	SF	2800	\$5.0	\$14,000
CONCRETE DRIVEWAY APRONS	SF	2500	\$8	\$20,000
PAVEMENT CUTTING	LF	3100	\$4	\$12,400
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	LF		\$20	\$0
GUARDRAIL, TYPE 3	LF		\$50	\$0
GUARDRAIL, TYPE 4	LF		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH		\$680	\$0
GUARDRAIL END PIECES, TYPE B	EACH		\$85	\$0
GUARDRAIL TRANSITION	EACH		\$2,250	\$0
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	LF		\$5	\$0
CONCRETE BARRIER	LF		\$51	\$0
CONCRETE BARRIER, TALL	LF		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH		\$260.00	\$0
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH	10	\$138.00	\$1,380
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200.00	\$0
PAVEMENT LINE, TYPE D	SF		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	LF	6000	\$0.15	\$900
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	LF		\$2.00	\$0
RUMBLE STRIPS	MILE		\$1,700	\$0

CONSTRUCTION COST ESTIMATE

FORM PREPARED BY HARDEY ENGINEERING & ASSOC. INC.

OPTION NO. 2 (CONTINUOUS ASPHALT SIDEWALK FROM WALKER TO TOLMAN CREEK)

PROJECT NAME: East Main St., 250 Ft E. & W. of Normal Ave

KIND OF WORK	LENGTH	ESTIMATE PREPARER		
Friday, April 24, 2015				
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
PERMANENT SIGNS	LS	1	\$2,000	\$2,000
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH	2	\$9,000	\$18,000
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL				
PERMANENT SEEDING, MIX NO. 1	ACRE	0.30	\$5,000	\$1,500
SINGLE MAILBOX SUPPORTS	EACH		\$250	\$0
MULTIPLE MAILBOX SUPPORTS	EACH		\$300	\$0
RETAINING WALL	LF	700	\$492	\$344,400
FENCING	LF	1500	\$25	\$37,500
LANDSCAPING	LS		\$65,000	\$0
WATER SUPPLY SYSTEMS			\$0	\$0
16" DIP WITH CLASS - B BACKFILL	LF	1000	\$85	\$85,000
FIRE HYDRANT ASSEMBLY	EACH		\$4,000	\$0
16" GATE VALVE	EACH		\$3,000	\$0
8" GATE VALVE	EACH	1	\$1,200	\$1,200
CONNECT TO CITY WATER SYSTEM (WALKER)	LS		\$1,000	\$0
UNDERGROUND POWER TRANSMISSION LINE (CITY)	LS	1	\$400,000	\$400,000
UNDERGROUND POWER TRANSMISSION LINE (PP&L)	LS	1	\$500,000	\$500,000
CONSTRUCTION SUBTOTAL				\$2,574,973
For Projects Developed by Consultants:				
AC BONUS Or STATISTICAL BONUS			5.0%	\$4,463
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$644,859
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$437,745
CONTINGENCIES			20.0%	\$514,995
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
BID SUBTOTAL				\$4,177,035
RIGHT OF WAY ESTIMATE (process only, add cost of land)	FILES	24	\$7,500	\$180,000
RIGHT OF WAY ACQUISITION	LS	1	\$28,000	\$28,000
EASEMENTS	LS	1	\$111,100	\$111,100
				\$4,496,135



PRELIMINARY ENGINEER'S ESTIMATE

NORMAL AVE. RAILROAD CROSSING

AGENCY
CITY OF ASHLAND

KIND OF WORK

LENGTH

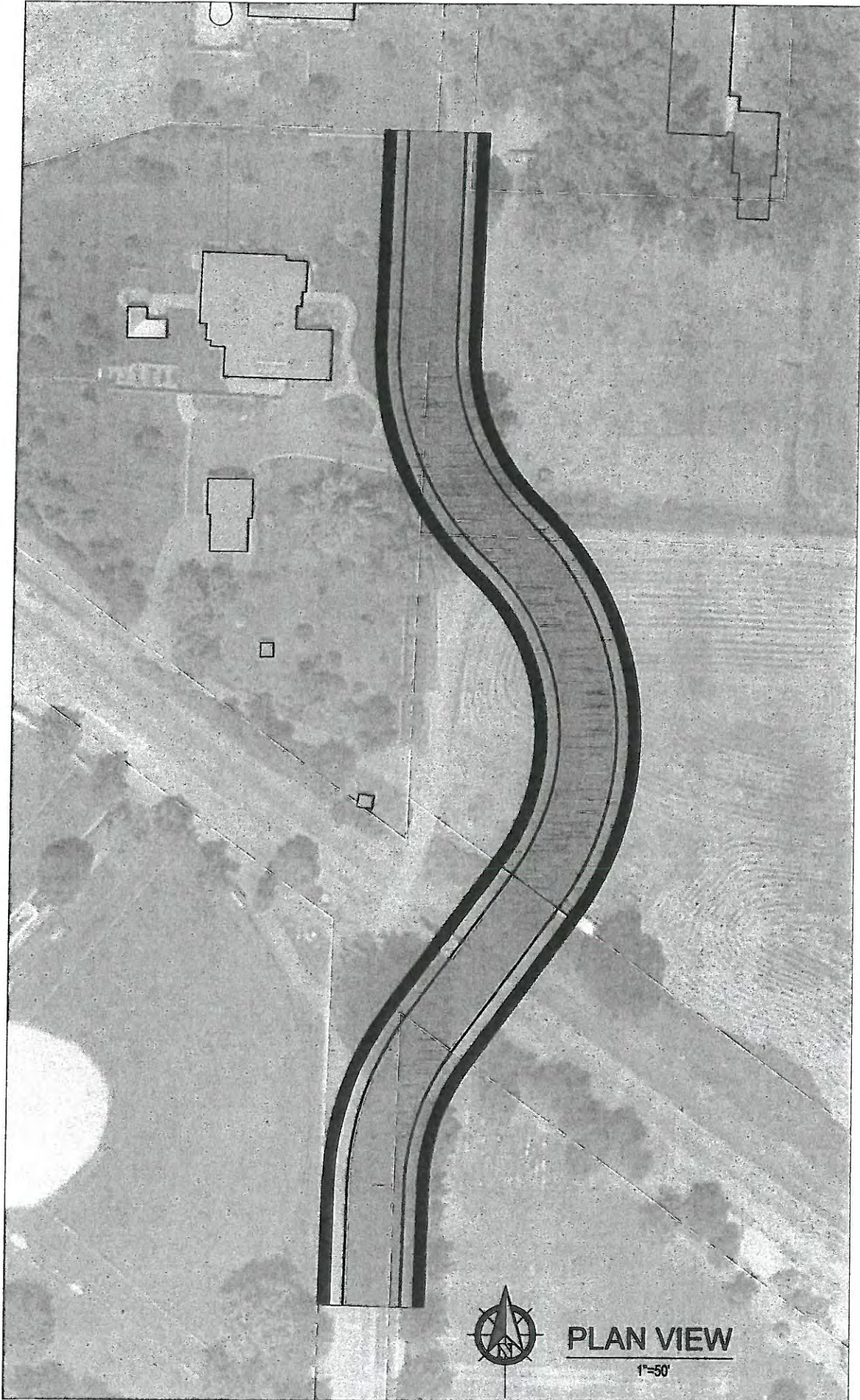
ESTIMATOR

DATE

STREET IMPROVEMENTS

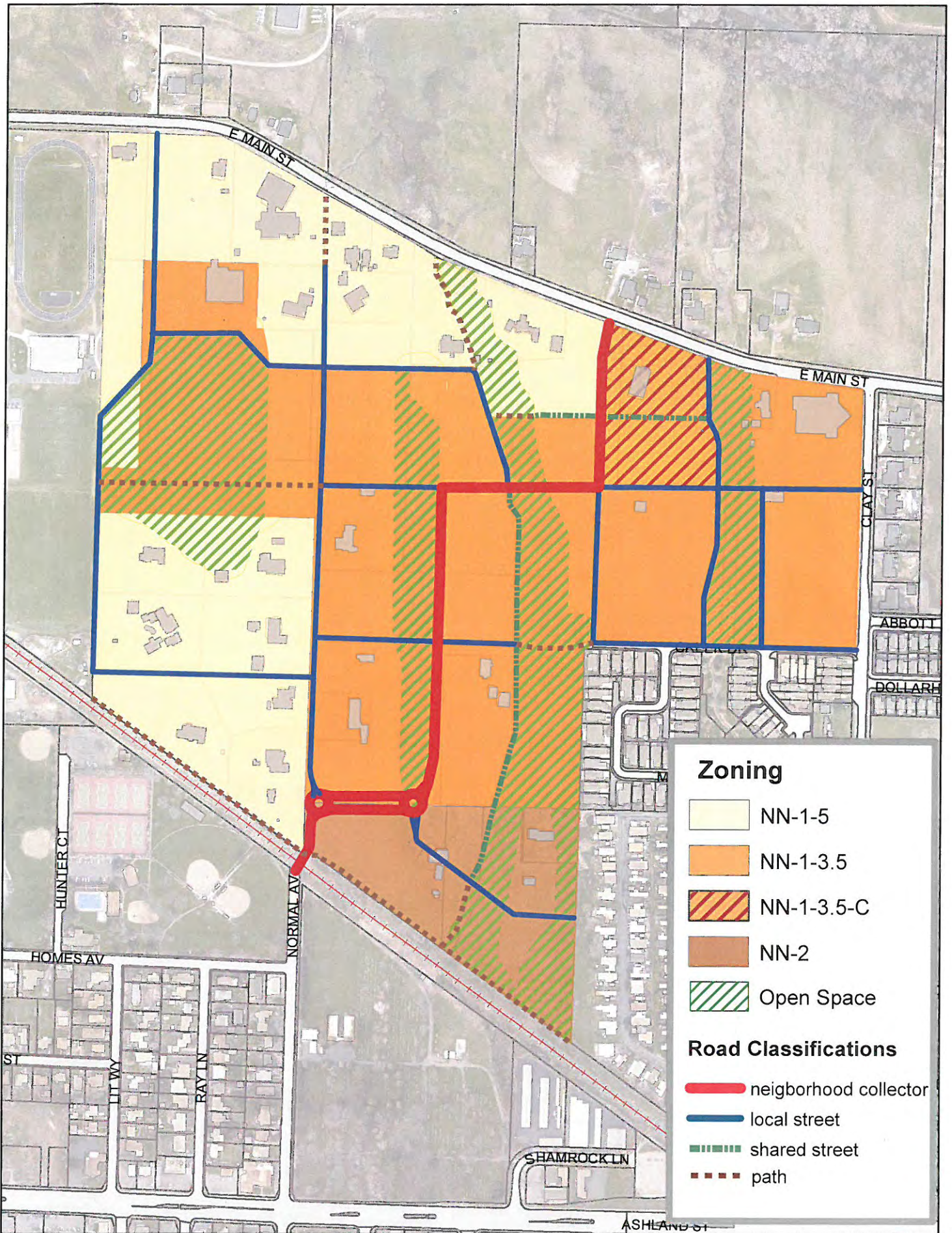
10/9/14

ITEM #	SPEC #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
200 TEMPORARY FEATURES AND APPURTENANCES						
	210	MOBILIZATION	LS	1	10%	\$69,500
	225	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	\$3,000	\$3,000
	280	EROSION AND SEDIMENT CONTROL	LS	1	\$1,500	\$1,500
300 ROADWORK						
	305	CONSTRUCTION SURVEY WORK	LS	1	\$10,000	\$10,000
	310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$5,000	\$5,000
	350	SUBGRADE GEOTEXTILE	SY	4000	\$2	\$8,000
600 BASES						
	641	SUBBASE	TN	1400	\$15	\$21,000
	641	3/4 INCH - 0 AGGREGATE BASE (4" DEPTH)	TN	560	\$24	\$13,440
	641	4 INCH - 0 AGGREGATE BASE (6" DEPTH)	TN	820	\$16	\$13,120
700 WEARING SURFACES						
	744	LEVEL 2, 1/2 INCH DENSE MHMAC	TON	585	\$110	\$64,350
	759	CONCRETE CURBS	LF	1440	\$25	\$36,000
	759	CONCRETE WALKS	SF	8650	\$6	\$51,900
	N/A	RAILROAD CONSTRUCTION	LS	1	\$400,000	\$400,000
CONSTRUCTION SUBTOTAL						\$696,810.00
		ROW ACQUISITION (PRIVATE)	SF	28000	\$10	\$280,000
		ROW ACQUISITION (CITY)	SF	3800	\$8	\$30,400
		RAILROAD PERMITTING	LS	1	\$100,000	\$100,000
		CONTINGENCY (30%)	LS	1	\$209,043	\$209,043
TOTAL						\$1,316,253.00

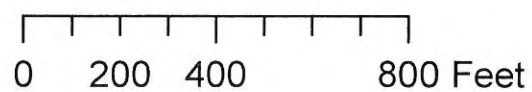


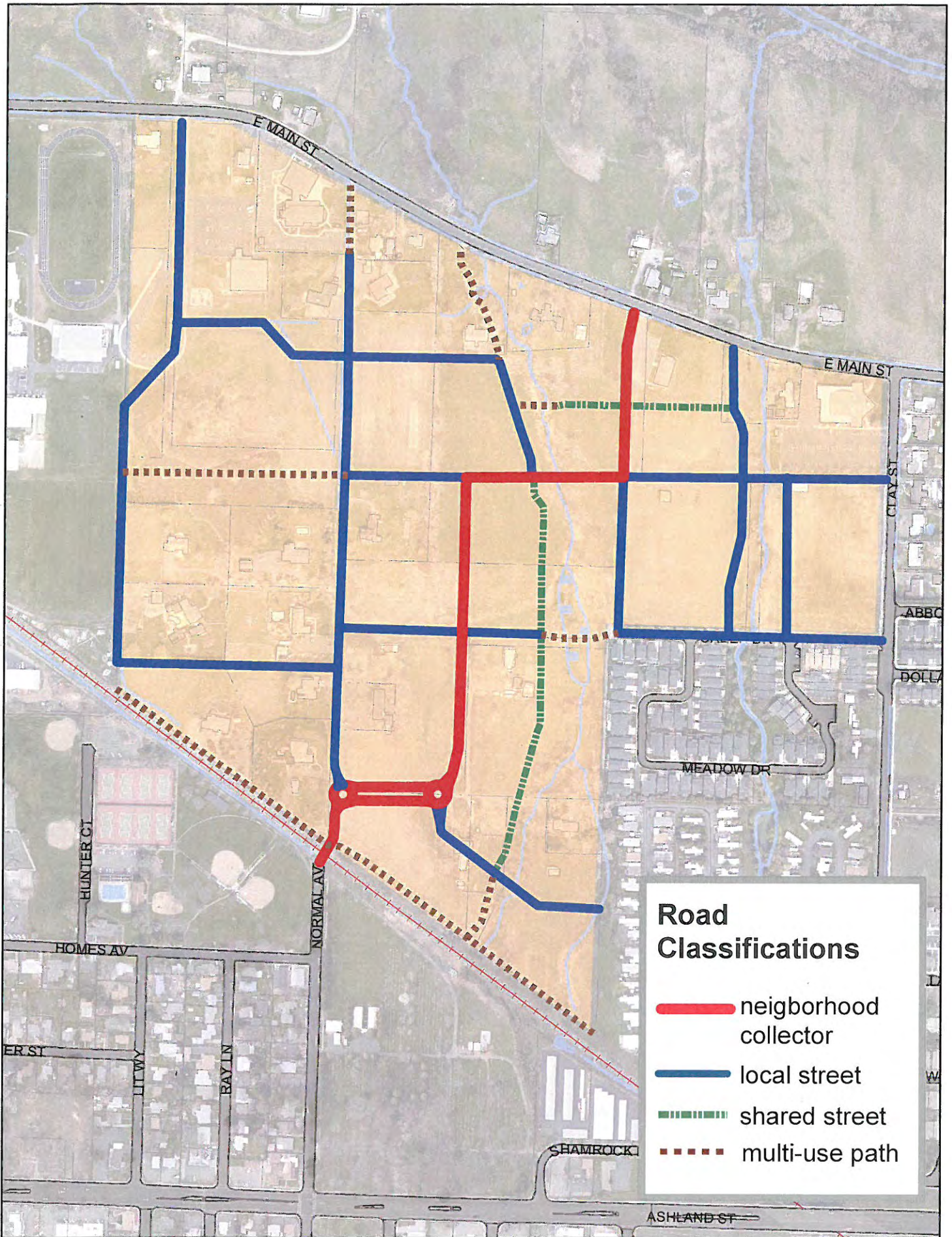
PLAN VIEW

1"=50'

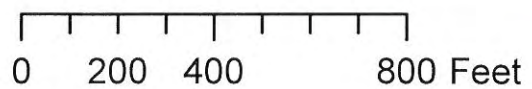


Normal Neighborhood Plan
Draft - February 2015

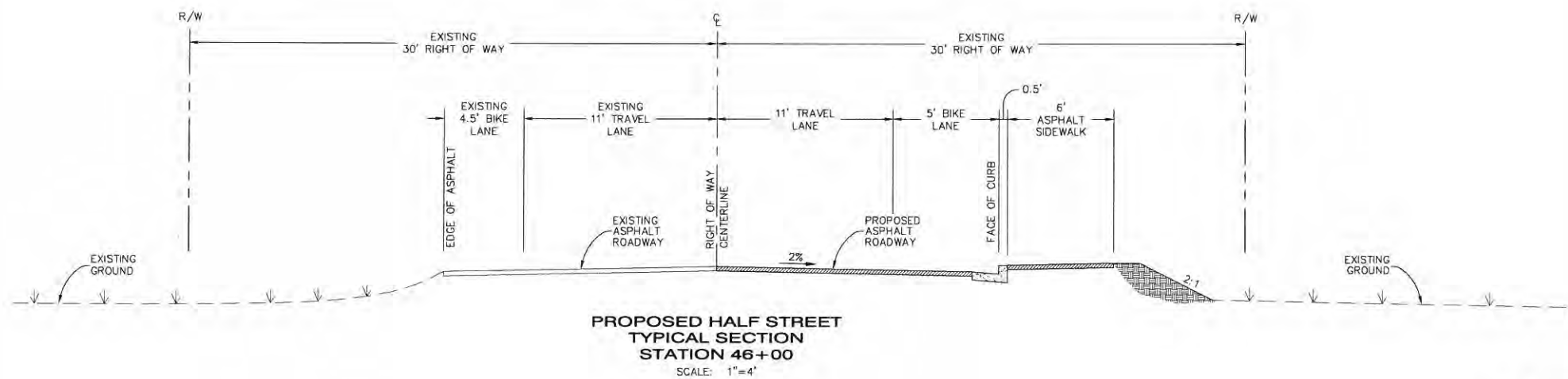
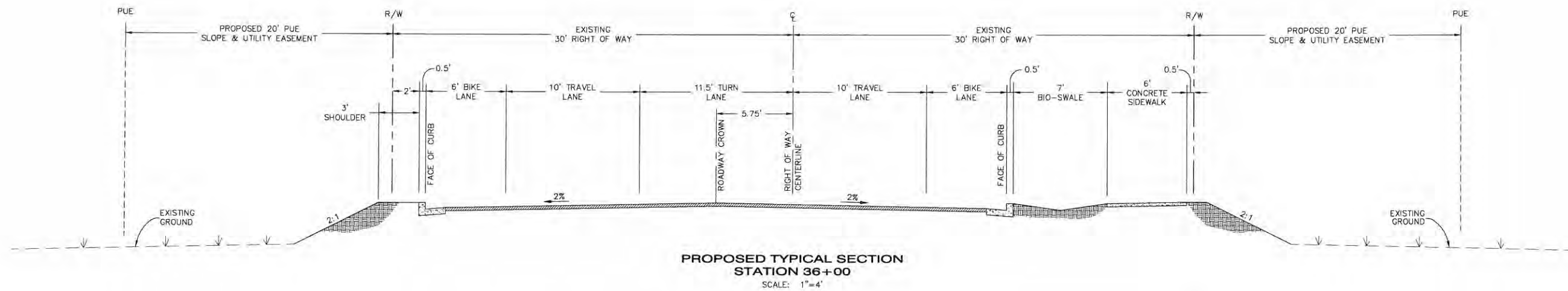
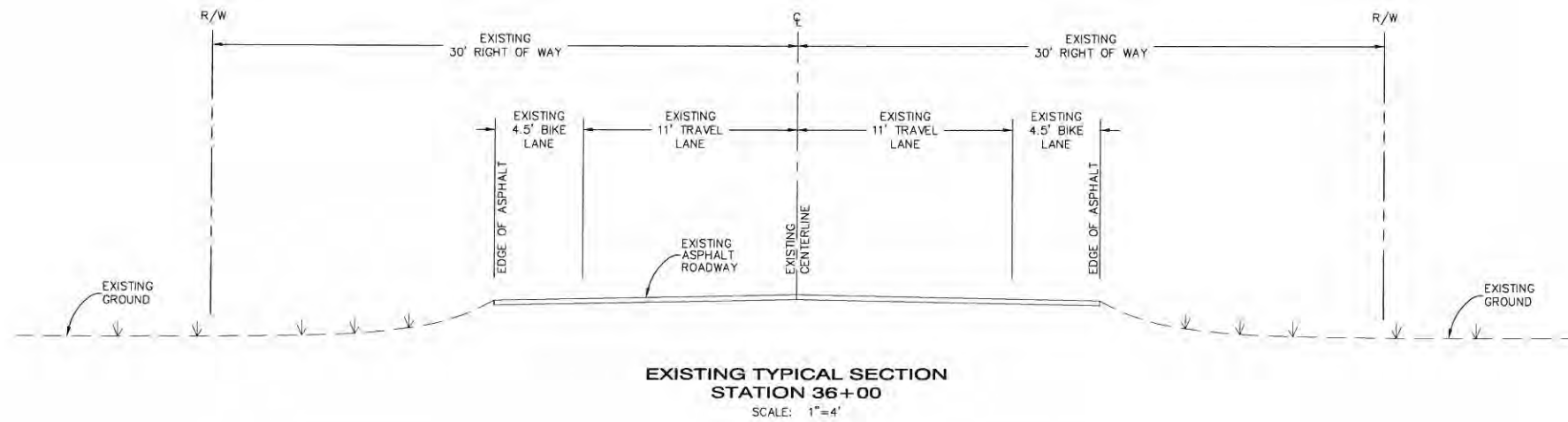




Normal Neighborhood Plan
Street Network Map



NORMAL NEIGHBORHOOD REIMBURSEMENT DISTRICT EAST MAIN STREET - CROSS SECTIONS UPDATED APRIL 27, 2015 - REDUCED EAST MAIN STREET IMPROVEMENTS



DATE: APRIL 27, 2015

Hardey Engineering & Associates, Inc.

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