

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
SPECIAL MEETING
JANUARY 24, 2012
AGENDA**

I. CALL TO ORDER

II. ANNOUNCEMENTS

III. PUBLIC FORUM

IV. UNFINISHED BUSINESS

A. Approval of Findings for PA-2011-01576, 1554 Webster (SOU North Campus Village).

V. PUBLIC HEARINGS

A. **PLANNING ACTION: #2011-01174**

DESCRIPTION: A public hearing to review the ordinance amendments that were recently adopted as part of the Pedestrian Places project. The zoning the land use ordinance associated with the Pedestrian Places project were approved by the City Council on November 15, 2011 and went into effect on December 16, 2011. Subsequent to the approval, the City Council directed the Planning Commission to re-review those ordinance amendments that apply to the Detail Site Review Zone and citywide, and make recommendations to the Council for changes as appropriate.

VI. ADJOURNMENT

**CITY OF
ASHLAND**



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

BEFORE THE PLANNING COMMISSION
January 24th, 2012

IN THE MATTER OF PLANNING ACTION #2011-01576, A REQUEST FOR)
SITE REVIEW APPROVAL TO CONSTRUCT A NEW SINGLE-STORY)
DINING HALL NEAR THE INTERSECTION OF WIGHTMAN AND WEBSTER)
STREETS, TWO NEW FOUR-STORY RESIDENCE HALLS NEAR THE INTER-)
SECTION OF WEBSTER AND STADIUM STREETS, TWO PARKING LOTS,)
AND ASSOCIATED SITE IMPROVEMENTS ON THE SOUTHERN OREGON)
UNIVERSITY CAMPUS AT 1554 WEBSTER STREET. ALSO INCLUDED ARE) **FINDINGS,**
REQUESTS FOR CONDITIONAL USE PERMIT APPROVAL TO ALLOW) **CONCLUSIONS**
BUILDINGS THAT EXCEED THE MAXIMUM LENGTH AND VARY FROM THE) **AND ORDERS**
LOCATIONS IDENTIFIED IN THE SOU MASTERPLAN AND TO EXCEED THE)
40-FOOT HEIGHT ALLOWANCE IN THE SO ZONING DISTRICT, AND A)
REQUEST FOR A TREE REMOVAL PERMIT TO REMOVE 27 TREES THAT ARE)
18-INCHES IN DIAMETER AT BREAST HEIGHT OR GREATER.)
)
)
APPLICANT: American Campus Community Services)

RECITALS:

- 1) Tax lot #4200 of Map 39 1E 10 CD is located at 1554 Webster Street and is zoned SO, Southern Oregon University.

- 2) The applicants are requesting Site Review approval to construct a new single-story dining hall near the intersection of Wightman and Webster Streets, two new four-story residence halls near the intersection of Webster and Stadium Streets, two parking lots and associated site improvements on the Southern Oregon University campus at 1554 Webster Street. Also included in the application are requests for Conditional Use Permit approval to allow buildings that exceed the maximum length and vary from the locations identified in the SOU Masterplan and to exceed the 40-foot height allowance in the SO zoning district, and a request for a Tree Removal Permit to remove 27 significant trees (*defined as being 18-inches in diameter-at-breast-height (d.b.h.) or greater*). Site improvements are outlined on the plans on file at the Department of Community Development.

- 3) The Southern Oregon University Campus SOU Plan Update (“the SOU Plan”) was adopted by the Ashland City Council in June of 2010 to achieve compliance with Oregon Statewide Planning Goal #2 (Land Use Planning) as well as Chapter 197 of the Oregon Revised Statutes which requires that the planning activities of Southern Oregon University be coordinated with the City of Ashland to ensure compatibility with the City’s Comprehensive Plan and local land use ordinances. The SOU Plan provides both a conceptual framework and design guidelines for the on-going development of the 164-acre Southern Oregon University campus, which is zoned SO (Southern Oregon University). Zoning regulations within this district are found in AMC 18.64, which generally provides that those uses which

are directly related to the educational functions of SOU, which are indicated and located in conformance with the adopted SOU Plan, and which are greater than fifty (50) feet from privately owned property are permitted outright subject to Site Review approval, while allowing a measure of flexibility to the adopted SOU Plan where project-specific site planning varies from the larger conceptual framework by providing that any “*use, site design, or construction or alteration of same*” not agreed upon in advance is subject to discretionary review as a Conditional Use Permit.

4) The application also involves the proposed demolition of four to five single family residences and their associated accessory structures near the intersection of Webster and Stadium Streets to accommodate the proposed development. The demolition and relocation of structures is not regulated through Ashland’s Land Use Ordinance (AMC Chapter 18) or subject to land use approval, and must instead be reviewed and approved separately pursuant to AMC 15.04.210-.218 which regulate the demolition and relocation of buildings within the city. The approval of Demolition/Relocation Review Permits is subject to review by the Building Official and/or the Demolition Review Committee.

5) The criteria for Site Review approval are described in AMC 18.72.070 as follows:

- A. *All applicable City ordinances have been met or will be met by the proposed development.*
- B. *All requirements of the Site Review Chapter have been met or will be met.*
- C. *The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*
- D. *That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.*

6) The criteria for Conditional Use Permit approval are described in AMC 18.104.050 as follows:

- A. *That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.*
- B. *That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.*
- C. *That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone:*
 - 1. *Similarity in scale, bulk, and coverage.*
 - 2. *Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.*

3. *Architectural compatibility with the impact area.*
 4. *Air quality, including the generation of dust, odors, or other environmental pollutants.*
 5. *Generation of noise, light, and glare.*
 6. *The development of adjacent properties as envisioned in the Comprehensive Plan.*
 7. *Other factors found to be relevant by the Hearing Authority for review of the proposed use.*
- 7) The criteria for a Tree Removal Permit are described in Chapter 18.61.080 as follows:
- A. *Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.*
1. *A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.*
 2. *The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.*
- B. *Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:*
1. *The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and*
 2. *Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and*
 3. *Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.*

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the

alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. *The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.*

8) The Planning Commission, following proper public notice, held a public hearing on December 13, 2011 at which time testimony was received and exhibits were presented. This hearing was continued to the next regular meeting of the Planning Commission on January 10, 2012 at which time additional testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the proposal for Site Review, Conditional Use and Tree Removal permit approvals meets all applicable criteria for Site Review approval as described in Chapter 18.72, for Conditional Use Permits as described in Chapter 18.107, and for Tree Removal Permits as described in Chapter 18.61.

2.3 The Planning Commission finds that the proposal meets all applicable ordinance requirements of the City of Ashland with the attached conditions of approval. The Site Plan provided delineates the proposed building location, design and associated site improvements. The Planning Commission further

finds that the application involves requests for Site Review approval to construct a new single-story 27,500 square foot Dining Hall near the intersection of Wightman and Webster Streets, two new four-story Residence Halls near the intersection of Webster and Stadium Streets with the South Residence Hall to consist of 105,000 square feet in 128 semi-suite units to house 429 students and the North Residence Hall to consist of 89,443 square feet in 78 suite units to house 273 students, two parking lots and associated site improvements on the northern portion of Southern Oregon University's campus at 1554 Webster Street. The Planning Commission finds that with the proposal, the existing Cascade residential complex on the southern campus will cease to be used to house students, and the proposed new North Campus Village development will replace the lost Cascade beds and potentially provide accommodations for up to an additional 100 students. The Planning Commission also notes that while the application makes mention of the possibility of a future 50,000 square foot Recreation Center addition which would be constructed between the nearby McNeal Pavilion building and Wightman Street, this future addition is not part of the current proposal and is not considered here.

The Planning Commission finds that the first criterion to be considered for Site Review approval is that, "*All applicable City ordinances have been met or will be met by the proposed development.*" The Planning Commission further finds that development within the SO zoning district is guided by the SOU Plan, which provides the conceptual framework for the development of the campus over the coming decade through an adopted map detailing proposed developments as well as through specific site and building design standards applicable to the campus which supplement the zoning regulations found in AMC 18.64 and the site design standards found in Ashland Site Design Review Chapter (AMC 18.72) and the city's Site Design and Use Standards. In AMC 18.64, the SO zoning district regulations generally provide that those uses which are directly related to the educational functions of the university are considered outright permitted uses, provided that such uses are indicated and located in conformance with the adopted, city-approved SOU Plan, and are greater than fifty (50) feet from privately owned property. In addition to the SOU Plan, development on campus is also subject to the Site Review, Sign Regulations, Off-Street Parking and Tree Preservation & Protection chapters, as well as to the Conditional Use Permit chapter which applies to: any use, site design, or construction or alteration of same not agreed upon in advance by the city and the university in the SOU Plan; any use, site design, or construction within 50 feet of privately-owned property; any construction over 40 feet in height; and wireless communication facilities not permitted outright and authorized pursuant to Section 18.72.180.

The Planning Commission finds that the proposed residence and dining hall buildings are directly related to the educational functions of the university, however the location of the dining hall, residence halls and associated parking lots are not as identified in the SOU Plan, the 400+ foot length of the residence halls exceeds the maximum 250 foot length allowed in the SOU Plan, and the height of the residence halls is greater than the 40 feet allowed outright in the district. As such, the Commission finds that these components of the application require Conditional Use Permit approvals to address these areas of nonconformity. Findings with regard to these Conditional Use Permits are provided in Section 2.4 below.

The Planning Commission finds that there are provisions within the SOU Plan for the applicants to consider parking standards specific to the university in collaboration with city staff. Currently, the

applicable parking standards in AMC 18.92.020 call for two off-street parking spaces for each three guest rooms in a dormitory. Overall campus parking requires one and one-half spaces per classroom plus one space for five students, plus the required parking for on-campus resident students the campus can accommodate within dormitories. Based on observed parking demand across campus, the applicants propose to adjust the parking required for residence halls from two off-street parking spaces for each three guest rooms in a dormitory to only one space per three beds. The applicants also propose to increase classroom parking required from one and one-half spaces per classroom plus one space for five students to two spaces per classroom plus one per five students, and to clarify that required parking for on-campus resident students the campus can accommodate within dormitories should be considered only once, rather than being counted for the dormitory and then again at the overall campus level. The Planning Commission finds these proposed parking requirements to be reasonable and based on the observed demand discussed in the applicants' submittals, and further notes that 350 double rooms would accommodate 700 students with a parking requirement of 231 spaces based on the current municipal code requirement, while 700 beds considered under the proposed adjusted standard would require 234 spaces.

The application notes that there are currently 570 existing off-street parking spaces available on the northern portion of the campus, and that these spaces currently have a utilization rate of roughly 36 percent. The application materials also point out that on-street parking currently has a peak utilization rate of 91 percent, and goes on to suggest that based on the applicants' observations, approximately 50 percent of the current on-street demand is tied to the university. As part of the application, the applicants propose to construct two parking lots – one off of Stadium Street at College Way, where parking is already in place, and another at the corner of Stadium and Webster Streets. The application explains that with the removal of some existing parking lots to accommodate the proposed buildings and the addition of these two parking lots, there will be a net reduction of 44 parking spaces, leaving 526 off-street spaces to accommodate demand on the north campus. The application notes that with the proposed north campus development, a utilization rate of approximately 77 percent could be obtained for off-street parking on the north campus, and that there would be a possibility to absorb the additional demand currently associated with on-street parking into the campus at a future date.

Application materials provided relative to transportation and parking demand management note that while some actions are entirely within the University's control, such as setting policies on where students and employees park, other items such as a bus pass program or neighborhood parking permit program are dependent upon the expansion of working partnerships between the City, Rogue Valley Transportation District (RVTD) and the surrounding neighbors, and further indicate that the proposed North Campus Village project is in effect transportation demand management strategy unto itself in that it seeks to make living on campus more attractive to students who might otherwise commute by car, as well as providing substantial bicycle parking to support student bicycle commuting. The application states that the university will implement variable pricing between parking lots when the residence halls open in fall of 2013, and will re-designate parking lots on the north and south campus areas to ensure that resident students have sufficient parking available on the appropriate side of Siskiyou and that

parking resource utilization efficiency is maximized. It further suggests that while the university would be willing to adjust parking pricing further and pursue other measures such as restricting the sale of parking permits to first year students they believe that a neighborhood parking permit program would be needed prior to implementation to avoid having parking impacts spill over to the surrounding neighborhood streets. In terms of additional transit strategies, the applicants have indicated a willingness to meet with RVTD, university staff and administrators and students to discuss transit subsidies, noting that they would like to reinstate a bus pass program in an appropriate form provided there are changes in transit service to meet student needs such as adequate evening hours to support students who commute to the Higher Education Center in Medford, and will also explore options for providing some sort of express shuttle service for students traveling to the Medford Higher Education Center campus and from outside of Medford as well.

While the application suggests that parking management strategies including parking pricing, parking restrictions, and specific parking lot designations can reduce demand in conjunction with transportation demand managements measures such as transit subsidies and a targeted shuttle service, the submittal materials ultimately conclude that because the proposed parking is adequate for the request these measures are not necessary in association with the current proposal. The Commission finds that because the application primarily involves a shifting of existing student population from one side of Siskiyou Boulevard to the other, it is appropriate that providing adequate parking within a reasonable proximity to the new halls and addressing pedestrian safety enhancements at the likely crossing points for residents be key areas of focus for the application, and that these are two issues are adequately addressed in the materials provided. However, the Commission must also note that without a more detailed explanation of the future Student Recreation Center addition to McNeal Pavilion including the nature of proposed uses and the number, type and frequency of potential events, a finding cannot be made at this time that the parking proposed now will be adequate to serve that future construction, and further finds that at the time that project is considered through Conditional Use Permit review, more aggressive parking management and transportation demand management measures such as neighborhood parking permit programs may be necessary to minimize vehicular impacts to the surrounding neighborhood from the combined demand of the currently proposed North Campus Village housing and future Student Recreation Center addition which is not part of the current request.

The Planning Commission further finds that with regard to bicycle parking, AMC 18.92.040 typically requires that colleges and universities provide one bicycle parking space per five automobile parking spaces, with half of these spaces required to be covered. The applicants have indicated that they intend to provide bicycle parking in an amount at least equivalent to the requirements of AMC 18.92.040. A site plan has been provided illustrating five proposed covered outdoor bicycle parking locations near the entry points to the proposed buildings and the existing Greensprings dormitory, where the applicants propose to install two-level racks which can accommodate up to 20 bikes on each level similar to those widely used on the southern campus and which have become a *de facto* standard for campus bicycle parking. The applicants have indicated that 100 percent of the outdoor spaces to be provided are to be covered, and that these two-level racks will accommodate twice the number of bicycles in the same

surface area. The Commission finds that the proposed bicycle parking provisions are consistent with the placement standards of the land use ordinance, and will ultimately exceed both the overall number of spaces to be provided and the number of those which must be covered. The Commission further finds that while the two-level bicycle parking structures will not accommodate all users or bicycle types on their upper levels, the lower levels provide options for locking bicycles securely by the frame similar to those provided by the standard inverted U-rack as required in AMC 18.92.060.J, with the upper level providing for a doubling of the number of spaces in the same surface area, and that these racks are an appropriate treatment for on-campus bicycle parking. The Commission finds that the applicants will also provide additional bicycle parking within the proposed residence halls in amount equivalent to one bicycle parking space per bed in the form of hooks or racks in each room and/or locking bicycle parking rooms on the lower floors to accommodate indoor bicycle parking for students on upper floors and thus further exceed the minimum required number of bicycle parking spaces.

The Planning Commission finds that the second criterion for the approval of a Site Review permit is that, *“All requirements of the Site Review Chapter have been met or will be met.”* Within the Site Review chapter, both commercial and multi-family residential developments requiring Site Review approval are required to provide an “opportunity-to-recycle” site for use of the project occupants. The “opportunity-to-recycle” site must be of a size equal or greater than the solid waste receptacle, and both the waste and recycling facilities must be screened from view by adjacent properties and public rights-of-way. The plans provided identify a “recycling hub” as a central element in the floor plans for each floor in the residence halls, and a trash compactor location is identified between the southern residence hall and Ashland Street. The existing trees and topography already screen the compactor location to a degree, and the applicants have provided details of enhanced landscape screening to be planted for further screening in their landscape plan submittals. Once constructed, the future mixed-use building identified to be built along Ashland Street will provide further screening of the proposed compactor placement. The applicants have also indicated that solid waste and recycling facilities for the dining hall are to be contained entirely within the building and not to be visible from adjacent properties or rights-of-way. A condition has been included below to require that the building permit submittals include final details for the solid waste and recycling facilities’ placement and screening in a manner consistent with the details provided in the land use application.

The Site Review chapter also requires that project lighting not directly illuminate any adjacent residentially-zoned property. While the plans provided do not identify details on the type or placement of lighting, the Commission finds that the primary area where lighting might impact adjacent residentially-zoned property is at the front of the proposed dining hall building on Wightman Street, which is located directly across the 60-foot street right-of-way from residential property. The Commission further finds that given the physical separation and the options available for lighting selection, placement and screening, there should be no difficulty in complying with this standard, particularly given that the applicants have noted that they will pursue dark sky standard lighting as part of their proposed LEED® certification. A condition has accordingly been included to require that lighting specifications including details of specific light fixture placement and any shrouding or other screening necessary to prevent direct illumination of adjacent residential properties be provided with the

building permit submittals.

The Site Review chapter further requires that prior to final approval, the proposal be reviewed by Conservation Division staff to assess energy use estimates and conservation strategies provided by the applicants and to provide any applicable recommendations as to available cost-effective means to further reduce energy consumption. The applicants have indicated that the project will be pursuing LEED® certification to at least the Silver level, have provided details of the energy use and conservation strategies anticipated for the project, and have been in on-going discussions with Conservation Division staff since the early stages of project planning to identify available means to reduce energy use for the project. Given the scale of the project and the level of detail involved with LEED® certification, the Commission has included a condition to provide for the Conservation Division's final review of the building permit submittals to allow for the fine-tuning of energy conservation strategies.

The Planning Commission finds that the third criterion for Site Review approval criterion is that, "*The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*" The Site Design & Use Standards handbook includes specific design standards for both commercial and residential developments. The Commission finds that institutional buildings, including public buildings and schools like the residence and dining halls considered here, are to be reviewed under the basic site review standards for commercial projects, and further finds that the council-adopted SOU Plan also includes specific design standards for campus development which are to be considered with this criterion, or as part of the Conditional Use Permit discussion in Section 2.4 below, as appropriate.

The Planning Commission finds that the Site Design & Use Standards generally seek to improve each project's appearance while creating a positive, human scale relationship between proposed buildings and the streetscape to encourage bicycle and pedestrian travel, lessen the visual and climatic impacts of parking, and screen adjacent uses from any adverse impacts of development. To these ends, the standards require that buildings have their primary orientation to the street rather than to parking areas, with visible, functional and attractive entrances oriented to the street, placed within 20 feet of the street, and accessed directly from the public sidewalk. Buildings on corner lots are to orient to the higher order street or to the corner, and sidewalks and street trees are to be provided along subject properties' frontages, with automobile parking and circulation areas not to be placed between buildings and the street.

The Commission further finds that the SOU Plan details additional Design Guidelines for campus development seeking to provide buildings at a density appropriate both to a significant university and to the scale of Ashland, to ensure that the scale and articulation of buildings enhance the "sense of place" of the campus and support walking within the campus environment, and to express the permanence and long-term role of the university in the community. These goals are addressed through standards for building massing and orientation which limit new construction to four stories; strongly discourage single-story buildings; limit residential buildings to a maximum length of 250 feet, and to a maximum footprint of 35,000 square feet; and provide articulation guidelines which call for design elements including offsets or jogs in the plan or significant recessed entry or courts of at least 25 feet in width on

buildings longer than 200 feet to prevent unbroken wall lengths greater than 150 feet. Buildings facing major streets are to have significant, strongly articulated and clearly understandable entries to the street, and buildings facing both a significant street and a campus open space are to have entries provided to both. The SOU Plan also includes standards calling for the use of materials and construction selected for long-term durability, with a preference noted for materials similar to the more significant buildings on campus which have typically used red brick, concrete and stucco.

In considering the initially proposed building designs in light of both the Site Design & Use Standards and the SOU Plan's Design Guidelines, Planning Department staff identified concerns with the sense of entry and orientation to the street of both the Dining Hall and Residence Hall buildings. The proposed dining hall faces the Wightman Street streetscape to the west and a small area of campus open space to the east. The SOU Plan Design Guidelines call for strongly articulated and clearly understandable entries to both the street and the open space. Planning staff noted that in initial design submittals, the Wightman Street entry to the Dining Hall was not strongly articulated enough to establish a clear sense of entry and relationship to the pedestrian corridor to meet either the university's or the city's design standards, and the placement of a kitchen/support service entrance so near the Wightman Street storefront entry further detracted from a clearly articulated and understandable sense of entry. Staff recommended that the building's sense of entry be better articulated in the building design and site planning. With regard to the residence halls, staff noted that the buildings' primary entrances were shown to be to the interior quadrangle space being created, and further pointed out that the street-facing entries were labeled on the floor plans and treated in the designs more as back doors. Staff stated that this was of particular concern for the South Hall, which was placed well back from Ashland Street, with parking and circulation between the building and the street and no clear pedestrian connection to the streetscape despite the strong likelihood that the developing University District would draw student pedestrian traffic to the grocery shopping, banking, dining, coffee shops, fitness center and wireless communications services available just across Ashland Street.

Staff suggested that a primary reason that the SOU Plan had envisioned placement of this residence hall in a mixed use building along Ashland Street, was that it would more effectively engage and complement the streetscape and nearby University District. The applicants explained that in the current market, a mixed use building with commercial rental space is not feasible, and suggested that the development of the current proposal could help to create a market for such a building in the future by bringing a significant portion of the campus's student population to this side of Siskiyou Boulevard. As such, the application retains a future building envelope with the Detail Site Review Zone along Ashland Street. Staff noted that the reservation of a future building envelope along Ashland Street for development at some unspecified point in the future provides a basis for the placement of parking and circulation between the currently proposed South Hall and Ashland Street, in a location that will be behind that future building. However, staff asserted that until that future building ultimately develops, the length and size of the South Hall building, its relative to proximity to Ashland Street and the developing University District, and the magnitude of the shift in student population to this new portion of campus merited a substantially stronger sense of entry to Ashland Street and a clearly defined pedestrian connection from the entry to Ashland Street with city-standard streetscape improvements including sidewalks along Stadium Street. Staff provided the conceptual illustrations in the form of

exhibits, including: S-3) a conceptual example of how a stronger sense of entry might be achieved with a raised central entry element that would also break up the length of the building; S-4) a photograph of a four-story multi-family building in Medford which successfully incorporates more of a recessed entry court as envisioned in the SOU Plan; S-5) an illustration of how an arched entry at the sidewalk and walkway to the entry might better achieve a relationship to the pedestrian streetscape, as with Churchill Hall which is similarly setback from the street; and S-6) an illustration from Princeton University's master plan showing a concept for their New South Green incorporating landscaping, walkways, and an arched entry through the building to a central quadrangle to create a stronger relationship to the streetscape and the "sense of place" sought in the standards.

Staff also indicated that the initial designs proposed for the residence halls exceed the maximum length allowed under the university's own Design Guidelines, and did not in staff's view adequately incorporate the SOU Plan's Length and Articulation Guidelines to mitigate the building length's proposed. The SOU Plan calls for buildings not to exceed a maximum length of 250 feet, and further requires that any building greater than 150 feet in length provide jogs, offsets, or a significant recessed entry or court of at least 25 feet in width. As initially proposed, both residence halls exceeded 400 feet in length on the primary elevations while no significant recessed entry or court was provided, and the jogs and offsets shown were generally shallow and repetitive notching which, particularly on the South Hall were not reflected through the building's roofline and thus did little to break up the effect of the length. Staff suggested that a building 1.64 times the maximum allowed length required stronger articulation, and that the length proposed without adequate articulation exacerbated concerns with the building's sense of entry. Staff indicated that better articulation with a significant recessed entry or court at the significant street-facing entries could address the length as well as sense of entry as illustrated in the staff exhibits, and recommended that the building and site designs be modified to address these issues and be brought back to the January meeting.

In response to the discussion at the December 13th hearing, the applicants presented revised elevation drawings and site plans to address both the Wightman Street entry to the dining hall and the Ashland Street-facing entry of the South Hall. The Dining Hall revisions included the removal of the service entry from the Wightman Street elevation, a clarification of the treatment of this façade to emphasize the material treatment, use of columns and a recessed entry from Wightman Street, as well an alternative site design proposal to enhance the Wightman Street pedestrian corridor along the dining hall's frontage to include standard five-foot width commercial tree grates, new street trees, eight foot sidewalks, and widened pedestrian circulation routes and landscape treatments to strengthen and emphasize the importance of this entry as a key point in the relationship between the proposed North Campus Village development and the broader community. The South Hall revisions included the addition of dormer elements over the previously proposed bay window projections so that the recesses were reflected through the roofline to more effectively break up the building's length and provide greater architectural interest; revised street-facing entries to be incorporated into the designs of both residence halls featuring a large arch element over a stronger entry, with a recessed entry area to provide refuge from the elements at the entry; a slightly raised roof on the central building element to more effectively distinguish the massing of the building into three parts and emphasize the central entry; and a pedestrian connection to better integrate circulation to and from the South Hall entry into the existing campus

pedestrian circulation system and provide a clearly defined pedestrian connection out to Ashland Street and the nearby University District. The Planning Commission finds that, when taken in sum, these revisions greatly improve the building's sense of entry and relationship to the adjacent streetscapes, while also more effectively addressing the South Hall's length and articulation. The Commission finds that with these revisions, the buildings comply with the Site Design and Use Standards.

The Planning Commission finds that the final criterion to be considered for the approval of a Site Review permit is, *"That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options."* Each of these facilities is discussed individually below.

Water: Public Works and Engineering staff has noted that there is an eight-inch water main available to serve the project within Stadium Street, as well as a six-inch water main available in Webster Street. After review of the existing facilities and the preliminary utility plans submitted with the application materials, Public Works and Engineering staff indicated that with the extension of facilities to the site from the adjacent rights-of-way, these existing mains should be adequate to serve the project.

Sewer: Public Works and Engineering staff has noted that a 12-inch sanitary sewer main is available in Wightman Street. Additionally, a six-inch sanitary sewer main is available in Stadium Street. Public Works staff has noted in their review of the existing facilities and preliminary utility plans submitted that this Stadium Street line as it exists is undersized and inadequate to serve the project, and the applicants have proposed to upgrade this line to provide a new 12-inch main out to Wightman Street as part of the application request.

Paved Access: Siskiyou Boulevard and Ashland Street along the property's south boundary are both classed as boulevards or arterial streets under the Transportation System Plan (TSP). Both are also state highways, but in the vicinity of the subject property they are under city jurisdiction as part of the jurisdictional exchange and street improvement project completed in 2002. Both are fully improved with paving, curbs, gutters, curbside sidewalks and street trees in place along the subject property's southern frontages.

The Transportation Commission recommended that the existing curbside sidewalk installation on Ashland Street from Walker Avenue to Siskiyou Boulevard be reconstructed to full city street standards for an arterial street. In considering this recommendation, the Planning Commission finds that Ashland's Street Standards call for a consideration of existing trees in street design, and both the Site Design & Use Standards and Street Standards handbooks require preservation of natural features including existing, established trees to the greatest extent possible. In this case, the Commission finds that reconstruction of the existing sidewalk would necessitate the removal of 29 or more trees along the subject property's Ashland Street frontage, and given the topography present would also require that either a safety railing (*creating physical barrier between the property and the pedestrian streetscape*) or a fill slope (*requiring additional tree*

removals) be installed. The Commission further finds that full reconstruction to widen the existing sidewalks in this vicinity could also pose complications to utility installations that would be necessary to serve a future mixed-use building on Ashland Street, as well as any potential for a future reconfiguration of the right-of-way in this vicinity. The Commission therefore finds that sidewalk reconstruction in this vicinity would be more appropriately linked to the future construction of a new mixed-use building fronting on Ashland Street to allow for more careful planning of the relationship of the pedestrian corridor, buildings and plaza space as well as more efficient and coordinated installation of utility infrastructure necessary and/or underground parking to serve that future building, while retaining the large, established trees along Ashland Street until their removals are necessary.

The Planning Commission also finds that the Connectivity Standards detailed in Section II-7 of the Street Standards Handbook provide for the use of off-street pathways connected to the street network as a viable component of the transportation system. These standards explain that such pathways should not be used in lieu of traditional streets with sidewalks, but can be appropriate to supplement traditional streets and sidewalks. In this instance, street improvements including sidewalks are already in place along Ashland Street, and the Commission finds that the use of an off-street pathway to supplement the sidewalk and accommodate likely pedestrian circulation interior to the site, as envisioned in the Connectivity Standards, is an appropriate treatment until development occurs within the Detail Site Review Zone along the property's Ashland Street frontage. The applicants have provided a revised Landscaped Site Plan (Sheet L001 revised December 30, 2011) which details a pathway installation of this nature, and the Commission finds that this off-street pathway will link the existing pathway system from the gateway intersection and Greensprings dorms through the grassy area along Ashland Street, through the parking along South College Way with a materially-distinct crossing to the entrance of the proposed South Hall and out to the sidewalk on Ashland Street near its intersection with Stadium Street and the crosswalk leading to the nearby University District. The Commission finds that this pathway provides a more direct route to the most likely pedestrian destinations arising from the shifting of the resident population to the north campus in a manner which would be better integrated into the existing campus pedestrian circulation system, while helping create a clear relationship between the new South Hall's southern entry and the Ashland Street pedestrian streetscape and accommodating more coordinated planning of sidewalk improvements with future development at the street.

Wightman Street is classified as a collector street in the TSP and is improved with paving, curbs, gutters, five-foot wide curbside sidewalks and street trees in place along the subject property's western frontage. The established street trees are just behind the sidewalk and consist of a row of eight to nine large established sycamores ranging in size from 11 to 21 inches in diameter at breast height. These trees provide a buffer between the sidewalk and adjacent surface parking, and two more rows of sycamores containing a total of 17 trees ranging in size from seven to 20 inches in diameter line an off-street pedestrian circulation pathway that leads roughly from the gateway intersection to the location of the new Dining Hall. The established curbside sidewalk pattern on the east side of Wightman Street, with only a few small disconnected sections of

sidewalk in place along the west side, is carried on all the way to Iowa Street, with a number of large established trees planted very near the back of the sidewalk. Discussion during the hearing in December raised the issue of whether the existing narrow sidewalks were adequate to serve the increases in pedestrian traffic anticipated with the proposal, and raised the issue of potentially widening the sidewalks to city standard widths. In considering this possibility, the Commission finds that the shift to a standard parkrow configuration with wider sidewalks for the full Wightman Street corridor would need to be considered not only for its immediate impact to the established sycamore trees on the subject property, but also to the other trees further up the Wightman Street corridor as development of the north campus continues. The Commission further finds that one of the key opportunities noted to improve the quality of the campus noted in the SOU Plan was to continue to reinforce the main pedestrian spine with new plantings and the development of plazas and new outdoor activity nodes, improved sightlines, and better orientation and articulation of building entries. The plan also recognizes that the north campus area has substantially less tree canopy established than the south campus, and the existing sycamore-lined pathway here adjacent to Wightman Street is already in place with an established canopy corridor creating a promenade to draw students from the gateway intersection's plaza area to the new dining hall location, likely lessening the use of the Wightman Street sidewalks by provided a strongly articulated and attractive route. The Commission finds that this currently one of the few areas on the north campus where the landscaping is already working to reinforce the main pedestrian spine, and further finds that this existing pattern could be easily be further reinforced to create a strong line of sight connecting the gateway intersection plaza to the new dining hall. The Commission finds that when the sycamore street trees and the adjacent sycamore-lined off-street pathway are considered in combination with the established pattern of existing sidewalks and large stature trees further down Wightman Street, a significant reconstruction of sidewalks and the associated removal of established trees would not be appropriate. However, the Commission further finds that given the likely pedestrian circulation from the gateway intersection down the sycamore-lined corridor to the dining hall, students and guests are likely to circulate to the main Wightman Street entry from the corridor and that the pathway to the Wightman Street entry and the pedestrian corridor in front of the building need to better reflect the prominence of this entry. The Commission accordingly finds that the alternative Wightman Street pedestrian corridor alternative design submitted by the applicants on January 9th and identifying a widened pathway from the sycamore-lined corridor, new street trees, widened sidewalks, and enhanced landscaping and pedestrian treatments along the dining hall's full Wightman Street frontage is a more appropriate treatment given the details of the proposal and anticipated use of the dining hall and shall be incorporated into the final site plan for the project.

On the subject property, Webster Street is a private street which provides an east-west connection from Walker Avenue to Wightman Street. North and South College Ways, both private streets, provide circulation primarily to existing surface parking in place between Ashland Street and the existing tennis courts, which are to be removed. With the proposal, North College Way will be removed and South College Way will be improved as a parking lot serving the proposal South Hall, as well as providing fire apparatus and service corridor access.

Stadium Street, which is currently within public right-of-way for its southerly 270 feet and becomes a private street for its remaining length, provides a north-south connection from Ashland Street to Webster Street. Here the Commission would note that Public Works staff have recommended that this street be vacated to clarify responsibility for its maintenance in a manner consistent with other internal campus streets and drives; while the Commission finds that such a vacation would be appropriate, no vacation requirement is incorporated in this decision as a vacation requires Council action and would need to be pursued separately.

The Planning Commission finds that with the relocation of the dining and residence hall buildings, the installation of 150 parking spaces in lots not originally envisioned in the SOU Plan, the partial closure of Webster Street to motor vehicles, and the likely eventual construction of a new 50,000 square foot Student Recreation Center addition to McNeal Pavilion, Stadium Street will ultimately serve as a gateway street for the developing North Campus Village neighborhood. The Commission accordingly finds that despite its being located largely on university property, it merits improvement to city street standards to include full sidewalks, parkrow installation and pedestrian scale street lighting along its length between Webster Street and South College Way, and curbside sidewalks along the remaining length between South College Way and Ashland Street in order to preserve a number of large, established trees near the Ashland Street intersection. The applicants have provided revised submittals identifying these improvements, and the Commission finds that with their installation Stadium Street would take some of the vehicular traffic off of the intersection of Siskiyou Boulevard and Wightman Street, and off of Wightman Street itself, thus lessening the impacts on the surrounding residential neighborhood from the dining hall's relocation, while also providing an attractive and clearly articulated route to better focus pedestrian circulation on the north campus. Conditions to require improvements to Stadium Street are thus included below.

Storm Sewer: Public Works and Engineering staff has noted that a 24-inch storm sewer line is available in Webster Street. The application materials provided note that the site's stormwater facilities are in the form of existing large diameter concrete stormwater piping that collects run-off from up-gradient streets, and indicates that this piping is to be reconstructed by the applicants as necessary to route around the proposed structures. The application materials further indicate that stormwater within the project is to be collected by new area inlets within the parking areas and landscaped open space areas, with roof drain leaders and area inlets then linked by new subsurface conveyance piping that ultimately connects to existing down-gradient public stormwater lines in Webster Street. The materials also indicate that run-off collected by surface inlets is to be pre-treated by means of bio-swales in the landscaped areas, or by mechanical inserts in the parking lot catch basins. Preliminary calculations in the submittal suggest that with the removal of some parking areas and tennis courts, the project will lead to a reduction in impermeable surface area within the primary development limits of the residence halls and dining facility and thus a net decrease in stormwater run-off to downstream facilities. Engineering staff has indicated that the storm drain system improvements proposed to be installed by the applicants as detailed in the application will be adequate to serve the needs of the

proposal, subject to final review and approval of civil drawings that are to include all design calculations.

The Commission notes that in addition to the Engineering Division's standards to address stormwater, the SOU Plan includes parking lot standards which require that *"to the greatest degree feasible, parking lots shall be designed to include localized stormwater treatment and infiltration facilities. Whenever possible, these stormwater treatment facilities should be above ground structures that incorporate appropriate plantings for pre-treatment and filtering of particulates and pollutants (SOU Plan, p. 59)."* Initial application submittals had indicated that stormwater from the new parking lot at the corner of Webster and Stadium Streets was to be piped, but the applicants subsequently provided revised drawings identifying above ground detention facilities. In addition to standard conditions that final drainage plans be provided for Engineering Division review prior to building permits, the Commission has included a condition that the drainage and site plans incorporate above ground stormwater treatment and infiltration facilities consistent with the SOU Plan's parking lot design requirements for new parking areas.

Electric: Electrical facilities are available from all of the surrounding street rights-of-way, and city Electric Department staff has indicated that these facilities have adequate source and capacity to serve the project with the extension of services onto the subject property by the applicants. The applicants continue to work with the Electric Department to develop a final electric service plan while considering the requirements of the Electric Department, project logistics and potential costs, and a condition has been included below to require that a final electric service plan be provided for the review and approval of the Electric, Engineering, Building and Planning Departments with the building permit submittals.

Transportation: The Planning Commission finds that with the shifting of so substantial a portion of the campus's resident student population to the north side of Siskiyou Boulevard as currently proposed, issues of adequate transportation and specifically pedestrian safety are among the most significant considerations with the request. Subsequent to a pedestrian fatality along the campus's Siskiyou Boulevard frontage in 2008, the City Council convened the Siskiyou Boulevard Ad Hoc Safety Committee which met for a number of months and ultimately recommended a number of measures to improve pedestrian safety for the corridor including a reconfiguration of the Garfield and Siskiyou intersection, the installation of rumble strips to alert vehicles as they enter the campus corridor, speed limit reductions, and the installation of pedestrian-activated flashing beacons at several of the intersections adjacent to the campus. With the recent adoption of the SOU Plan, there were requirements that a number of transportation-related studies be completed prior to a development application in order to provide for a complete consideration of transportation issues. These included: a Transportation Impact Analysis (TIA) and Access Management Standards; a Pedestrian Safety Plan to include but not limited to improved crossings with enhanced pavement design and access controls with on-going monitoring of pedestrian flow and safety issues; Transportation Demand Management (TDM) Strategies to be accompanied by a timeline for their implementation; an Emergency Vehicle Access Plan to be provided for the review and approval of Ashland Fire & Rescue to demonstrate that all modifications to vehicular and pedestrian circulation are in compliance with

emergency access provisions of the Oregon Fire Code; and the creation of parking requirements specific to SOU's ,on-campus student housing to be developed through collaboration with city staff.

The Planning Commission finds that the Oregon Department of Transportation (ODOT) has reviewed the application and made a determination that the construction of the Dining and Residence halls will not adversely affect state highway facilities (Siskiyou Boulevard or Ashland Street) and thus does not trigger further ODOT review. The Commission further finds that ODOT has recommended that the city and university update the current crosswalk lighting to replace the existing flashing beacons with rectangular rapid flash beacons (RRFBs) now in use elsewhere around the state, as also recommended by the applicants' consultants Kittelson and Associates. ODOT notes that RRFBs have demonstrated effectiveness in improving pedestrian safety in areas where there are conflicts between pedestrians and motor vehicles, particularly at uncontrolled or mid-block crossings, and has provided a copy of the RRFB section of the Oregon Bicycle & Pedestrian Plan (pg. 5-17) as a reference informing this recommendation.

The Planning Commission finds that the project's transportation consultants Kittelson & Associates have provided detailed recommendations for the treatment of the intersections along the university corridor to provide for the safety of pedestrians crossing between the north and south campus areas while also seeking to minimize the disruption to the flow of vehicular traffic through the corridor. They conclude that with implementation of the recommended measures the project can be completed as proposed while maintaining safety at the intersections and acceptable traffic operations. Kittelson's specific recommendations for each of the intersections are detailed below, along with corresponding recommendations from city staff and the Transportation Commission and the findings of the Planning Commission:

Intersections of South Mountain Ave. & Siskiyou Blvd., and of Ashland St. & Siskiyou Blvd.

Kittelson and Associates' recommendations were to replace the pedestrian signal heads with pedestrian countdown signal heads and add a five-second lead time to the pedestrian phasing of each of these intersections' signals. Both staff and the Transportation Commission concurred with these recommendations, with the added stipulation that the pedestrian countdown signal heads should include audible countdown indicators. Based on the Kittelson recommendations and staff and Transportation Commission review, the Planning Commission finds that the proposed treatments for these intersections are sufficient and has accordingly included conditions that they be implemented with the project.

Crossing of Siskiyou Blvd. at University Way

Kittelson and Associates' recommendations were that the existing flashing beacons here be replaced with rectangular rapid flash beacons (RRFBs) which have proven more effective in getting drivers to stop for pedestrians in similar installations elsewhere in the state, as noted in recommendations from ODOT. Kittelson also recommended that the adjacent street trees be pruned and maintained to improve visibility. Staff concurred with the recommendations to install RRFBs in this location, and noted that the Parks Department could prune and

maintain the street trees in this location. The Transportation Commission concurred with the recommendation, and asked that the RRFBs to be installed include an audible indicator. Based on the Kittelson recommendations and staff and Transportation Commission review, the Planning Commission finds that the proposed treatments for this crossing are sufficient and has included conditions that they be implemented with the project.

Crossing of Siskiyou Blvd. at Avery St.

Kittelson and Associates' recommendations were that the existing flashing beacons be replaced with rectangular rapid flash beacons (RRFBs), and that the "Stop Here for Pedestrians" sign at the westbound approach be relocated to provide adequate clearance for the crosswalk signage and beacons. Staff concurred with the recommendations to install RRFBs in this location, and noted that the city crews could complete the sign relocation. The Transportation Commission asked that the RRFBs to be installed include audible indicators. Based on the Kittelson recommendations and staff and Transportation Commission review, the Planning Commission finds that the proposed treatments for this crossing are sufficient and has accordingly included conditions that they be implemented with the project.

Crossings of Siskiyou Blvd. at Garfield St. and at Bridge St.

Kittelson and Associates' recommendations were that the existing flashing beacons be replaced with RRFBs at both of these pedestrian crossings. Staff concurred with the recommendations to install RRFBs in these locations, and the Transportation Commission recommended that the RRFBs to be installed include audible indicators. Based on the Kittelson recommendations and staff and Transportation Commission review, the Planning Commission finds that the proposed treatments for these crossings are sufficient and has accordingly included conditions that they be implemented with the project.

Gateway Intersection of Wightman St., Indiana St. & Siskiyou Blvd.

Kittelson and Associates' recommended the replacements of the existing pedestrian signal heads with pedestrian countdown signal heads; the adjustment of lead times for the pedestrian phasing of the signal to accommodate a 36-second "scramble" phase, requiring two additional pedestrian signal heads; and the installation of high visibility markings for a diagonal crossing of the gateway intersection. A hybrid of this scramble phase was presented as a new applicants' "Figure 12" at the Transportation Commission hearing, involving a reconfiguration of the crossing to a single, pedestrian-activated crossing shown with new high visibility pavement markings. Under this proposed treatment, the two existing Siskiyou Boulevard crossings at the intersection would be closed, and the signalization designed to minimize the time automobiles wait due pedestrian-activated phasing. Staff supported this configuration, subject to final designs by Kittelson, and noted that this would require the applicants to upgrade the existing signal cabinets and controllers at both Wightman Street and Ashland Street (Highway 66) to accommodate the necessary signal modifications. The Transportation Commission recommended that the existing pedestrian signal heads be replaced with pedestrian countdown heads which include an audible indicator

of signal timing. Based on the Kittelson recommendations, and review by staff and the Transportation Commission, the Planning Commission finds that the recommended improvements to the gateway intersection are merited and a condition that they be implemented with the proposal has accordingly been included below.

Crossing of Siskiyou Blvd. at Frances Ln.

Kittelson and Associates' recommendations were that advance pedestrian signs with RRFBs be installed in this location. In considering this recommendation, Public Works/Engineering staff noted that based on the current pedestrian crossings in this location, they did not believe that the crossing improvements were merited and could instead be deferred until future development necessitated their installation. However, during deliberations at the January 10th hearing, it was noted that in addition to students who might wish to cross in this location to patronize businesses in and around the University District, with the relocation of the Dining Hall to the north side of Siskiyou Boulevard, current Dining Hall users including a substantial number of patrons of the University's Osher Lifelong Learning Institute (OLLI) on Frances Lane would potentially be crossing in this location, and the improvements recommended by Kittelson would not only increase safety at the crossing but would serve to remind drivers coming from the southeast that they were entering the university corridor. Based on the Kittelson recommendations and the potential for increased crossings by both students and OLLI patrons, the Planning Commission finds that the Kittelson's recommended improvements to this crossing merited and a condition that they be implemented with the proposal has therefore been included below.

Crossing of Ashland St. at Stadium St.

Kittelson and Associates' recommendations were that advance pedestrian signs with RRFBs be installed. Staff concurred with these recommendations, and also recommended that Kittelson look more closely at the possibility of other improvements to the existing placement and configuration of the crosswalk and median in order to minimize the potential for conflicts between pedestrians and drivers turning left onto Ashland Street from the PC Market of Choice parking lot. The Transportation Commission concurred, recommending that audible RRFBs be installed and that the applicants' team further review the location of the existing crosswalk, and if feasible and warranted that the crosswalk be relocated with appropriate pedestrian ways and amenities provided for the new location.

The Planning Commission finds that the Kittelson recommendations to install advance pedestrian signage along with the audible RRFBs recommended by the Transportation Commission are appropriate treatments for this crossing, and a condition to this effect has accordingly been added below. The Commission also finds that with the improvements to Stadium Street proposed and discussed more fully above, city standard street lights will be installed at the intersection of Stadium and Ashland Street and will provide additional lighting in this location to improve nighttime visibility for pedestrians using the crossing.

The Commission recognizes the complexity of the Stadium Street crossing given the

configuration of driveways on the opposite side of Ashland Street near the crossing point, and the potential impact of modifications to the median configuration or turning restrictions on adjacent businesses, and accordingly finds that while the applicants should further review the location and configuration of the crossing and median to determine whether additional treatments are feasible and warranted, any substantial modification which would alter circulation from or access to nearby businesses would need to be considered separately, with notices to those business and property owners, and therefore could not be required as a condition here.

Intersection of Ashland St. and Walker Ave.

Kittelson and Associates' recommendations were that the existing pedestrian signal heads be replaced with pedestrian countdown signal heads and that a five-second lead time be added to the pedestrian phasing of the signal. Staff concurred with these recommendations, and added that these improvements would also benefit children using this signal on their way to or from Walker Elementary and Ashland Middle schools. The Transportation Commission concurred and requested that audible pedestrian countdown heads with a five-second leading pedestrian phase also be installed. Based on the Kittelson recommendations and staff and Transportation Commission review, the Planning Commission finds that the proposed treatments for this intersection are sufficient and has thus included conditions that they be implemented with the project.

The Planning Commission finds that with the implementation of the Kittelson recommendations, as supported by the Transportation Commission, signage and pavement markings will be upgraded, trees pruned to improve visibility, and audible rectangular rapid flash beacons (RRFB's) installed at the four existing crossing on Siskiyou; the crossings at Ashland and Stadium Street and Frances Lane and Siskiyou Boulevard will have audible RRFB beacons and improved pavement markings and signage installed, and the Stadium Street crossing and median configuration will further considered; the crossings at Mountain Avenue and Walker Avenue will be upgraded with audible pedestrian countdown signals and the addition of a five second pedestrian lead time; and the gateway intersection at Indiana and Wightmans Streets will have its existing pedestrian signal heads replaced with pedestrian countdown signal heads, new signal cabinets, and the addition of a hybrid 36-second pedestrian scramble phasing lead time and high visibility markings to accommodate a diagonal crossing. In addition, new sidewalks will be installed on both sides of Stadium Street between Webster Street and Ashland Street, an additional off-street pedestrian path will be installed on campus parallel to Ashland Street between Stadium Street and Siskiyou Boulevard to facilitate the likely new student circulation patterns on the subject property, and the pedestrian corridor along the proposed Dining Hall's Wightman Street frontage will be enhanced to emphasize the Wightman Street entry. The Commission finds that with the implementation of these measures the application has adequately considered and addressed the potential pedestrian safety issues associated with a shifting of the resident student population across Siskiyou Boulevard, and that adequate transportation facilities can and will be provided with the implementation of the improvements described above.

The Planning Commission finds that based upon the plans provided by the applicants and review by the Public Works, Engineering, Electric and Planning Department staff, and by the Transportation Commission, that the existing facilities in place and those proposed to be extended or upgraded on site and within the adjacent rights-of-way by the applicants to serve the project can and will provide adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage and transportation facilities to and through the proposed development with the conditions included below.

2.4 The Planning Commission finds that the proposal requires Conditional Use Permit approval because it varies from the adopted SOU Plan in the following ways: the residence halls, dining hall and parking lots vary from the locations identified in the SOU Plan; the two residence hall buildings exceed the 250-foot maximum length; and these residence halls are also more than the 40-foot height outright allowed within the SO zoning district.

With regard to the changing location of the buildings and parking lots, the Commission finds that under the adopted SOU Plan, the Dining Hall was to have been part of a strong quadrangle that would have unified the dining hall, new residence halls and the existing Greensprings complex to create a “clear residential zone.” The two proposed residence hall buildings were shown as four buildings enclosing this new quadrangle, with the buildings separated to allow for both pedestrian access and views through the quadrangle from both Ashland and Webster Streets. The southern residence halls were to have been constructed in mixed use buildings fronting directly on Ashland Street, with the potential for ground floor retail space to complement the adjacent University District businesses.

The current request has shifted the Dining Hall out of the quadrangle to the intersection of Wightman and Webster Streets. The application materials note that the Dining Hall is significantly larger than was shown when it was planned as part of the quadrangle in the adopted SOU Plan, indicating that the relocation was due both to the need to accommodate this greater building size and the desire to put a public building in a more prominent, visible location to provide optimum convenience for students. The application notes that the proposed building is 40 feet tall, has a gross square footage of 27,500 square feet, and is setback 15 feet from the Wightman right-of-way because it is opposite from private housing across the street. The application goes on to suggest that the dining hall is relatively small, kept to a single story, and features a hipped roof in an effort to remain compatible with the more residential scale and character along the opposite side of Wightman Street. The application also explains that most of the student activity for the Dining Hall will be concentrated to its east side entry, central to campus, and to the south side, where an outdoor dining terrace is located, to lessen the impacts to Wightman Street, and that exterior walls will be acoustically dampened and exterior lights will meet LEED dark sky requirements. The application indicates that the dining hall is designed for compatibility with a future student recreation center addition to adjacent McNeal Pavilion, and that the proximity will allow for a grouping for service and loading functions on both sides of Webster Street, concluding that the Dining Hall will serve as a small student union, a sort of living room for the campus’s resident student population, and thus serves as a critical feature in accommodating and encouraging students to live on campus as opposed to commuting long distances.

The Commission finds that the Dining Hall building's proposed placement is appropriate to serve the new proposed residence halls as well as the student population that is to remain on the south side of campus, and that the building itself is of a scale and character appropriate to the Wightman streetscape. With the changes to the Wightman Street pedestrian corridor proposed by the applicants during the January 10th hearing, and discussed in greater detail above, the Commission further finds that the building design and associated site planning provide a sense of entry that will engage the pedestrian streetscape along Wightman Street, creating a strong relationship not only to the residence halls and open space areas to the east but to the Wightman corridor and broader community to the west, as envisioned in the Site Design and Use Standards and SOU Plan.

With regard to the modification in the location of the residence halls, staff have suggested that a primary reason that the SOU Plan had envisioned placement of this residence hall in a mixed use building along Ashland Street, was that it would more effectively engage and complement the streetscape and nearby University District. The applicants have explained that in the current market, a mixed use building with commercial rental space is not feasible, and suggested that the development of the current proposal could help to create a market for such a building in the future by bringing a large portion of the student population to this side of Siskiyou Boulevard. As such, the applicants have proposed to retain a future building envelope with the Detail Site Review Zone along Ashland Street. During Planning Commission discussion of the site configuration now proposed, it was noted that the SOU Plan had originally envisioned the dining hall and four residence halls grouped around a larger quad which would have better engaged the existing Greensprings complex in an effort to create a well-defined residential life zone. In discussing the modifications to the residence hall locations and configuration of the proposed quadrangle at the hearings, the applicants noted that the proposed quad had been reduced in size to a more usable, human scale while remaining large enough at approximately 180 feet by 300 feet to accommodate and encourage a variety of student use, and that efforts had been made in site planning to retain a strong relationship with the Greensprings complex by retaining a human scale pedestrian corridor between the Greensprings and the proposed new residence halls. The applicants emphasized that this corridor was to be carefully landscaped and would also be treated with functional public art pieces to encourage its use by students. Given that the applicants have proposed to reserve an envelope to provide for future development along Ashland Street in a manner appropriate to the Detail Site Review Zone corridor, and the applicants' efforts to retain a human scale to the proposed quadrangle and to enhance the corridor connection with the Greensprings dorms through landscaping and public art to engage students and encourage its use, the Planning Commission finds that the revised location and configuration of the residence halls is supported by evidence in the record.

With regard to the height of the proposed residence halls, the Planning Commission finds that the regulations applicable to the SO zoning district, found in AMC 18.64, require that any buildings taller than 40 feet in height are subject to Conditional Use Permit review. The Commission further finds that the adopted SOU Plan generally envisions construction up to four stories high in seeking a degree of density appropriate to a university and to supporting transit while maintaining a compact, walkable campus. The plan notes that height will be dependent on specific construction types and further recognizes that building to a four-story height may require Conditional Use Permit approval where the 40 foot height is exceeded.

Both the North and South Residence Halls are proposed at four stories, with a height of approximately 49 feet to the midpoint of their hipped roofs. The application notes that this height is less than the adjacent Greensprings complex, which is five stories and 60-65 feet in height, and that the proposed residence hall buildings are well setback from Ashland Street. The application also discusses the site topography, noting that the ground floor of the South Residence Hall sits approximately 20 feet below the level of Ashland Street, and the North Residence Hall sits approximately 27 feet below Ashland Street, and suggests that this combination of distance and topography will significantly reduce the perceived height of both buildings from the campus perimeter. The application details the architectural treatment of the fourth floor in both residence halls as an “attic story” with different articulation and color to create a more horizontal design which reduces the perceived height of the buildings, and goes on to explain that architecturally the buildings are designed in keeping with the ‘SOU Mediterranean’ architectural character of earlier campus buildings such as Churchill Hall, Central Hall and Susanne Homes which display common design features including stucco exteriors and red tile sloping hip roofs in wings that are parallel to the slope of the hillside. This style has been identified as unique to SOU among all other universities in Oregon, and the SOU Plan and current application seek to re-establish the use of this style on campus to create an overall school identity. The Planning Commission finds that the buildings’ placement relative to the campus perimeter, the site topography and the design efforts pursued by the applicants effectively mitigate potential negative impacts of the proposed height, which remains in keeping both with the four-stories envisioned in the SOU Plan and with its underlying goals to create a compact, walkable campus developed at densities to support transit.

In considering the lengths of the proposed residence hall buildings, the Planning Commission notes that the SOU Plan includes specific limits on the length of residence hall buildings, which are not to exceed 250 feet in length and which are to have offsets or jogs in the building façade or to incorporate a recessed court of at least 25 feet in width and depth at entries on any elevations which exceed 150 feet in length. As proposed, the four residence halls identified in the SOU Plan have been consolidated into two, and the resulting buildings are each more than 400 feet in length - significantly exceeding the 250 foot length limitation in the Plan.

The application materials provided note that McNeal Pavilion, the Science Building and the Hannon Library are of similar lengths to those proposed here, and go on to explain that with a future proposed addition McNeal Pavilion will be 1,000 feet in length (*assuming that a Conditional Use Permit to exceed this same length standard is ultimately approved*). The applicants’ submittals indicate that the designs comply with the standards in providing design elements to prevent unbroken wall lengths greater than 150 feet with an “offset or jog in the plan of at least 25 feet in width with a five foot minimum offset” and in limiting the footprint to less than 35,000 square feet. The application explains that each residence hall side wing is no longer than 175 feet in length, and that each of the residence halls incorporates a “central neighborhood pavilion” element which is 60 feet wide to effectively divide each building into three different components so that they appear as three linked buildings. The materials go on to indicate that the wings are broken up with multiple bay window projections and jogs in the plan to ensure that there are no long, unbroken wall lengths. The application concludes that the new buildings avoid the long unbroken lengths discouraged in the SOU Plan through the use of

differentiated massing, building articulation, and roof forms, and go on to suggest that the proposed longer buildings reduce the amount of site area required for the development; reduce the number of stairs, elevators, exterior skin area, service and support space; and thus reduce the total gross square footage (and associated environmental impacts) necessary for the same number of beds if they were provided in the four buildings envisioned in the SOU Plan.

The Planning Commission finds that because greater efficiency and a substantial lessening of environmental impacts of the proposal are key to the applicants' arguments to justify the shift from the four residence halls envisioned in the SOU Plan to two substantially longer buildings, and because the applicants have also indicated that the buildings will be certified to at least a LEED® Silver standard, that LEED® Silver certification should be required of the approval to allow for third party verification that the gained efficiencies and lessening of environmental impacts are in fact obtained with completion of the project. Given the uncertainties of the timeline for certification, a condition has been included below to require that the applicants provide evidence that they have submitted to be certified to at least a LEED® Silver standard within 12 months of occupancy, and that certification be obtained within 36 months.

During the December 13th hearing, Planning Department staff suggested that, as with their heights, that the buildings' lengths would be somewhat mitigated by their placement relative to the campus perimeter, the buffer provided by topography, and the varied character of the buildings on campus, however staff raised a concern that the buildings' lengths in the initially-submitted designs needed to be better addressed to comply with the "Building Length and Articulation Guidelines" of the SOU Plan. Staff had also raised concerns with the buildings' sense of entry and relationship to the street, and suggested that the length and sense of entry could likely both be addressed by a stronger application of the Building Length and Articulation Guidelines.

Residence hall building lengths are limited to a maximum of 250 feet in the SOU Plan, and with regard to the Length and Articulation Guidelines, the plan text indicates that *"For any building longer than 200 feet, the plan shall include design elements to prevent unbroken wall lengths greater than 150 feet. These elements shall be an offset or 'jog' in the plan or a significant recessed entry or court of at least 25 feet in width."* The illustration provided in Figure 15 of the SOU Plan shows an L-shaped building with one wing at 250 feet in length, and a 25-foot wide courtyard placed at the 150-foot length within that wing. This courtyard appears to have a depth of at least 25 feet as well to provide for its functional use as a courtyard, although this depth is not called out explicitly. The other wing has a jog with a five foot minimum offset shown, not as part of a court but simply as a change in the articulation of the wall surface.

During the December hearing, Planning Department staff argued that both the text and illustration in the plan call for a recessed entry or court of at least 25 feet in width and depth or for an offset of at least five feet in the face of the building. They noted that in the initially proposed designs, the 60-foot wide 'central neighborhood pavilion' component had five foot recesses at either side of the central element in the South Residence Hall's building face, and approximately ten foot recesses on the North Residences Hall's building face. These recesses were repeated at approximately 35-foot intervals along the South

Hall's exterior and every 30 feet along the North Hall's exterior. Staff asserted that particularly on the South Hall, the use of these repeated recesses, which were not reflected through into the building's roofline, had the effect of notching the building while providing little real articulation over a 400-foot length. In addition, staff suggested that the lack of a deeper recess with a functional depth at the entry, combined with a long, unbroken roofline failed to adequately break up the expanse of the building's length while also detracting from the buildings' sense of entry.

In response to the discussion at the December 13th hearing, the applicants presented revised elevation drawings of the South Hall at the January 10th hearing. The revisions included the addition of dormer elements over the bay window projections on the south hall so that the recesses are reflected through the roofline to more effectively break up the building's length and provide greater architectural interest. The applicants also proposed to revise the street-facing entries on both the north and south halls to incorporate a large arch element over a stronger entry, with a recessed entry area to provide refuge from the elements at the entry, a slightly raised roof on the central building element to more effectively distinguish the massing of the building into three parts, as well as proposing a pedestrian connection to better integrate this entry into the existing campus pedestrian circulation system and provide a pedestrian connection out to Ashland Street and the nearby university district.

The Commission finds that the revised building designs as they relate to standards for length and articulation as well as for sense of entry for relationship to the street, very effectively address the previously-raised concerns and satisfy the applicable approval standards. The Planning Commission finds that when taken in sum, these revisions greatly improve the building's presence to the Ashland Street streetscape and relationship to the broader community.

2.5 The Planning Commission finds that the application includes a tree inventory identifying 265 trees on the subject property which are six-inches in diameter at breast height or greater. Of these, 27 trees 18-inches d.b.h. or greater are proposed for removal. Trees greater than 18-inches d.b.h. are deemed significant by code, and the removal of significant trees necessitates Tree Removal Permits within the subject property's SO zoning district.

The Commission finds that a 24-inch Catalpa Tree (Tree #71) near the intersection of Wightman Street and Siskiyou Boulevard has been approved for removal on the subject property in conjunction with a separate land use action (Planning Action #2011-00530) which was recently approved. The Commission finds that while this tree removal may be occurring concurrently with completion of the current proposal, its approval is a distinct action and is not regulated under the current application.

The Commission finds that the approval of a Tree Removal Permit requires the applicants to demonstrate that: the trees proposed for removal are in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards; the removal of trees will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of

adjacent trees, or existing windbreaks; removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. In addition, as a condition of approval for Tree Removal Permits, applicants are required to mitigate for the removal of each tree granted approval pursuant to the requirements of AMC 18.61.084. The Commission finds that the project's arborist Tom Myers has indicated that the trees proposed for removal are in or near the proposed building footprints or in the path of utility easements or grade changes and would not survive the proposed development. The Commission further finds that with the required mitigation, the proposed removals will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The Commission also finds that the applicants have made considerable effort in planning development of the site to retain a 36-inch d.b.h. Silver Maple (Tree #13), one of the most notable trees on the site, and to incorporate it as a prominent central landscape feature in the new quadrangle.

Myers, the project arborist, has also provided tree protection recommendations and identified the radius of a protection zone to be fenced for each of the trees to remain on the property. Myers provides general specifications for tree preservation during demolition, site clearing and construction, as well as detailed requirements for pruning. These recommendations include that a certified arborist is to approve and supervise any work within the identified tree protection zones and carry-out required pruning; additional tree-specific recommendations are provided to address proposed sewer line excavation within the protection of a large redwood and incense cedar (Trees #200 and #201) in a parking lot southeast of the intersection of Wightman and Iowa Streets. The Commission hereby includes all of Myers' recommendations as conditions of approval, including the additional recommendations intended to ensure the on-going viability of the large redwood and incense cedar (Trees #200 and #201). These recommendations specify that, in lieu of the full tree protection zone being protected with fencing, the project arborist instead be present on site to supervise any excavation within these trees' root zones, and that any excavation be done by hand. The Planning Commission further recognizes that the goal of these additional efforts is to preserve the large redwood (#200), and that the incense cedar (#201) which has previously been severely topped may ultimately need to be removed; this removal will be dependent on the arborist's assessment during and following excavation, and with this in mind it has been included as one of the 27 trees considered with this Tree Removal Permit.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Site Review approval to construct a new single-story dining hall near the intersection of Wightman and Webster Streets, two new four-story residence halls near the intersection of Webster and Stadium Streets, two parking lots and associated site improvements; Conditional Use Permit approval to allow buildings that exceed the maximum length and vary from the locations identified in the SOU Masterplan and to exceed the 40-foot height allowance in the SO zoning district; and Tree Removal Permits to remove 27 significant trees is supported by evidence contained within the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following

conditions, we approve Planning Action #2011-01576. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2011-01576 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein, including but not limited to the requirement that the applicants shall submit materials to the US Green Building Council (USGBC) requesting certification of all buildings to at least a LEED® Silver status within 12 months of final occupancy, and receive final certification within 36 months.
- 2) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify the Site Review and Conditional Use Permit approvals shall be submitted and approved prior to the issuance of a building permit.
- 3) That prior to submittal of the building permit application, the applicants shall consult with Conservation Division staff to allow for the fine-tuning of energy conservation strategies for the proposed buildings.
- 4) That all recommendations of the Ashland Tree Commission from their January 5th, 2012 meeting, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
- 5) That building permit submittals shall include:
 - a) The identification of all easements, including but not limited to public and private utility easements and fire apparatus access easements.
 - b) The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Very bright or neon paint colors shall not be used in accordance with the requirements of the Site Design and Use Standards, and the colors and materials selected shall be consistent with those approved with the application.
 - c) Specifications for all exterior lighting fixtures. Exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
 - d) Revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals. This plan shall address: 1) the recommendations of the Tree Commission from their January 5th, 2012 meeting relating to the preservation and protection of Trees #200 and #201; 2) the identification of 27 mitigation trees to be planted on site or details of alternative mitigation measures proposes; 3) the required irrigation plans, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications; 4) the identification of parking lot landscaping equivalent to at

least seven percent of the parking surface area, at least one parking lot tree for each seven parking spaces, and required landscape buffers and screening consistent with the Parking Lot Landscaping and Screening Standards. The applicants shall also obtain the required plumbing permits and inspections for installation of the required double-check valve(s) associated with the irrigation system; 5) incorporation of the removals of the four sycamore trees (#100-#103) to be removed along the Dining Hall's frontage and of the catalpa (Tree #71) near the gateway intersection.

- e) That a revised stormwater drainage plan, including any necessary on-site detention measures, shall be provided for the review and approval of the Engineering, Building and Planning Departments with the building permit submittal. The drainage plan shall be designed to ensure that post-development peak stormwater flows are less than or equal pre-development levels as required by the Engineering Division. In addition, the plans shall incorporate above ground stormwater treatment and infiltration facilities consistent with the parking lot design requirements of the SOU Plan for the new parking lots to be constructed.
- f) That a final utility plan for the project shall be provided for the review and approval of the Engineering, Planning and Building Divisions. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. Any necessary service upgrades shall be completed by the developer at developer's expense.
- g) The applicant shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric, Engineering, Building and Planning Departments prior to the issuance of demolition, excavation or building permits. Transformers, cabinets and vaults shall be located in areas least visible from streets and sidewalks, while considering the access needs of the Electric Department.
- h) That a pedestrian circulation plan for the new North Campus Village area shall be provided which identifies an integrated pedestrian pathway system, including a new connection from the southeast corner of the Greensprings to the new South Hall's south entry and to the intersection of Ashland and Stadium Streets, with routes and material treatment of the paths, landscaping including the new gateway plaza treatment, pedestrian scale lighting, and way finding measures clearly detailed.
- i) Revised plans to address Fire Code requirements including approved addressing; fire apparatus access, turn-around, angle of approach; fire flows; fire department connections; fire hydrant distance to structures and clearance; firefighter access pathway; emergency responder radio coverage provisions (*if applicable*); key box; and storage and collection of combustible and recycle materials. If a fire protection vault is required, the vault shall not be located in the sidewalk. In keeping with city standards and the SOU Plan, which both seek to maintain a pedestrian scale for campus improvements, driveways and other

access ways shall be limited to no more than the minimum required under the driveway standards in AMC 18.92, with any additional width necessary to accommodate fire apparatus requirements to be achieved through alternative treatments such as a rolled curb and materially distinct sidewalk next to the paving, or the use of grasscrete or similar alternative treatments which will support fire apparatus access in a manner acceptable to the Fire Marshal and Staff Advisor without requiring wider than necessary swaths of paving. Fire apparatus and their width, radius and material treatment shall be clearly identified in the building permit submittals.

- 6) That prior to the issuance of the building, excavation or demolition permits or the commencement of site work or storage of materials:
 - a) A Tree Verification Permit shall be obtained, and tree protection measures installed, inspected and approved by Staff Advisor. The Verification Permit is to inspect the identification of trees to be removed and the installation of tree protection fencing for the trees to be retained and protected on and adjacent to the site. Tree protection measures shall be in the form of chain link fencing six feet tall, installed and maintained in accordance with the requirements of AMC 18.61.200.B. The project arborist's recommendations and specifications, as detailed in the submittal materials dated November 1, 2011 from Thomas M. Myers, and subsequent revisions, shall be conditions of approval.
 - b) The approval of a Demolition/Relocation Review and associated permits and inspections shall be obtained from the Building Division prior to demolition of existing structures.
 - c) That prior to the issuance of a building permit, the applicants shall submit civil design drawings for the implementation of improvements detailed in the materials provided by Kittelson & Associates (included as part of the application in the Supplemental Land Use Information dated December 5, 2011) and modified with this decision for the review and approval of the Public Works, Engineering and Planning Departments and Oregon Department of Transportation. These civil plans are to be reviewed and approved prior to the issuance of building permits, and required improvements are to be completed according to the approved plan, inspected and approved prior to the issuance of a final occupancy permit. The required improvements include public and private street improvements and pedestrian crossing treatments as detailed more completely below:
 - i. Replace existing pedestrian signal heads with audible pedestrian countdown heads and add a five-second leading pedestrian phase to signal timing for the intersections of South Mountain Avenue & Siskiyou Boulevard, and of Ashland Street & Siskiyou Boulevard.
 - ii. Replace existing flashing beacons with audible rectangular rapid flash beacons (RRFBs) for the University Way pedestrian crossing of Siskiyou Boulevard.
 - iii. Replace existing flashing beacons with audible rectangular rapid flash beacons (RRFBs), and relocate the "Stop Here for Pedestrians" sign at the westbound approach of the Avery Street pedestrian crossing of Siskiyou Boulevard to

- iv. provide adequate clearance for the crosswalk signage and beacons. Replace existing flashing beacons with audible rectangular rapid flash beacons (RRFBs) at the Garfield Street and Bridge Street pedestrian crossings of Siskiyou Boulevard.
- v. Replace the existing pedestrian signal heads with pedestrian countdown heads which include an audible indicator of signal timing, and reconfigure the “gateway” intersection of Siskiyou Boulevard with Wightman and Indiana Streets with a single diagonal crosswalk as shown in conceptual drawings presented at the December 15th Transportation Commission meeting as new “Figure 12”, and install high visibility pavement markings for a diagonal crossing. The crossing treatment is to be designed to minimize the time automobiles wait due to the 36 second pedestrian-activated “scramble phasing”, and will also require that the applicants upgrade the existing signal cabinets and controllers at both Wightman Street and Ashland Street (Highway 66) to accommodate these signal modifications.
- vi. Install advance pedestrian signs and audible rectangular rapid flash beacons at the Stadium Street pedestrian crossing of Ashland Street/Highway 66, and at the Frances Lane crossing of Siskiyou Boulevard. The applicants are also to explore, and if warranted and feasible implement alternative crosswalk placement and median configuration at the Stadium Street crossing to address concerns with pedestrian crossings conflicting with left turning movements from PC Market of Choice site onto Ashland Street.
- vii. Replace pedestrian signal heads with audible pedestrian countdown signal heads and add a five-second lead time to the pedestrian phasing of the signal at the intersection of Ashland Street and Walker Avenue.
- viii. Install city standard seven- to eight-foot width parkrows with street trees, five- to six-foot sidewalks, and pedestrian scale street lighting on both sides of Stadium Street from Webster Street to South College Way consistent with city standards for a neighborhood street, with the sidewalk improvements to transition to curbside to preserve established trees between South College Way and Ashland Street.
- ix. Install standard five-foot hardscape tree wells with new street trees and eight -foot sidewalks and associated landscaping and circulation modifications along the full Wightman Street frontage of the dining hall as illustrated in the applicants’ alternative proposed designed submitted on January 9th.

- 7) That prior to the final approval of the project and issuance of a certificate of occupancy:
 - a) That all landscape improvements and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor.

- b) All service and equipment installations shall be completed according to Electric, Engineering, Planning, and Building Departments' specifications, inspected and approved by the Staff Advisor.
- c) The screening for the trash and recycling enclosure shall be installed in accordance with the approved plan, inspected and approved by the Staff Advisor. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be identified in the building permit submittals and shall be in place, inspected and approved by the Staff Advisor.
- d) The requirements of the Ashland Fire Department including approved addressing; fire apparatus access, turn-around, angle of approach; fire flows; fire department connections; fire hydrant distance to structures and clearance; firefighter access pathway; emergency responder radio coverage provisions (*if applicable*); key box; and storage and collection of combustible and recycle material requirements shall be satisfactorily addressed prior to issuance of a certificate of occupancy.
- e) All public and private street improvements including but not limited to the installation of sidewalks, parkrows with street trees and standard street lighting on both sides of Stadium Street shall be installed to City of Ashland standards under permit from the Public Works Department in accordance with the approved plan, inspected and approved by the Staff Advisor.
- f) All hardscape improvements including parking, driveways and off-street pathways shall be installed according to the approved plans prior to issuance of the final certificate of occupancy.
- g) That the bicycle parking facilities shall be installed according to the approved plans, inspected, and approved by the Staff Advisor prior to the issuance of the certificate of occupancy. The building permit submittals shall verify the design and placement of covered bicycle parking both indoors and outdoors as described in the application.
- h) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential properties.

Planning Commission Approval

January 24th, 2012
Date

Memo

DATE: January 24, 2012

TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Re-review of Pedestrian Places Ordinance Revisions

Question:

Does the Planning Commission have questions on the ordinance amendments that apply city wide and to the Detail Site Review Zone that were adopted as part of the Pedestrian Places Project, and does the Planning Commission wish to make recommendations to Council for further changes?

Background:

At the December 6, 2011 City Council meeting, a question was raised regarding the ordinance amendments from the Pedestrian Places Project that apply throughout the city. It is staff's understanding that the Council passed the ordinance revisions without fully realizing that some of the provisions apply outside of the Pedestrian Place Overlay Zone. At the December 20, 2011 meeting, the City Council directed the Planning Commission to review the ordinance changes made city wide and to the Detail Site Review, and make recommendations to Council for changes as appropriate. The Planning Commission has the option of recommending changes to the previous ordinance amendments, or recommending that the ordinance stay in place as approved.

The Pedestrian Places Project began with a series of three public workshops on October 27, 2010, December 9, 2010 and January 2, 2011. Subsequently, the Planning Commission held three study sessions on March 29, August 23 and September 13 of 2011 on the proposed ordinance amendments designed to implement ideas, proposals and recommendations developed as part of the Pedestrian Places Project, and on October 11, 2011 held a public hearing and made a recommendation to approve the ordinance amendments. The City Council held a public hearing and approved first reading of the ordinance amendments on November 1, 2011, and approved second reading of the amendments on November 15, 2011. The ordinance amendments became effective on December 16, 2011.

The January 24, 2012 Planning Commission meeting has been properly noticed as a public hearing in the newspaper as required in Chapter 18.108 Procedures. Additionally, a postcard notice was mailed to property owners in the previously used notice area for the Pedestrian Places workshops and public hearings, as well as to property owners in the Detail Site Review Zone.

The first attachment, Ordinance Amendments by Chapter – Pedestrian Places Project, includes the recently adopted code revisions with notations about the specific changes. This document parallels the outline of “Applicability of Ordinance Amendments by Location – Pedestrian Places Project” which is

the second attachment. The third attachment is maps of the Detail Site Review Zone, and of the Detail Site Review Zone and the Pedestrian Place Overlay.

The fourth and fifth attachments are the adopted ordinances in question and are provided for reference. These documents can be helpful because they show the old as well as the new text. Ordinance 3053 includes the changes to the Site Design and Use Standards that apply to the Detail Site Review Zone, and Ordinance 3054 includes changes to various chapters of the Ashland Land Use Ordinance that apply city wide.

The adopted Ordinances 3053 and 3054 show the ~~deleted text in bold line through~~ and additions in bold underline. This is the standard ordinance format used at the City Council, and can be confusing because text that is moved as part of reformatting is shown in one location as deleted and in another as an addition. For example, Chapter 18.92 Parking, Access, and Circulation was reformatted to improve the flow, group requirements in logical sections and consolidate parking and circulation requirements in one chapter. Unfortunately, the standard strikeout and underline format does not distinguish between reformatting amendments and those amendments that are introducing new standards. Staff is working to improve the way ordinance revisions are presented in the future so that a concise outline is provided, as well as the full text of an ordinance amendment which distinguishes between reformatting, housekeeping and new material.

Options:

The Planning Commission may recommend changes to the previous ordinance amendments, or recommend that the ordinance stay in place as approved. In either case, the recommendation is made to the City Council, and the City Council makes the final decision on any legislative amendments.

Attachments:

1. Ordinance Amendments by Chapter, Pedestrian Places Project, January 24, 2012
2. Applicability of Ordinance Amendments by Location, Pedestrian Places Project, December 20, 2011
3. Maps of the Detail Site Review Zone and of the Detail Site Review Zone and Pedestrian Place Overlay
4. Ordinance 3053, An Ordinance Amending AMC 18.72.080 Site Design and Use Standards Implementing the Recommendations of the Pedestrian Places Project
5. Ordinance 3054, An Ordinance Amending AMC 18.08, 18.12.020, 18.68.050, 18.72.030, 18.72.080, 18.72.090, 18.88, 18.88.080, 18.92, 18.108.040, 18.108.060 AND 18.108.080 of the Ashland Municipal Code and Land Use Ordinance Implementing the Recommendations of the Pedestrian Places Project



Ordinance Amendments by Chapter Pedestrian Places Project

Note: This document shows the ordinance language with the adopted amendments fully incorporated.

1. GENERAL REGULATIONS – 18.68

SECTION 18.68.050 Arterial Street Setback Requirements.

The setback from an arterial street shall be no less than twenty (20) feet, or the width required to install sidewalk and parkrow improvements, consistent with the City of Ashland Street Standards in Section 18.88.020, K, whichever is less.

Comment [h1]: New language reserves the space for sidewalk and parkrow improvements. Exceptions to the standard for the downtown (C-1-D), north side of Lithia Way (C-1) and Croman Mill district (CM), and "special base line setbacks" for E. Main St. and Ashland St. deleted.

2. SITE DESIGN REVIEW – 18.72

SECTION 18.72.090 Exception to the Site Design and Use Standards.

An exception to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:

A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design and Use 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 Design and Use Standards; and the exception requested is the minimum which would alleviate the difficulty; or

Comment [h2]: Added to provide consistency with standards for an Exception to the Downtown Design Standards.

B. 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 Design and Use Standards.

Comment [h3]: New language.

3. PARKING, ACCESS AND CIRCULATION – 18.92 (Formerly OFF-STREET PARKING)

**CHAPTER 18.92
PARKING, ACCESS AND CIRCULATION**

SECTIONS:

- 18.92.010 Purpose.**
- 18.92.020 Applicability.**
- 18.92.030 Automobile Parking Spaces Required.**
- 18.92.040 Disabled Person Parking Places.**
- 18.92.050 Parking Management Strategies.**
- 18.92.060 Bicycle Parking.**
- 18.92.070 Variances for Commercial Buildings in the Historic District.**
- 18.92.080 Parking, Access and Circulation Design Requirements.**
- 18.92.090 Pedestrian Access and Circulation.**
- 18.92.100 Construction.**
- 18.92.110 Alterations and Enlargements.**
- 18.92.120 Availability of Facilities.**

SECTION 18.92.010 Purpose.

The purpose of this chapter is to provide standards for development of vehicle and bicycle parking, and to ensure developments provide safe and effective access and circulation for pedestrians, bicyclists and vehicles.

SECTION 18.92.020 Applicability.

In all districts, except those specifically exempted, whenever any building is erected or enlarged, parking or access is reconfigured, or the use is changed, parking, access and circulation shall be provided as set forth in this chapter. The City may require a study prepared by a qualified professional to determine offsets in parking demand, access, circulation and other transportation impacts.

SECTION 18.92.030 Automobile Parking Spaces Required.

Uses and standards are as follows:

- A. **Residential Uses.** For residential uses the following automobile parking spaces are required.
 - 1. Single family dwellings.
 - Two spaces for the primary dwelling unit and the following for accessory residential units:
 - a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit.
 - b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit.
 - c. 2-bedroom units --1.75 spaces/unit.

- d. 3-bedroom or greater units -- 2.00 spaces/unit.
- 2. Multi-family dwellings.
 - a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit.
 - b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit.
 - c. 2-bedroom units -- 1.75 spaces/unit.
 - d. 3-bedroom or greater units -- 2.00 spaces/unit.
 - e. Retirement complexes for seniors 55-years or greater -- One space per unit.
- 3. Clubs, fraternity and sorority houses, rooming and boarding houses, dormitories.
Two spaces for each three guest rooms; in dormitories, 100 square feet shall be equivalent to a guest room.
- 4. Hotels and motels.
One space for each guest room, plus one space for the owner or manager.
- 5. Manufactured housing developments.
Parking requirements are as established in Chapter 18.84.
- 6. Performance Standards Developments.
Parking requirements are as established in Chapter 18.88.

B. Commercial Uses. For commercial uses the following automobile parking spaces are required.

- 1. Auto, boat or trailer sales, retail nurseries and other open-space uses.
One space per 1,000 square feet of the first 10,000 square feet of gross land area; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one per two employees.
- 2. Bowling Alleys.
Three spaces per alley, plus additional spaces for auxiliary activities set forth in this section.
- 3. Business, general retail, person services.
General - one space for 350 square feet of gross floor area. Furniture and appliances - one space per 750 square feet of gross floor area.
- 4. Chapels and mortuaries.
One space per four fixed seats in the main chapel.
- 5. Offices.
Medical and dental - one space per 350 square feet of gross floor area. General - one space per 500 square feet of gross floor area.
- 6. Restaurants, bars, ice cream parlors and similar uses.
One space per four seats or one space per 100 sq. ft. of gross leasable floor area, whichever is less.
- 7. Skating rinks.
One space per 350 sq. ft. of gross building area.
- 8. Theaters, auditoriums, stadiums, gymnasiums and similar uses.
One space per four seats.

C. Industrial Uses. For industrial uses the following automobile parking spaces are required.

- 1. Industrial and Warehousing uses.

One space per 1,000 square feet of gross floor area or for each two employees, whichever is less, plus one space per company vehicle.

2. Public utilities (gas, water, telephone, etc.), not including business offices.

One space per two employees on the largest shift, plus one space per company vehicle; a minimum of two spaces is required.

D. **Institutional and Public Uses.** For institutional and public uses the following automobile parking spaces are required.

1. Child care centers having 13 or more children.

One space per two employees; a minimum of two spaces is required.

2. Churches.

One space per four seats.

3. Golf courses, except miniature.

Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses -four spaces per hole.

4. Hospitals.

Two spaces per patient bed.

5. Nursing and convalescent homes.

One space per three patient beds.

6. Rest homes, homes for the aged, or assisted living.

One space per two patient beds or one space per apartment unit.

7. Schools, elementary and junior high.

One and one-half space per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater.

8. High schools.

One and one-half spaces per classroom, plus one space per 10 students the school is designed to accommodate, or the requirements for public assembly as set forth herein, whichever is greater.

9. Colleges, universities and trade schools.

One and one-half spaces per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing.

E. **Unspecified Uses.** Where automobile parking requirements for any use are not specifically defined in this section, such requirements shall be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data.

F. **Maximum Allowable Number of Automobile Parking Spaces.** The number of spaces provided by any particular use in ground surface lots shall not exceed the required number of spaces provided by this ordinance by more than 10%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

SECTION 18.92.040 Disabled Person Parking Places.

The total number of disabled person parking spaces shall comply with the following:

Total in Parking Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9

One in every eight accessible spaces, but not less than one, must be van accessible. A van accessible parking space is required to be at least nine feet wide and have an adjacent access aisle that is at least eight feet wide. Required Disabled Person Parking spaces shall be designed in accord with all requirements of the State of Oregon, including minimum widths, adjacent aisles, and permanent markings. Disabled Person Parking space designs are included at the end of this chapter.

SECTION 18.92.050 Parking Management Strategies.

The amount of required off-street parking may be reduced up to 50% through the application of the following credits.

A. **On-Street Parking Credit.** The amount of off-street parking required shall be reduced by the following credit provided for on-street parking: one off-street parking space credit for every one on-street parking space.

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

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

2. **Location.**

- a. Curb space must be contiguous to the lot which contains the use which requires the parking.
- b. Parking spaces may not be counted that are within 20 feet measured along the curb of any corner or intersection of an alley or street, nor any other parking configuration that violates any law or standard of the City or State.
- c. Parking spaces located on arterials and collectors may only receive credit if the arterial or collector is greater in width than the minimums established by the Street Standards in Chapter 18.88, Performance Standards Options.

Comment [h4]: Previously allowed up to a 35% reduction and up to 50% in a Historic District.

Comment [h5]: Previously allowed one off-street parking space credit for every two on-street spaces up to four credits, there after one space credit for each on-street parking space.

Comment [h6]: Previously was 24 feet.

Comment [h7]: Previously was 13 feet.

- d. Parking spaces may not be counted that are within 200 feet of a C-1-D or SO zone.
- 3. Availability. On-street parking spaces credited for a specific use shall not be used exclusively by that use, but shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.

- B. Alternative Vehicle Parking.** Alternative vehicle parking facilities may be substituted for up to 25 percent of the required parking space on site.
 - 1. Motorcycle or scooter parking. One off-street parking space credit for four motorcycle or scooter parking spaces.
 - 2. Bicycle parking. One off-street parking space credit for five additional, non-required bicycle parking spaces.

Comment [h8]: New standard.

C. Mixed Uses. In the event that several users occupy a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for the several uses computed separately unless it can be shown that the peak parking demands are offset. In such case, the mixed-use credit shall reduce the off-street parking requirement by a percentage equal to the reduced parking demand.

D. Joint Use of Facilities. Required parking facilities of 2 or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that it can be shown by the owners or operators that the need for the facilities does not materially overlap (e.g., uses primarily of a daytime vs. nighttime nature) and provided that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing such joint use.

E. Shared Parking. One off-street parking space credit for every space constructed in designated off-site shared parking areas, or through payment of in-lieu-of-parking fees for a common parking.

Comment [h9]: New standard.

F. TDM Plan Credit. Through implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.

Comment [h10]: New standard.

- G. Transit Facilities Credit.** Sites where at least 20 spaces are required, and where at least one lot line abuts a street with transit service may substitute transit-supportive plazas for required parking as follows:
 - 1. Pedestrian and transit supportive plazas may be substituted for up to ten percent of the required parking spaces on site.
 - 2. A street with transit service shall have a minimum of 30-minute peak period transit service frequency.
 - 3. Existing parking areas may be converted to take advantage of these provisions.
 - 4. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.

Comment [h11]: New standard.

5. The plaza must be at least 300 square feet in area and be shaped so that a ten foot by ten foot square will fit entirely in the plaza.
6. The plaza must include all of the following elements:
 - a. A plaza that is open to the public. The owner must record a public access easement that allows public access to the plaza;
 - b. A bench or other sitting area with at least five linear feet of seating;
 - c. A shelter or other weather protection. The shelter must cover at least 20 square feet and the plaza must be landscaped. This landscaping is in addition to any other landscaping or screening required for parking areas by the Code.

SECTION 18.92.060 Bicycle Parking.

- A. All uses, with the exception of detached single-family residences and uses in the C-1-D zone, shall provide a minimum of two sheltered bike parking spaces.
- B. Every residential use of two units or more per structure, and not containing a garage, shall provide bicycle parking spaces as follows:

Multi-Family Residential: One sheltered space per studio and 1-bedroom unit
 1.5 sheltered spaces per 2-bedroom unit
 2.0 sheltered spaces per 3-bedroom unit

Senior Housing: One sheltered space per 8 units *(80% of the occupants are 55 or older)*

- C. In addition, all uses which require off street parking, except as specifically noted, shall provide one bicycle parking space for every 5 required auto parking spaces. Fractional spaces shall be rounded up to the next whole space. Fifty percent of the bicycle parking spaces required shall be sheltered from the weather. All spaces shall be located in proximity to the uses they are intended to serve. (Ord 2697 S1, 1993)
- D. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every five auto parking spaces.
- E. Elementary, Junior High, Middle and High Schools shall provide one sheltered bicycle parking space for every five students.
- F. Colleges, universities, and trade schools shall provide one bicycle parking space for every five required auto parking spaces, of which one half is to be sheltered.
- G. No bicycle parking spaces required by this standard shall be rented or leased, however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- H. The required bicycle parking facilities shall be constructed when an existing residential building or dwelling is altered or enlarged by the addition or creation of

dwelling units, or when a non-residential use is intensified by the addition of floor space, seating capacity, or change in use.

I. Bicycle Parking Design Standards.

1. The salient concern is that bicycle parking be visible and convenient to cyclists and that it provides sufficient security from theft and damage.
2. Bicycle parking requirements can be met in any of the following ways:
 - a. Providing a bicycle storage room, bicycle lockers, or racks inside the building.
 - b. Providing bicycle lockers or racks in an accessory parking structure, underneath an awning or marquee, or outside the main building.
 - c. Providing bicycle racks on the public right of way. This must be approved by City of Ashland Public Works Department.
 - d. Providing secure storage space inside the building.
3. All required exterior bicycle parking shall be located on site within 50 feet of well-used entrances and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.
4. Required bicycle parking spaces located out of doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent walkways or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as automobile parking.
5. An aisle for bicycle maneuvering shall be provided and maintained between each row of bicycle parking. Bicycle parking shall be designed in accord with the illustrations used for the implementation of this chapter.
6. Each required bicycle parking space shall be accessible without moving another bicycle.
7. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.
8. Parking spaces configured as indicated in the figure at the end of this chapter meet all requirements of this chapter and is the preferred design. Commercial bike lockers are acceptable according to manufacturer's specifications. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by 3 feet wide by 4 feet high, unless adequate room is provided to allow configuration as indicated in the figure at the end of this chapter.
9. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages shown in the figure at the end of this chapter.
10. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.
11. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate vision clearance standards. Bicycle parking facilities should be harmonious with their environment both in color and design.

Facilities should be incorporated whenever possible into building design or street furniture.

J. Bicycle Parking Rack Standards.

1. All required bicycle parking racks installed shall meet the individual rack specifications shown in the figure at the end of this chapter. Single and multiple rack installations shall conform with the minimum clearance standards shown in the figures at the end of this chapter. Alternatives to the above standard may be approved after review by the Transportation Commission and approval by the Staff Advisor. Alternatives shall conform with all other applicable standards of this section. Bicycle parking racks or lockers shall be anchored securely. (Ord 3054, amended 12/16/2011)
2. The intent of this Subsection is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
 - a. Bicycle racks shall hold bicycles securely by means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
 - b. Bicycle racks shall accommodate:
 - i. Locking the frame and both wheels to the rack with a high-security U-shaped shackle lock, if the bicyclists removes the front wheel; and
 - ii. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, if the bicyclists leaves both wheels on the bicycle; and
 - iii. Locking the frame and both wheels to the rack with a chain or cable not longer than 6 feet without removal of the front wheel.
 - c. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition.

SECTION 18.92.070 Variances for Commercial Buildings in the Historic District.

In order to preserve existing structures within the Ashland Historic District, while permitting the redevelopment of property to its highest commercial use, a variance of up to 50% of the required automobile parking may be granted to commercial uses within the Ashland Historic District as a Type I Variance. It is the intent of this clause to provide as much off-street parking as practical while preserving existing structures and allowing them to develop to their full commercial potential. Additionally, to identify redevelopment of existing commercial and residential buildings for commercial use within the Ashland Historic District as an exceptional circumstance and unusual hardship for the purposes of granting a variance.

SECTION 18.92.080 Parking, Access and Circulation Design Requirements.

A. Parking Location.

1. Except for single and two-family dwellings, required automobile parking facilities may be located on another parcel of land, provided said parcel is within 200 feet of the use it is intended to serve. The distance from the parking lot to the use shall be measured in walking distance from the nearest parking space to an access to the building housing the use, along a sidewalk or other pedestrian path separated from street traffic. Such right to use the off-site parking must be evidenced by a deed, lease, easement, or similar written instrument establishing such use, for the duration of the use.
2. Except as allowed in the subsection below, automobile parking shall not be located in a required front and side yard setback area abutting a public street, except alleys.
3. In all residential zones, all off-street parking of automobiles, trucks, trailers and recreational vehicles in the front yard shall be limited to a contiguous area which is no more than 25% of the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard, whichever is greater. Since parking in violation of this section is occasional in nature, and is incidental to the primary use of the site, no vested rights are deemed to exist and violations of this section are not subject to the protection of the nonconforming use sections of this ordinance. However, a 24-hour warning notice of violation shall be provided prior to the issuance of a citation to appear in Municipal Court, and it shall be rebuttably presumed that the vehicle was parked with permission of the person in control of the property. Subsequent violations shall not require a warning notice.

B. Parking Area Design. Required parking areas shall be designed in accordance with the following standards and dimensions.

1. Parking spaces shall be a minimum of 9 x 18 feet.
2. Up to 50% of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 x 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."
3. Parking spaces shall have a back-up maneuvering space no less than twenty-two (22) feet, except where parking is angled, and which does not necessitate moving of other vehicles.
4. Parking lots with 50 spaces or more shall be divided into separate areas. Parking areas may be divided into separate areas by a building or group of buildings, landscape areas with walkways at least 10 feet in width, plazas, streets or driveways with street-like features. Street-like features, for the purpose of this section, means a raised sidewalk of at least five feet in width, six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting.
5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. Parking areas of more than seven parking spaces shall meet the following standards.

Comment [h12]: New standard, previously required to Detail Site Review Zone.

Comment [h13]: New standard, previously applied to Croman Mill zone.

- a. Use at least one of the following strategies for the surface parking area, or put 50% of parking underground.
 - i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50% of the parking area surface.
 - ii. Provide porous solid surfacing or an open grid pavement system that is at least 50% pervious for a minimum of 50% of the parking area surface.
 - iii. Provide at least 50% shade from tree canopy over the parking area surface within five years of project occupancy.
 - iv. Provide at least 50% shade from solar energy generating carports, canopies or trellis structures over the parking area surface.
- b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

C. Vehicular Access and Circulation. The intent of this section is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity and function.

1. Applicability. This section applies to all public streets within the City of Ashland and to all properties that abut these streets. The standards apply when developments are subject to a planning action (e.g. Site Review, Conditional Use Permit, Land Partition, Performance Standards Subdivision).
2. Site Circulation. New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in Section 18.92.090.A.3.c. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of Section 18.92.090.
3. Intersection and Driveway Separation. The distance from a street intersection to a driveway, or from a driveway to another driveway shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP).
 - a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.
 - b. Any partitioning or subdivision of property located in an R-2, R-3, C-1, E-1, CM or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.
 - c. Street and driveway access points in an R-2, R-3, C-1, E-1 or M-1 zone shall be limited to the following:
 1. Distance between driveways.
 - On arterial streets - 100 feet;
 - on collector streets - 75 feet;
 - on residential streets - 50 feet.
 2. Distance from intersections.
 - On arterial streets - 100 feet;

Comment [h14]: Mew standard.

on collector streets - 50 feet;
on residential streets - 35 feet.

- d. Street and driveway access points in the CM zone are subject to the requirements of the Croman Mill District Standards. (Ord 3036, added, 08/17/2010)
 - e. Access Requirements for Multi-family Developments.
 - i. All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.
 - ii. Creating an obstructed street as defined in Section 18.88.020.G is prohibited.
4. Shared Use of Driveways and Curb Cuts.
- a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and shall indicate all necessary access easements. Where necessary from traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations.
 - i. For shared parking areas;
 - ii. For adjacent developments, where access onto an arterial is limited; and
 - iii. For multi-family developments, and developments on multiple lots.
 - b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Cuts and approaches shall be replaced with standard curb, gutter or sidewalk as appropriate. All replacement shall be done under permit of the Engineering Division.
 - c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.
- D. **Driveways and Turn-Around Design.** Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:
- 1. A driveway for a single dwelling shall have a minimum width of nine feet, and a shared driveway serving two units shall have a width of 12 feet.
 - 2. Parking areas of more than seven parking spaces per lot shall be provided with adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.
 - 3. Parking areas of more than seven parking spaces shall be served by a driveway 20 feet in width and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. Parking areas of seven spaces or less shall be served by a driveway 12 feet in width.
 - 4. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13'6" for their entire length and width.
 - 5. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in Section 18.68.020.

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

1. Paving. All required parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphaltic, pervious paving, or comparable surfacing, constructed to standards on file in the office of the City Engineer.
2. Drainage. All required parking areas, aisles and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
3. Driveway approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.
4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.
5. Wheel stops. Wheel stops shall be a minimum of four inches in height and width and six feet in length. They shall be firmly attached to the ground and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.
6. Walls and Hedges.
 - a. Where parking abuts upon a street, a decorative masonry wall or evergreen hedge screen of 30-42 inches in height and a minimum of 12" in width shall be established parallel to and not nearer than two feet from the right-of-way line. Screen planting shall be of such size and number to provide the required screening within 12 months after installation. The area between the wall or hedge and street line shall be landscaped. All vegetation shall be adequately maintained by a permanent irrigation system, and said wall or hedge shall be maintained in good condition. The required wall or screening shall be designed to allow for free access to the site and sidewalk by pedestrians.
 - b. In all zones, except single-family zones, where parking facilities or driveways are located adjacent to residential or agricultural zones, school yards, or like institutions, a sight-obscuring fence, wall, or evergreen hedge not less than five feet, nor more than six feet high shall be provided on the property line as measured from the high grade side. Said wall, fence or hedge shall be reduced to 30 inches within required setback area, or within 10 feet of street property lines, and shall be maintained in good condition. Screen plantings shall be of such size and number to provide the required screening within 12 months after installation. Adequate provisions shall be made to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.
7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than 7% of the area devoted to outdoor parking facilities, including the landscaping required in subdivision 6(a) above. Said landscaping shall be uniformly distributed throughout the parking area, be provided with irrigation facilities and protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover or related material. A minimum of one tree per seven parking spaces is required.

8. Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property.

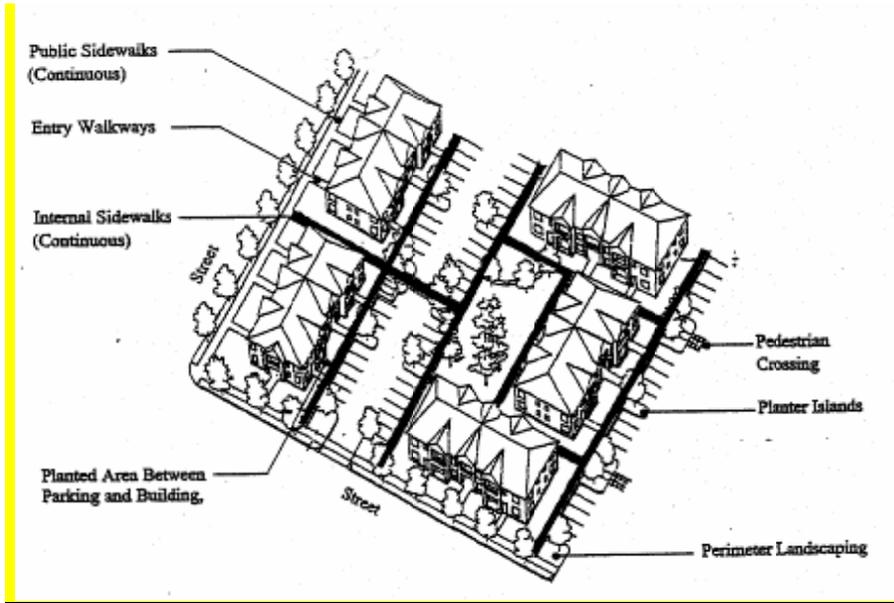
SECTION 18.92.090 Pedestrian Access and Circulation.

A. Site Layout and Design. To ensure safe, direct, and convenient pedestrian circulation, all developments, except single-family dwellings on individual lots and accessory uses and structures, shall provide a continuous walkway system. The walkway system shall be based on the standards in subsections 1-4, below:

1. **Continuous Walkway System.** Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.
2. **Safe, Direct, and Convenient.** Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets, based on the following definitions:
 - a. Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
 - b. Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
 - c. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
 - d. "Primary entrance" for residential buildings is the front door (i.e. facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway which serves as a common entrance for more than one dwelling.
3. **Connections within Development.** Walkways within developments shall be provide connections as required in subsections a -c, below:
 - a. Connect all building entrances to one another to the extent practicable, as generally shown in Figure 1;
 - b. Connect all on-site parking areas, recreational facilities and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections, as generally shown in Figure 1; and

Comment [h15]: New section.
Ch. 18.72 Site Design and Use Standards previously included pedestrian and bicycle circulation, standards, and lighting on pedestrian pathways in the Detail Site Review Zone, and streetscape improvements for on-site circulation systems for Large Scale Development

Figure 1 Pedestrian Pathway System (Typical)



c. Install protected raised walkways through parking areas of 50 or more spaces, or of more than 100 feet in average width or depth.

B. Walkway Design and Construction. Walkways shall conform to all of the standards in subsections 1-4, as generally illustrated in Figure 2:

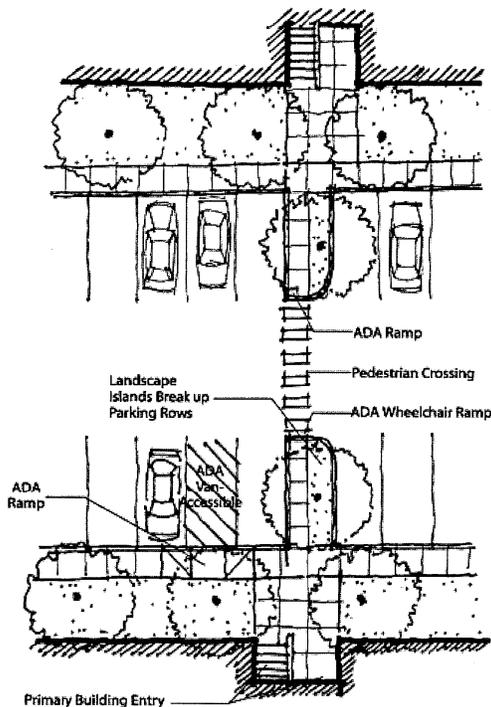
1. Vehicle/Walkway Separation. Except for crosswalks (subsection 2), where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.

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

3. **Walkway Surface and Width.** Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e. for bicycles and pedestrians) shall be concrete or asphalt, and at least 10 feet wide in accordance with the Ashland Street Standards in Section 18.88.020.K.

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

5. Provide pedestrian scale lighting no greater than 14 feet in height along pedestrian facilities.



SECTION 18.92.100 Construction.

The required parking, access and circulations facilities, shall be installed prior to a release of a certificate of use and occupancy or a release of utilities, and shall be permanently maintained as a condition of use. However, the Building Official may, unless otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate of use and occupancy and a temporary release of utilities before the installation of said facilities provided: (1) there is proof that the owner has entered into a contract with a reputable installer for the completion of the parking, including design standards, with a specified time, and that there remains nothing for the owner to do prior to installation; or (2) the owner has posted a satisfactory performance bond to ensure the installation of said parking facilities within a specified time.

SECTION 18.92.110 Alterations and Enlargements.

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

SECTION 18.92.120 Availability of Facilities.

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

4. SITE DESIGN REVIEW – 18.72

Site Design and Use Standards

C. Commercial, Employment, and Industrial Development

II-C-1 Basic Site Review Standards

APPROVAL STANDARDS

Development in all commercial and employment zones shall conform to the following development standards:

II-C-1a) Orientation and Scale

1. Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. Public sidewalks shall be provided adjacent to a public street along the street frontage. Buildings shall be located as close to the intersection corner as practicable.
2. Building entrances shall be located within 20 feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings, such as shopping centers, where this standard is met by other buildings. Automobile circulation or parking shall not be allowed between the building and the right-of-way. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.
3. These requirements may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations.

II-C-1b) Streetscape

One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

II-C-1c) Landscaping

1. Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.
2. Landscaping design shall utilize a variety of low water use and deciduous and evergreen trees and shrubs and flowering plant species.
3. Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District and Detail Site Review Zone. Outdoor storage areas shall be screened from view from adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
4. Irrigation systems shall be installed to assure landscaping success.

Comment [h16]: New language.

5. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

II-C-1d) Parking

1. Parking areas shall be located behind buildings or on one or both sides.
2. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

II-C-1e) Designated Creek Protection

1. Designated creek protection areas shall be considered positive design elements and incorporated in the overall design of a given project.
2. Native riparian plant materials shall be planted in and adjacent to the creek to enhance the creek habitat.

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110) and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards.

II-C-1g) Expansions of Existing Sites and Buildings

For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building expansion, e.g., if a building area is expanded by 25%, then 25% of the site must be brought up to the standards required by this document.

II-C-2 Detail Site Review

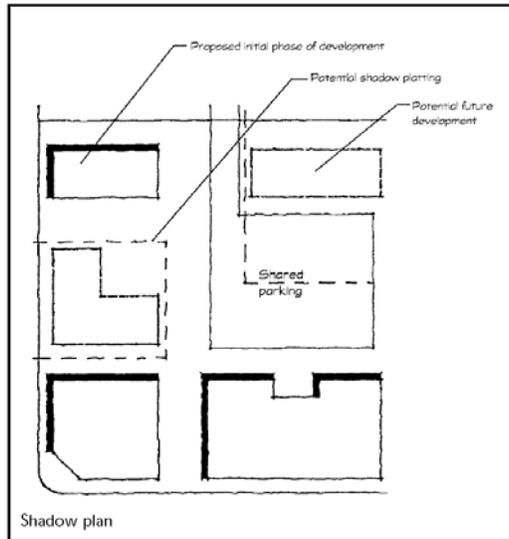
APPROVAL STANDARDS

Developments that are within the Detail Site Review Zone shall, in addition to complying with the standards for Basic Site Review, conform to the following standards:

II-C-2a) Orientation and Scale

1. Developments shall have a minimum Floor Area Ratio (FAR) of .50. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing buildings or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR, or provide a shadow plan (see graphic) that demonstrates how development may be intensified over time to meet the required minimum FAR.

Comment [h17]: Previous minimum was .35 FAR, and there was a maximum FAR of .50 outside the Historic District. Provision for a shadow plan is new language.



2. Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.
3. Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.
4. Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to entrances.
5. Infill or buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.
6. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

II-C-2b) Streetscape

1. Hardscape (paving material) shall be utilized to designate “people” areas. Sample materials could be unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
2. A building shall be setback not more than 5 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 5 feet of the sidewalk.

Comment [h18]: Previously buildings could be setback no more than 20 feet from the sidewalk.

Comment [h19]: New language.

II-C-2c) Buffering and Screening

1. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.
2. Parking lots shall be buffered from the main street, cross streets and screened from residentially zoned land.

II-C-2d) Building Materials

1. Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.
2. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

II-C-3 Additional Standards for Large Scale Projects

APPROVAL STANDARDS

Developments (1) Involving a gross floor area in excess of 10,000 sq. ft. or a building frontage in excess of 100 feet in length , (2) located within the Detail Site Review Zone, shall, in addition to complying to the standards for Basic and Detail Site review, shall conform to the following standards:

II-C-3a) Orientation and Scale

1. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
2. Outside of the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards:
 - a. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.
 - b. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.
 - c. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception:

Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

- d. Buildings shall not exceed a combined contiguous building length of 300 feet.

Inside the Downtown Design Standards Zone, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet, including roof top parking, with the following exception:

Automobile parking areas locate within the building foot print and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

3. Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

II-C-3b) Public Spaces

1. One square foot of plaza or public space shall be required for every 10 square feet of gross floor area.
2. A plaza or public spaces shall incorporate at least 4 of the 6 following elements:
 - a. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.
 - b. A mixture of areas that provide both sunlight & shade.
 - c. Protection from wind by screens and buildings.
 - d. Trees – provided in proportion to the space at a minimum of 1 tree per 500 square feet, at least 2 inches in diameter at breast height.
 - e. Water features or public art.
 - f. Outdoor eating areas or food vendors.

II-C-3c) Transit Amenities

Transit amenities, bus shelters, pullouts, and designated bike lanes shall be required in accordance with the City's Transportation Plan and guidelines established by the Rogue Valley Transportation District.

II-C-3d) Recycling

Recycling areas shall be provided at all developments.

Applicability of Ordinance Amendments by Location Pedestrian Places Project

I. Amendments that apply to Pedestrian Overlay and throughout the entire City

GENERAL REGULATIONS – 18.68

1. SECTION 18.68.050 Arterial Street Setback Requirements.

Previous Standard

- Required an approximately 20-foot front yard setback along arterial roads.

New Standard

- Requires a 20-foot yard or a setback equal to the width required to install sidewalk improvements (park row and sidewalk), whichever is less.

SITE DESIGN REVIEW – 18.72

2. SECTION 18.72.090 Exception to the Site Design and Use Standards.

Previous Standard

- Described (4) approval criteria for allowing an exception.

New Standard

- Describes (4) approval criteria for allowing an exception; or
- Allows an exception for proposals that “will result in a design that equally or better achieves the stated purpose of the Site Design and Use Standards.”

OFF-STREET PARKING CHAPTER – 18.92

3. SECTION 18.92.050 ~~Credit for On-street Automobile~~ Parking Management Strategies.

Previous Standard

- Through implementing specific strategies, allowed up to a 35% reduction in required parking; 50% in a Historic District.

New Standard

- Through implementing specific strategies, allows up to a 50% reduction in required parking.
- Permits the City to require a study by a qualified professional to provide supporting justification for offsets in parking demand, access, circulation and other transportation impacts.

4. SECTION 18.92.050 On-Street Parking Credit.

Previous Standard

- Allowed one off-street parking space credit for every two on-street spaces up to four credits, thereafter one space credit for each on-street parking space.
- Parallel parking = 24 feet of uninterrupted curb.
- 45 degree diagonal = 13 feet of uninterrupted curb

New Standard

- Allows one off-street parking space credit for each **one** on-street parking space.
- Parallel parking = **22** feet of uninterrupted curb.
- 45 degree diagonal = **12** feet of uninterrupted curb.

5. SECTION 18.92.050 Alternative Vehicle Parking.

New Standard

Allows alternative vehicle parking facilities to be substituted for up to 25 percent of the required parking spaces on site.

1. Motorcycle or scooter parking. Permits one off-street parking space credit for four motorcycle or scooter parking spaces.

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

6. SECTION 18.92.050 Shared Parking.

New Standard

Allows one off-street parking space credit for every space constructed in designated off-site shared parking areas, or payment of in-lieu-of-parking fees for a common parking.

7. SECTION 18.92.050 TDM Plan Credit.

New Standard

Allows implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.

8. SECTION 18.92.050 Transit Facilities Credit.

New Standard

States that projects that require at least 20 spaces and abut a street with transit service are eligible for a 10% reduction in parking through meeting the following standards:

1. Construct a pedestrian and transit supportive plaza
2. Transit service shall have a minimum of 30-minute peak period transit service frequency.
3. Existing parking areas may be converted to take advantage of these provisions.
4. The plaza must be adjacent to and visible from the transit street. .
5. The plaza must be at least 300 square feet in area The plaza must include all of the following elements:
 - a. A plaza that is open to the public.
 - b. A bench or other sitting area
 - c. A shelter or other weather protection.

9. SECTION 18.92.080 Addressing Environmental and Microclimatic Impacts of Surface Parking

New Standard (currently applies to *Croman Mill zone*)

Requires that parking areas of more than seven parking spaces meet the following standards:

- a. Use at least one of the following strategies for the surface parking area, or put 50% of parking underground.
 - i Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50% of the parking area surface.

- ii. Provide porous solid surfacing or an open grid pavement system that is at least 50% pervious for a minimum of 50% of the parking area surface.
- iii. Provide at least 50% shade from tree canopy over the parking area surface within five years of project occupancy.
- iv. Provide at least 50% shade from solar energy generating carports, canopies or trellis structures over the parking area surface.
- b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

10. SECTION 18.92.080 Site Circulation

New Standard

Requires that new development provides a circulation system that accommodates expected traffic on the site, with street-like features such as sidewalks, accessible curb ramps, trees and pedestrian scale lighting.

11. SECTION 18.92.090 Pedestrian Access and Circulation (new section)

New Standards

A. Requires projects to design a walkway system through the project that addresses the following:

- 1. The walkway system shall extend throughout the site and connect to all future phases of development.
- 2. The walkway shall be safe, direct, and convenient with connections between primary building entrances and all adjacent streets.
- 3. Walkways within developments including multiple buildings shall include connections between building entrances, and provide walkway connections between parking area and recreational facilities and other common areas.
- 4. Install protected raised walkways large parking area (>50 spaces)

B. Sets standards for Walkway Design and Construction, which address the following:

- 1. Vehicle/Walkway Separation.
- 2. Crosswalks.
- 3. Walkway Surface and Width.
- 4. Accessible routes.
- 5. Pedestrian Scale Lighting

II. Amendments that apply to Pedestrian Overlay and Detail Site Review Zone (Commercial & Employment zoned land adjacent to major streets)

1. Minimum Floor Area Ratio (II-C-2 DETAIL SITE REVIEW STANDARDS)

Previous Standard

- Minimum .35 FAR; Maximum FAR .5

New Standard

- Minimum .5 FAR; No Maximum FAR. (FAR).

In addition, an allowance is added for a shadow plan to phase in FAR requirement for projects including existing buildings or greater than 1/2 acre.

2. Building Setback from Sidewalk (II-C-2 DETAIL SITE REVIEW STANDARDS)

Previous Standard

- A building setback of no more than 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas.

New Standard

- A building setback of no more than 5 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement.

3. Landscape Buffer (II-C-2 DETAIL SITE REVIEW STANDARDS)

Previous Standard

- A 10-foot wide buffer required between buildings and the street, except in the Ashland Historic District.

New Standard

- A 10-foot wide buffer required between buildings and the street, except in the Ashland Historic District and Detail Site Review Zone.

III. Amendments that apply to Pedestrian Overlay (exclusively)

1. SECTION 18.18.56.040 Special Permitted Uses

New Standard

Commercial uses such as professional offices, stores and restaurants up to 2,500 square feet permitted in *residential zones* in Pedestrian Overlay if minimum housing density requirements are met.

2. SECTION 18.56.040 Solar Setback

Previous Standard

- New buildings and additions required to meet the solar access setback which limits the height of the shadow permitted at the north property line, and thereby limits the height of the building.

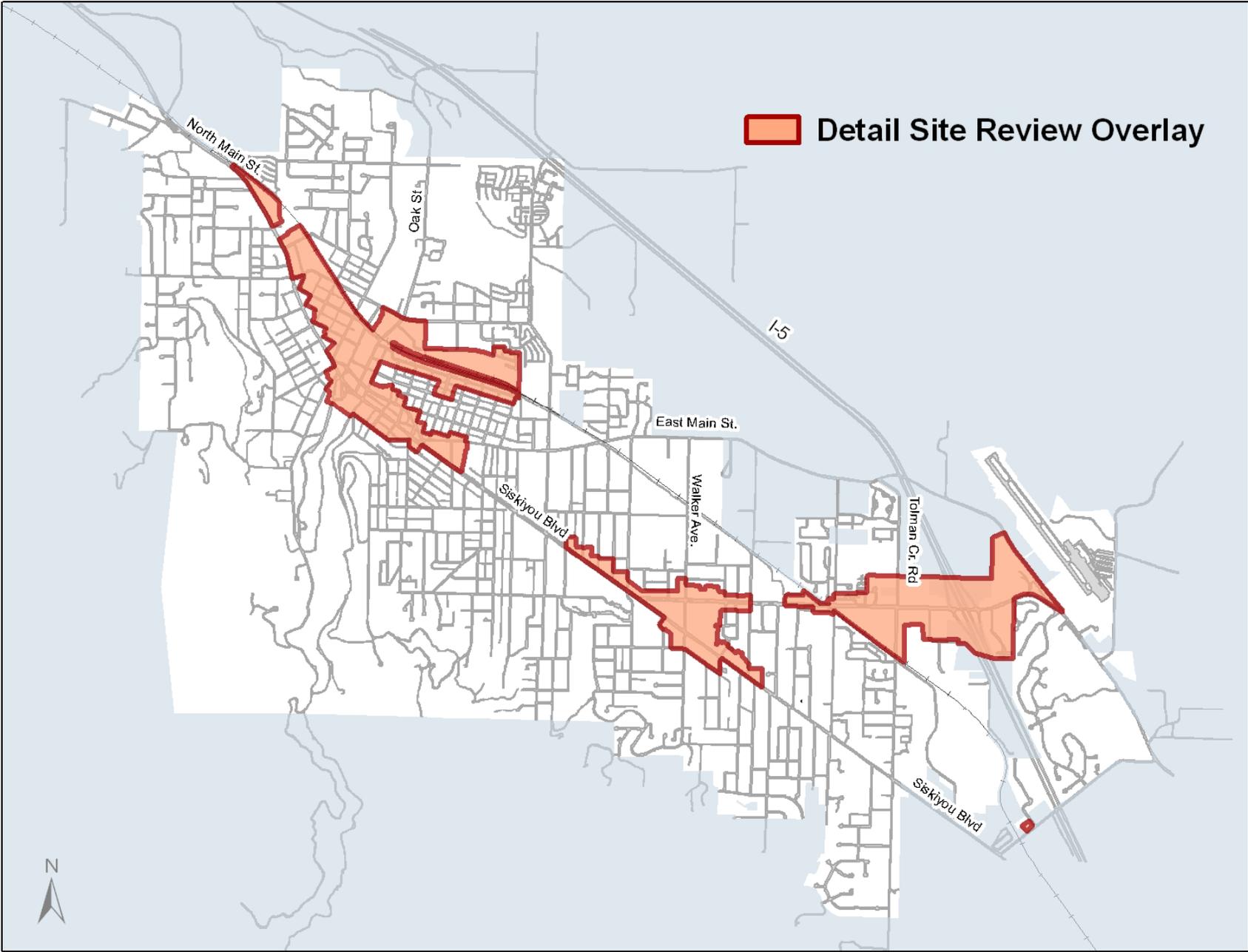
New Standard

- The solar access setback applies only to those new buildings and additions which have residential zones located to the north.

3. SECTION 18.56.040 Plazas and Landscaping Ratio

New Standard

Outdoor seating areas, plazas and other useable paved surfaces may count for up to 50% of the required landscape area.



 Detail Site Review Overlay

North Main St.

Oak St.

I-5

East Main St.

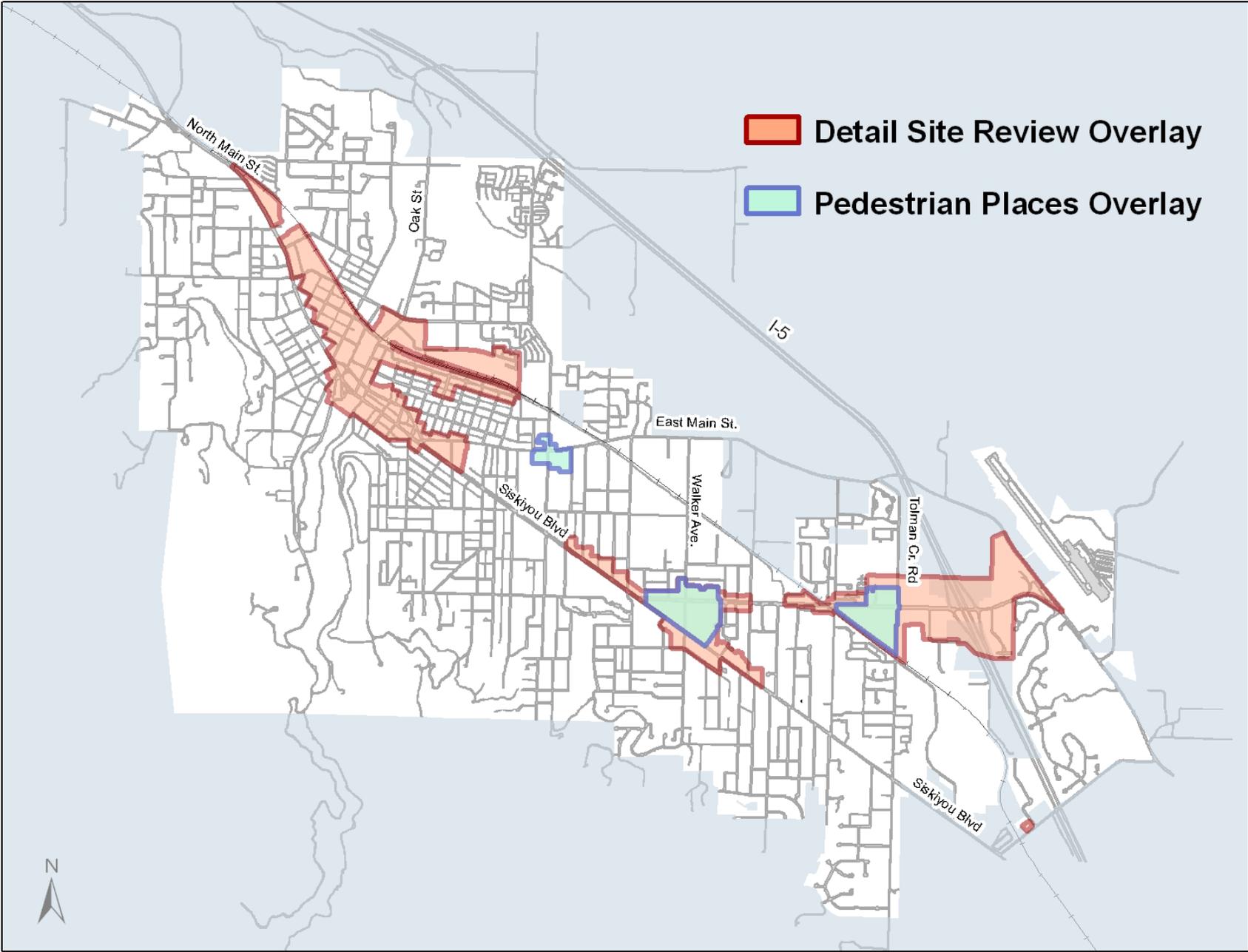
Siskiyou Blvd.

Walker Ave.

Tolman Cr. Rd.

Siskiyou Blvd.

N



ORDINANCE NO. 3053

AN ORDINANCE AMENDING AMC 18.72.080 SITE DESIGN AND USE STANDARDS IMPLEMENTING THE RECOMMENDATIONS OF THE PEDESTRIAN PLACES PROJECT

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 2010 through September 2011 involving a three-step process in which participants identified the qualities that make a successful pedestrian place, developed vision statements for the three study areas, and reviewed and revised plans illustrating an example of what development might look like in a key location; and

WHEREAS, the final report for the Pedestrian Place project included recommended amendments to the zoning map and land use ordinance which would support the development of the Pedestrian Places envisioned in the planning process being small walkable nodes that provide concentrations of housing and businesses 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 Land Use Ordinance at a duly advertised public hearing on October 11, 2011, and following deliberations, recommended approval of the amendments by a unanimous vote; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on November 1, 2011 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 X 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 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. Site Design and Use Standards [C. COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL DEVELOPMENT – II-C-1 BASIC SITE REVIEW STANDARDS] is hereby amended to read as follows:

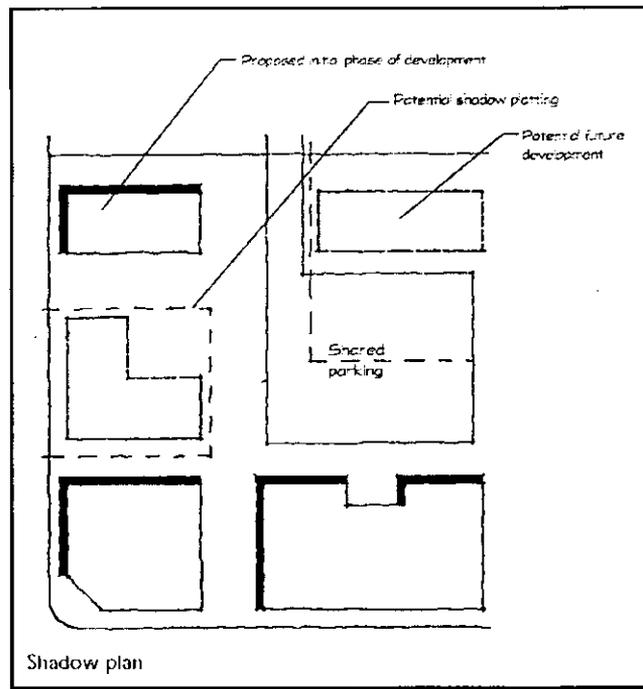
II-C-1c) Landscaping

1. Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.
2. Landscaping design shall utilize a variety of low water use and deciduous and evergreen trees and shrubs and flowering plant species.
3. Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District **and Detail Site Review Zone**. Outdoor storage areas shall be screened from view from adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
4. Irrigation systems shall be installed to assure landscaping success.
5. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

SECTION 3. Site Design and Use Standards [C. COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL DEVELOPMENT – II-C-2 DETAIL SITE REVIEW STANDARDS] is hereby amended to read as follows:

II-C-2a) Orientation and Scale

1. Developments shall have a minimum Floor Area Ratio (FAR) of .50 ~~.35~~ and ~~shall not exceed a maximum Floor Area Ratio of .5 for all areas outside the Historic District.~~ Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum ~~Floor Area Ratio FAR.~~ Projects including existing buildings or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR, or provide a shadow plan (see graphic) that demonstrates how development may be intensified over time to meet the required minimum FAR.



2. Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.
3. Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.
4. Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to entrances.
5. Infill or buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.

6. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

II-C-2b) Streetscape

1. Hardscape (paving material) shall be utilized to designate "people" areas. Sample materials could be unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
2. A building shall be setback not more than 5 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 5 20 feet of the sidewalk. (Amended September 23, 2003 Ordinance # 2900)

~~II-C-2e) Parking and On-site Circulation~~

- ~~1. Protected raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.~~
- ~~2. Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least 10 feet in width, or by a building or group of buildings.~~
- ~~3. Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. One site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and to the internal circulation of the building.~~

~~II-C-2d2c) Buffering and Screening~~

1. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.
2. Parking lots shall be buffered from the main street, cross streets and screened from residentially zoned land.

~~II-C-2e) Lighting~~

~~Lighting shall include adequate lights that are sealed for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian pathways.~~

~~II-C-2f2d) Building Materials~~

1. Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.
2. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

SECTION 4. Site Design and Use Standards [C. COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL DEVELOPMENT – II-C-3 ADDITIONAL STANDARDS FOR LARGE SCAEL PROJECTS] is hereby amended to read as follows:

II-C-3a) Orientation and Scale

1. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
2. Outside of the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards: (Amended September 23, 2003 Ordinance # 2900)
 - a. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.
 - b. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.
 - c. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception:

Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

- d. Buildings shall not exceed a combined contiguous building length of 300 feet.

Inside the Downtown Design Standards Zone, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet, including roof top parking, with the following exception:

Automobile parking areas locate within the building foot print and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

3. Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

- ~~4. All on-site circulation systems shall incorporate streetscape which includes curbs, sidewalks, pedestrian scale light standards and street trees.~~

SECTION 5. Site Design and Use Standards [SECTION VIII CROMAN MILL DISTRICT STANDARDS – B. DESIGN STANDARDS] is hereby amended to read as follows:

VIII-B-2 Parking Areas and On-site Circulation

1. Primary parking areas shall be located behind buildings with limited parking on one side of the building.
2. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.
3. Parking areas shall meet the Parking Lot Landscaping and Screening Standards of Section II-D of the Site Design and Use Standards.

Additional Parking Area and On-site Circulation Standards for Developments Adjacent to Active Edge Streets, or Within NC, MU and OE Overlays:

4. Parking areas shall be located behind buildings.
- ~~5. Protected raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.~~
- ~~6. Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least ten feet in width, or by a building or group of buildings.~~
- ~~7. Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. On-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and to the internal circulation of the building.~~

VIII-B-3 Automobile Parking

With the exception of the standards described below, automobile parking shall be provided in accordance with the Off-Street Parking chapter 18.92, Section VIII-C Croman Mill District Green Development Standards, and Section II-D Parking Lot Landscaping and Screening Standards of the Site Design and Use Standards.

- ~~1. Credit for Automobile Parking. The amount of required off-street parking shall be reduced by not more than 50%, through application of the following credits:
 - ~~a. On-Street Credit: One off-street parking space credit for every on-street space.~~
 - ~~b. TDM Plan Credit: Through implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.~~
 - ~~c. Mixed Use Credit: Through a mixed use parking arrangement that demonstrates the peak parking demands are offset. The credit shall reduce the off-street parking requirement by a percentage equal to the offset in parking demand.~~~~

~~d. Shared Parking Credit: One off-street parking space credit for every space constructed in designated off-site shared parking areas, or through payment of in-lieu-of parking fees for a common parking structure(s) upon establishment of a parking management strategy for the Croman Mill District.~~

~~2.1. Maximum On-Site Surface Parking.~~ After a parking management strategy for the Croman Mill District is in place, a maximum of 50% of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met through one or a combination of the credits for automobile parking in ~~VIII-B-3(1) 18.92.025.~~

SECTION 6. Site Design and Use Standards [SECTION VIII CROMAN MILL DISTRICT STANDARDS – B. GREEN DEVELOPMENT STANDARDS] is hereby amended to read as follows:

VIII-C-4 Design Green Surface Parking

~~A maximum of 25% of the project area shall be used for surface parking. Parking areas shall be designed~~ to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. All parking areas ~~shall meet the following standards, and~~ shall comply with the with the Off-Street Parking chapter 18.92, with Section VIII-B Croman Mill Design Standards, and Section II–D Parking Lot Landscaping and Screening Standards of the Site Design and Use Standards.

- ~~1. Use a maximum of 25% of the project area for surface parking.~~
- ~~2. Use at least one of the following strategies for the surface parking area, or put 50% of parking underground.~~
 - ~~a. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50% of the parking area surface.~~
 - ~~b. Provide porous solid surfacing or an open-grid pavement system that is at least 50% pervious for a minimum of 50% of the parking area surface.~~
 - ~~c. Provide at least 50% shade from tree canopy over the surface lot within five years of project occupancy.~~

VIII-C-5 Manage and Reuse of Stormwater Run-Off

Reduce the public infrastructure costs and adverse environmental effects of stormwater run-off by managing run-off from building roofs, driveways, parking areas, sidewalks and other hard surfaces through implementation of the following standards.

1. Design grading and site plans to capture and slow runoff.
- ~~2. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.~~
- ~~3.~~ 2. Use pervious or semi-pervious surfaces that allow water to infiltrate the soil.
- ~~4.~~ 3. Direct discharge storm water runoff into a designated green street and neighborhood storm water treatment facilities.
- ~~5.~~ 4. Retain rainfall on-site through infiltration, evapotranspiration or through capture and reuse techniques.

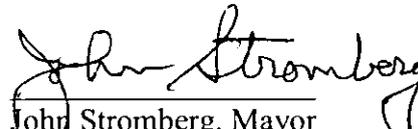
SECTION 7. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City 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 1-4) 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 1 day of November, 2011, and duly PASSED and ADOPTED this 15 day of November, 2011.


Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 16 day of November, 2011.


John Stromberg, Mayor

Reviewed as to form:


David Lohman, City Attorney

ORDINANCE NO. 3054

AN ORDINANCE AMENDING AMC 18.08, 18.12.020, 18.68.050, 18.72.030, 18.72.080, 18.72.090, 18.88, 18.88.080, 18.92, 18.108.040, 18.108.060 AND 18.108.080 OF THE ASHLAND MUNICIPAL CODE AND LAND USE ORDINANCE IMPLEMENTING THE RECOMMENDATIONS OF THE PEDESTRIAN PLACES PROJECT

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 2010 through September 2011 involving a three-step process in which participants identified the qualities that make a

successful pedestrian place, developed vision statements for the three study areas, and reviewed and revised plans illustrating an example of what development might look like in a key location; and

WHEREAS, the final report for the Pedestrian Place project included recommended amendments to the zoning map and land use ordinance which would support the development of the Pedestrian Places envisioned in the planning process being small walkable nodes that provide concentrations of housing and businesses 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 October 11, 2011, and following deliberations, recommended approval of the amendments by a unanimous vote; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on November 1, 2011 and on subsequent public hearing continuance dates, 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 X 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. AMC Chapter 18.08 [Definitions] is hereby amended as follows:

SECTION 18.08.651 Setback, Special.

~~The distance between the center line of a street and the special base line setback from which yard measurements are made, measured horizontally and at right angles from said center line.~~

SECTION 18.08.655 Shadow Plan

A schematic or conceptual design for future land development when a lot could be developed at a higher intensity. A shadow plan demonstrates that the proposed development will not impede the future use of the lot to be fully developed to the required building intensity standards (i.e. Floor Area Ratio), and that the proposed development has been planned to prevent piecemeal and uncoordinated development.

SECTION 3. AMC Chapter 18.12.020 [Classification of Districts] is hereby amended to read as follows:

18.12.020 Classification of Districts.

For the purpose of this Title, the City is divided into zoning districts designated as follows:

Zoning Districts and Overlays	Map Symbol and Abbreviated Designation
Airport Overlay	A
Residential - Rural	RR
Residential - Single Family	R-1
Residential - Low Density Multiple Family	R-2
Residential - High Density Multiple Family	R-3
Commercial	C-1
Commercial - Downtown	C-1-D
Employment	E-1
Industrial	M-1
Woodland Residential	WR
SOU - Southern Oregon University	SOU
Performance Standards (P) – Options Overlay	PSO
<u>Pedestrian Place Overlay</u>	<u>PP</u>
Detail Site Review Zone	DSR
Health Care Services Zone	HC
North Mountain Neighborhood	NM
Croman Mill District Zone	CM
Residential Overlay	R
Freeway Sign Overlay	F

SECTION 4. AMC Section 18.68.050 [Arterial Street Setback Requirements] is hereby deleted as follows:

SECTION 18.68.050 Arterial Street Setback Requirements.

~~To permit or afford better light, air and vision on more heavily traveled streets and on streets of substandard width, to protect arterial streets, and to permit the eventual widening of hereinafter named streets, every yard abutting a street, or portion thereof, shall be measured from the special base line setbacks listed below instead of the lot line separating the lot from the street.~~

Street	Setback
East Main Street, between City limits and Lithia Way	35 feet
Ashland Street (Highway 66) between City limits and Siskiyou Boulevard	65 feet

~~Also, The setback from an arterial street shall be no less than twenty (20) feet, or the width required to install sidewalk and parkrow improvements consistent with the City of Ashland Street Standards in Section 18.88.020.K, whichever is less with the exception of the CM and C-1-D districts and properties abutting Lithia Way in the C-1 district.~~

SECTION 5. AMC Chapter 18.72.030 [Applicability] is hereby amended to read as follows:

SECTION 18.72.030 Applicability.

Site design standards shall apply to all zones of the city as outlined below.

A. Applicability. The following development is subject to Site Design Review:

1. Commercial, Industrial, Non-Residential and Mixed uses:
 - a. All new structures, additions or expansions in C-1, E-1, HC, CM and M-1 zones.
 - b. All new non-residential structures or additions (e.g. public buildings, schools, churches, etc.).
 - c. Mixed-use structures or developments containing commercial and residential uses in residential zoning districts within the Pedestrian Places Overlay.**
 - d.** Expansion of impervious surface area in excess of 10% of the area of the site or 1,000 square feet, whichever is less.
 - e.** Expansion of parking lots, relocation of parking spaces on a site, or other changes which **alters or affects** circulation **on adjacent property or a public right-of-way.**
 - f.** Any change of occupancy from a less intensive to a more intensive occupancy, as defined in the City building code, or any change in use which requires a greater number of parking spaces.
 - g.** Any change in use of a lot from one general use category to another general use category, e.g., from residential to commercial, as defined by the zoning regulations of this Code.
 - h.** Any exterior change to a structure which is listed on the National Register of Historic Places or to a contributing property within an Historic District on the National Register of Historic Places that requires a building permit, or includes the installation of Public Art.
 - i.** Mechanical equipment not otherwise exempt from site design review per Section 18.72.030(B).
 - j. Installation of wireless communication facilities in accordance with Section 18.72.180.**
2. Residential uses:
 - a. Two or more residential units on a single lot.
 - b. Construction of attached single-family housing (e.g. town homes, condominiums, row houses, etc.) in all zoning districts.
 - c. Residential development when off-street parking or landscaping, in conjunction with an approved Performance Standards Subdivision required by ordinance and not located within the boundaries of the individual unit parcel (e.g. shared parking).
 - d. Any exterior change to a structure individually listed on the National Register of Historic Places that requires a building permit, or includes the installation of Public Art.

- e. Mechanical equipment not otherwise exempt from site design review per Section 18.72.030(B). (Ord 2984, amended, 05/19/2009; Ord 2951, amended, 07/01/2008; Ord 3036, amended, 08/17/2010)
- f. **Installation of wireless communication facilities in accordance with Section 18.72.180.**

B. Exemptions. The following development is exempt from Site Design Review application and procedure requirements provided that the development complies with applicable standards as set forth by this Chapter.

- 1. Detached single family dwellings and associated accessory structures and uses.
- 2. Land divisions regulated by the following chapters: Partitioning (18.76), Subdivisions (18.80), Manufactured Housing (18.84) and Performance Standards (18.88).
- 3. The following mechanical equipment:
 - a. Private, non-commercial radio and television antennas not exceeding a height of seventy (70) feet above grade or thirty (30) feet above an existing structure, whichever height is greater and provided no part of such antenna shall be within the yards required by this Title. A building permit shall be required for any antenna mast, or tower over fifty (50) feet above grade or thirty (30) feet above an existing structure when the same is constructed on the roof of the structure.
 - b. Not more than three (3) parabolic disc antennas, each under one (1) meter in diameter, on any one lot or dwelling unit.
 - c. Roof-mounted solar collection devices in all zoning districts, with the exception of Employment and Commercial zoned properties located within designated historic districts. The devices shall comply with solar setback standards described in 18.70 and height requirements of the respective zoning district.
 - d. Installation of mechanical equipment not exempted by (a, b, c) above or (e) below, and which is not visible from a public right-of-way or adjacent residentially zoned property and consistent with other provisions of this Title, including solar access, noise, and setback requirements of Section 18.68.140(c).
 - e. Routine maintenance and replacement of existing mechanical equipment in all zones. (Ord 2951, amended, 07/01/2008)

SECTION 6. AMC Chapter 18.72.080 [Site Design Standards] is hereby amended to read as follows:

SECTION 18.72.080 Site Design Standards.

- A. The Council may adopt standards by ordinance for site design and use. These standards may contain:
- 1. Additional approval criteria for developments affected by this Chapter.
 - 2. Information and recommendations regarding project and unit design and layout, landscaping, energy use and conservation, and other considerations regarding the site design.
 - 3. Interpretations of the intent and purpose of this Chapter applied to specific examples.
 - 4. Other information or educational materials the Council deems advisable.

- B. Before the Council may adopt or amend the **guidelines standards**, a public hearing must be held by the Planning Commission and a recommendation and summary of the hearing forwarded to the Council for its consideration.
- C. The Site Design and Use Standards adopted by Ordinance No's. 2690, 2800, 2825, 2900 and 3031, shall be applied as follows:
 - 1. The Multi-family Residential Development Standards in Section II.B shall be applied to the construction of attached single-family housing (e.g. town homes, condominiums, row houses, etc.).
 - 2. The Commercial, Employment, and Industrial Development standards in Section II.C. shall be applied to non-residential development (e.g. public buildings, schools, etc.)

SECTION 7. AMC Chapter 18.72.090 [Administrative Variance from Site Design and Use Standards] is hereby amended to read as follows:

SECTION 18.72.090 ~~Administrative Variance from~~ Exception to the Site Design and Use Standards.

An ~~administrative variance exception~~ to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:

A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design and Use 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 Design and Use Standards; and the exception requested is the minimum which would alleviate the difficulty; or

~~B. — Approval of the variance will not substantially negatively impact adjacent properties;~~

~~C. — Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and~~

~~D. — The variance requested is the minimum variance which would alleviate the difficulty.~~

B. 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 Design and Use Standards.

SECTION 8. AMC Chapter 18.72.120 [Controlled access] is hereby deleted as follows:

~~**SECTION 18.72.120 Controlled access.**~~

~~A. Any partitioning or subdivision of property located in an R-2, R-3, C-1, E-1, CM or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.~~

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

- ~~1. Distance between driveways.
On arterial streets—100 feet;
on collector streets—75 feet;
on residential streets—50 feet.~~
- ~~2. Distance from intersections.
On arterial streets—100 feet;
on collector streets—50 feet;
on residential streets—35 feet.~~

~~C. Street and driveway access points in the CM zone are subject to the requirements of the Croman Mill District Standards. (Ord 3036, added, 08/17/2010)~~

~~D. Access Requirements for Multi-family Developments.~~

- ~~1. All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.~~
- ~~2. Creating an obstructed street, as defined in 18.88.020.C, is prohibited.~~

SECTION 9. AMC Section 18.88 [Sections] is hereby amended to read as follows:

CHAPTER 18.88

PERFORMANCE STANDARDS OPTIONS

SECTIONS:

- 18.88.010 Purpose and Intent.
- 18.88.020 Definitions.
- 18.88.030 Procedure for Approval.
- 18.88.040 Performance Standards for Residential Developments.
- 18.88.050 Street Standards.
- 18.88.060 Parking Standards.
- 18.88.070 Setbacks.
- 18.88.080 PSO-Overlay Zone.
- 18.88.090 Performance Standards Guidelines.
- 18.88.100 Applicability of Other Sections of the Land Use Development Ordinance.

SECTION 10. AMC Section 18.88.080 [Sections] is hereby amended to read as follows:

SECTION 18.88.080 PSO-Overlay-Zone.

- A. The purpose of the PSO-overlay ~~zone~~ is to distinguish between those areas which have been largely developed under the subdivision code, and those areas which, due to the undeveloped nature of the property, topography, vegetation, or natural hazards, are more suitable for development under Performance Standards.
- B. All developments, other than partitionings, which involve the division of land, or development of individual living units, in the PSO-overlay areas, shall be processed under this Chapter of the Land Use Ordinance. The minimum number of dwelling units for a Performance Standards Subdivision within residential zoning districts shall be three. (Ord 3036, amended, 08/18/10)
- C. In a PSO-overlay area, the granting of the application shall be considered an outright permitted use, subject to review by the Commission for compliance with the standards set forth in this Ordinance and the guidelines adopted by the Council.
- D. If a parcel is not in a PSO-overlay area, then development under this Chapter may only be approved if one or more of the following conditions exist:
 - 1. The parcel is larger than two acres and is greater than 200 feet in average width; or
 - 2. That development under this Chapter is necessary to protect the environment and the neighborhood from degradation which would occur from development to the maximum density allowed under subdivision standards, or would be equal in its aesthetic and environmental impact; or
 - 3. The property is zoned R-2, R-3 or CM.

SECTION 11. AMC Chapter 18.92 [Off-Street Parking] is hereby amended to read as follows:

CHAPTER 18.92

OFF-STREET PARKING, ACCESS AND CIRCULATION

SECTIONS:

- 18.92.010 Generally Purpose.**
- 18.92.020 Applicability.**
- 18.92.020030 Automobile Parking Spaces Required.**
- 18.92.040 Disabled Person Parking Places.**
- 18.92.025050 Credit for On-street Automobile Parking Management Strategies.**
- 18.92.030 ~~Disabled Person Parking Places.~~**
- 18.92.040060 Bicycle Parking.**
- 18.92.050 ~~Compact Car Parking.~~**
- 18.92.055070 Variances for Commercial Buildings in the Historic District.**
- 18.92.060 ~~Limitations, Location, Use of Facilities.~~**
- 18.92.070080 Automobile Parking Design RequirementsParking, Access and Circulation
Design Requirements.**
- 18.92.090 Pedestrian Access and Circulation.**

- 18.92.080100 Construction.**
- 18.92.090110 Alterations and Enlargements.**
- 18.92.120 Availability of Facilities.**

SECTION 18.92.010 Generally Purpose.

In all districts, except those specifically exempted, whenever any building is erected, enlarged, or the use is changed, off-street parking shall be provided as set forth in this Chapter. The purpose of this chapter is to provide standards for development of vehicle and bicycle parking, and to ensure developments provide safe and effective access and circulation for pedestrians, bicyclists and vehicles.

SECTION 18.92.020 Applicability.

In all districts, except those specifically exempted, whenever any building is erected or enlarged, parking or access is reconfigured, or the use is changed, parking, access and circulation shall be provided as set forth in this chapter. The City may require a study prepared by a qualified professional to determine offsets in parking demand, access, circulation and other transportation impacts.

SECTION 18.92.020030 Automobile Parking Spaces Required.

Uses and standards are as follows:

- A. **Residential Uses.** For residential uses the following automobile parking spaces are required.
 - 1. Single family dwellings. Two spaces for the primary dwelling unit and the following for accessory residential units:
 - a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit.
 - b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit.
 - c. 2-bedroom units --1.75 spaces/unit.
 - d. 3-bedroom or greater units -- 2.00 spaces/unit.
 - 2. Multi-family dwellings.
 - a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit.
 - b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit.
 - c. 2-bedroom units -- 1.75 spaces/unit.
 - d. 3-bedroom or greater units -- 2.00 spaces/unit.
 - e. Retirement complexes for seniors 55-years or greater -- One space per unit.
 - 3. Clubs, fraternity and sorority houses, rooming and boarding houses, dormitories. Two spaces for each three guest rooms; in dormitories, 100 square feet shall be equivalent to a guest room.
 - 4. Hotels and motels.
One space for each guest room, plus one space for the owner or manager.
 - 5. Manufactured housing developments.
Parking requirements are as established in Chapter 18.84.
 - 6. Performance Standards Developments.
Parking requirements are as established in Chapter 18.88.

B. **Commercial Uses.** For commercial uses the following automobile parking spaces are required.

1. Auto, boat or trailer sales, retail nurseries and other open-space uses.
One space per 1,000 square feet of the first 10,000 square feet of gross land area; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one per two employees.
2. Bowling Alleys.
Three spaces per alley, plus additional spaces for auxiliary activities set forth in this section.
3. Business, general retail, person services.
General - one space for 350 square feet of gross floor area. Furniture and appliances - one space per 750 square feet of gross floor area.
4. Chapels and mortuaries.
One space per four fixed seats in the main chapel.
5. Offices.
Medical and dental - one space per 350 square feet of gross floor area. General - one space per 500 square feet of gross floor area. (Ord 3034, amended, 08/17/10)
6. Restaurants, bars, ice cream parlors and similar uses.
One space per four seats or one space per 100 sq. ft. of gross leasable floor area, whichever is less.
7. Skating rinks.
One space per 350 sq. ft. of gross building area.
8. Theaters, auditoriums, stadiums, gymnasiums and similar uses.
One space per four seats.

C. **Industrial Uses.** For industrial uses the following automobile parking spaces are required.

1. Industrial and Warehousing uses.
One space per 1,000 square feet of gross floor area or for each two employees, whichever is less, plus one space per company vehicle.
2. Public utilities (gas, water, telephone, etc.), not including business offices.
One space per two employees on the largest shift, plus one space per company vehicle; a minimum of two spaces is required. (Ord 3034, amended, 08/17/10)

D. **Institutional and Public Uses.** For institutional and public uses the following automobile parking spaces are required.

1. Child care centers having 13 or more children.
One space per two employees; a minimum of two spaces is required.
2. Churches.
One space per four seats.
3. Golf courses, except miniature.
Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses -four spaces per hole.
4. Hospitals.
Two spaces per patient bed.
5. Nursing and convalescent homes.
One space per three patient beds.

- 6. Rest homes, homes for the aged, or assisted living.
One space per two patient beds or one space per apartment unit.
- 7. Schools, elementary and junior high.
One and one-half space per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater.
- 8. High schools.
One and one-half spaces per classroom, plus one space per 10 students the school is designed to accommodate, or the requirements for public assembly as set forth herein, whichever is greater.
- 9. Colleges, universities and trade schools.
One and one-half spaces per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing.

E. **Unspecified Uses.** Where automobile parking requirements for any use are not specifically defined in this section, such requirements shall be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data.

F. **Maximum Allowable Number of Automobile Parking Spaces.** The number of spaces provided by any particular use in ground surface lots shall not exceed the required number of spaces provided by this ordinance by more than 10%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

SECTION 18.92.040 Disabled Person Parking Places.

The total number of disabled person parking spaces shall comply with the following:

<u>Total in Parking Lot</u>	<u>Required Minimum Number of Accessible Spaces</u>
<u>1 to 25</u>	<u>1</u>
<u>26 to 50</u>	<u>2</u>
<u>51 to 75</u>	<u>3</u>
<u>76 to 100</u>	<u>4</u>
<u>101 to 150</u>	<u>5</u>
<u>151 to 200</u>	<u>6</u>
<u>201 to 300</u>	<u>7</u>
<u>301 to 400</u>	<u>8</u>
<u>401 to 500</u>	<u>9</u>

One in every eight accessible spaces, but not less than one, must be van accessible. A van accessible parking space is required to be at least nine feet wide and have an adjacent access aisle that is at least eight feet wide. Required Disabled Person Parking spaces shall be designed in accord with all requirements of the State of Oregon, including minimum widths, adjacent aisles, and permanent markings. Disabled Person Parking space designs are included at the end of this chapter.

SECTION 18.92.025050 Credit for On-street Automobile Parking Management Strategies.

The amount of required off-street parking may be reduced up to 50% through the application of the following credits.

A. **On-Street Parking Credit.** The amount of off-street parking required shall be reduced by the following credit provided for on-street parking: one off-street parking space credit for every ~~two~~**one** on-street ~~spaces up to four credits, thereafter one space credit for each on-~~**street** parking space.

B.1.Dimensions. On-street parking shall follow the established configuration of existing on-street parking, except that 45 degree diagonal parking may be allowed with the approval of the Public Works Director, taking into account traffic flows and street design, with the parking spaces designed in accord with the standards on file with the Public Works Department. The following shall constitute an on-street parking space:

~~1.~~**a.** Parallel parking, each ~~24~~ **22** feet of uninterrupted curb.

~~2.~~**b.** 45 degree diagonal, each ~~13~~ **12** feet of uninterrupted curb.

2. Location.

~~C.~~**a.** Curb space must be contiguous to the lot which contains the use which requires the parking.

~~D.~~**b.** Parking spaces may not be counted that are within 20 feet measured along the curb of any corner or intersection of an alley or street, nor any other parking configuration that violates any law or standard of the City or State.

~~E.~~**c.** Parking spaces located on arterials and collectors may only receive credit if the arterial or collector is greater in width than the minimums established by the Street Standards in Chapter 18.88, Performance Standards Options. (Ord 2836 S14, 1999)

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

G.3.Availability. On-street parking spaces credited for a specific use shall not be used exclusively by that use, but shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.

B. Alternative Vehicle Parking. Alternative vehicle parking facilities may be substituted for up to 25 percent of the required parking space on site.

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

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

C. Mixed Uses. In the event that several users occupy a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the

requirements for the several uses computed separately unless it can be shown that the peak parking demands are offset. In such case, the mixed-use credit shall reduce the off-street parking requirement by a percentage equal to the reduced parking demand.

D. Joint Use of Facilities. Required parking facilities of 2 or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that it can be shown by the owners or operators that the need for the facilities does not materially overlap (e.g., uses primarily of a daytime vs. nighttime nature) and provided that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing such joint use.

E. Shared Parking. One off-street parking space credit for every space constructed in designated off-site shared parking areas, or through payment of in-lieu-of-parking fees for a common parking.

F. TDM Plan Credit. Through implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.

G. Transit Facilities Credit. Sites where at least 20 spaces are required, and where at least one lot line abuts a street with transit service may substitute transit-supportive plazas for required parking as follows.

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

SECTION 18.92.030-Disabled Person Parking Places.

The total number of disabled person parking spaces shall comply with the following:

Total in Parking Lot	Required Minimum Number of Accessible Spaces
— 1 to 25	1
— 26 to 50 —	2

51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9

~~Required Disabled Person Parking spaces shall be designed in accord with all requirements of the State of Oregon, including minimum widths, adjacent aisles, and permanent markings. Disabled Person Parking space designs are included at the end of this chapter.~~

SECTION 18.92.040060 Bicycle Parking.

- A. All uses, with the exception of detached-single-family residences and uses in the C-1-D zone, shall provide a minimum of two sheltered bike parking spaces.
- B. Every residential use of two units or more per structure, and not containing a garage, shall provide bicycle parking spaces as follows:

Multi-Family Residential: One sheltered space per studio and 1-bedroom unit
1.5 sheltered spaces per 2-bedroom unit
2.0 sheltered spaces per 3-bedroom unit

Senior Housing: One sheltered space per 8 units (*80% of the occupants are 55 or older*)

- C. In addition, all uses which require off street parking, except as specifically noted, shall provide one bicycle parking space for every 5 required auto parking spaces. Fractional spaces shall be rounded up to the next whole space. Fifty percent of the bicycle parking spaces required shall be sheltered from the weather. All spaces shall be located in proximity to the uses they are intended to serve. (Ord 2697 S1, 1993)
- D. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every five auto parking spaces.
- E. Elementary, Junior High, Middle and High Schools shall provide one sheltered bicycle parking space for every five students.
- F. Colleges, universities, and trade schools shall provide one bicycle parking space for every five required auto parking spaces, of which one half is to be sheltered.
- G. No bicycle parking spaces required by this standard shall be rented or leased, however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- H. The required bicycle parking facilities shall be constructed when an existing residential building or dwelling is altered or enlarged by the addition or creation of dwelling units, or

when a non-residential use is intensified by the addition of floor space, seating capacity, or change in use.

I. Bicycle Parking Design Standards

1. The salient concern is that bicycle parking be visible and convenient to cyclists and that it provides sufficient security from theft and damage.
2. Bicycle parking requirements can be met in any of the following ways:
 - a. Providing a bicycle storage room, bicycle lockers, or racks inside the building.
 - b. Providing bicycle lockers or racks in an accessory parking structure, underneath an awning or marquee, or outside the main building.
 - c. Providing bicycle racks on the public right of way. This must be approved by City of Ashland Public Works Department.
 - d. Providing secure storage space inside the building.
3. All required exterior bicycle parking shall be located on site within 50 feet of well-used entrances and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.
4. Required bicycle parking spaces located out of doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent walkways or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as automobile parking.
5. An aisle for bicycle maneuvering shall be provided and maintained between each row of bicycle parking. Bicycle parking shall be designed in accord with the illustrations used for the implementation of this chapter.
6. Each required bicycle parking space shall be accessible without moving another bicycle.
7. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.
8. Parking spaces configured as indicated in the figure at the end of this chapter meet all requirements of this chapter and is the preferred design. Commercial bike lockers are acceptable according to manufacturer's specifications. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by 3 feet wide by 4 feet high, unless adequate room is provided to allow configuration as indicated in the figure at the end of this chapter.
9. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages shown in the figure at the end of this chapter.
10. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.
11. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate vision clearance standards. Bicycle parking facilities should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into building design or street furniture.

J. Bicycle Parking Rack Standards.

1. All required bicycle parking racks installed shall meet the individual rack specifications shown in the figure at the end of this chapter. Single and multiple rack installations shall conform with the minimum clearance standards shown in the figures at the end of this chapter. Alternatives to the above standard may be approved after review by the **Bicycle Transportation** Commission and approval by the Staff Advisor. Alternatives shall conform with all other applicable standards of this section. Bicycle parking racks or lockers shall be anchored securely.
2. The intent of this Subsection is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
 - a. Bicycle racks shall hold bicycles securely by means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
 - b. Bicycle racks shall accommodate:
 - i. Locking the frame and both wheels to the rack with a high-security U-shaped shackle lock, if the bicyclist removes the front wheel; and
 - ii. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, if the bicyclist leaves both wheels on the bicycle; and
 - iii. Locking the frame and both wheels to the rack with a chain or cable not longer than 6 feet without removal of the front wheel.
 - c. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition.

~~SECTION 18.92.050 Compact Car Parking.~~

~~Up to 50% of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 x 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."~~

SECTION 18.92.055070 Variances for Commercial Buildings in the Historic District.

In order to preserve existing structures within the Ashland Historic District, while permitting the redevelopment of property to its highest commercial use, a variance of up to 50% of the required automobile parking may be granted to commercial uses within the Ashland Historic District as a Type I Variance. It is the intent of this clause to provide as much off-street parking as practical while preserving existing structures and allowing them to develop to their full commercial potential. Additionally, to identify redevelopment of existing commercial and residential buildings for commercial use within the Ashland Historic District as an exceptional circumstance and unusual hardship for the purposes of granting a variance.

~~SECTION 18.92.060 Limitations, Location, Use of Facilities.~~

~~A. Location. Except for single and two-family dwellings, required automobile parking facilities may be located on another parcel of land, provided said parcel is within 200 feet of the use it is intended to serve. The distance from the parking lot to the use shall be measured in walking distance from the nearest parking space to an access to the~~

~~building housing the use, along a sidewalk or other pedestrian path separated from street traffic. Such right to use the off-site parking must be evidenced by a deed, lease, easement, or similar written instrument establishing such use, for the duration of the use.~~

- ~~B. Except as allowed in 18.92.060.F and except in the M-Industrial District, required automobile parking shall not be located in a required front and side yard setback area abutting a public street, except alleys.~~
- ~~C. Mixed Uses. In the event that several users occupy a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for the several uses computed separately unless it can be shown that the peak parking demands are offset. In such case the Staff Advisor may reduce the total requirements accordingly, but not by more than 35%.~~
- ~~D. Joint Use of Facilities. Required parking facilities of 2 or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that it can be shown by the owners or operators that the need for the facilities does not materially overlap (e.g., uses primarily of a daytime v. nighttime nature) and provided that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing such joint use.~~
- ~~E. Availability of Facilities. All automobile and bicycle parking shall be available for parking of residents, customers and employees only, and shall not be used for the storage or display of vehicles or materials.~~
- ~~F. In all residential zones, all off-street parking of automobiles, trucks, trailers and recreational vehicles in the front yard shall be limited to a contiguous area which is no more than 25% of the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard, whichever is greater. Since parking in violation of this section is occasional in nature, and is incidental to the primary use of the site, no vested rights are deemed to exist and violations of this section are not subject to the protection of the nonconforming use sections of this ordinance. However, a 24-hour warning notice of violation shall be provided prior to the issuance of a citation to appear in Municipal Court, and it shall be rebuttably presumed that the vehicle was parked with permission of the person in control of the property. Subsequent violations shall not require a warning notice. (Ord 2320, 1984)~~

**SECTION 18.92.070080 Automobile Parking, Access and Circulation Design
Requirements.**

A. Parking Location.

- 1. Except for single and two-family dwellings, required automobile parking facilities may be located on another parcel of land, provided said parcel is within 200 feet of the use it is intended to serve. The distance from the parking lot to the use shall be measured in walking distance from the nearest parking space to an access to the building housing the use, along a sidewalk or other pedestrian path separated from**

street traffic. Such right to use the off-site parking must be evidenced by a deed, lease, easement, or similar written instrument establishing such use, for the duration of the use.

2. Except as allowed in the subsection below, automobile parking shall not be located in a required front and side yard setback area abutting a public street, except alleys.
3. In all residential zones, all off-street parking of automobiles, trucks, trailers and recreational vehicles in the front yard shall be limited to a contiguous area which is no more than 25% of the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard, whichever is greater. Since parking in violation of this section is occasional in nature, and is incidental to the primary use of the site, no vested rights are deemed to exist and violations of this section are not subject to the protection of the nonconforming use sections of this ordinance. However, a 24-hour warning notice of violation shall be provided prior to the issuance of a citation to appear in Municipal Court, and it shall be rebuttably presumed that the vehicle was parked with permission of the person in control of the property. Subsequent violations shall not require a warning notice.

~~A.B. Size and Access~~ Parking Area Design. All rRequired parking areas shall be designed in accordance with the parking layout chart at the end of this Chapter following standards and dimensions.

1. Parking spaces shall be a minimum of 9 x 18 feet, except that 50% of the spaces may be compact spaces in accord with 18.92.050.
2. Up to 50% of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 x 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."
3. Parking spaces shall have a back-up maneuvering space no less than twenty-two (22) feet, except where parking is angled, and which does not necessitate moving of other vehicles.
4. Parking lots with 50 spaces or more shall be divided into separate areas. Parking areas may be divided into separate areas by a building or group of buildings, landscape areas with walkways at least 10 feet in width, plazas, streets or driveways with street-like features. Street-like features, for the purpose of this section, means a raised sidewalk of at least five feet in width, six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting.
5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. Parking areas of more than seven parking spaces shall meet the following standards.
 - a. Use at least one of the following strategies for the surface parking area, or put 50% of parking underground.
 - i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50% of the parking area surface.
 - ii. Provide porous solid surfacing or an open grid pavement system that is at least 50% pervious for a minimum of 50% of the parking area surface.

i. All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.

ii. Creating an obstructed street as defined in Section 18.88.020.G is prohibited.

4. Shared Use of Driveways and Curb Cuts.

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

i. For shared parking areas;

ii. For adjacent developments, where access onto an arterial is limited; and

iii For multi-family developments, and developments on multiple lots.

b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Cuts and approaches shall be replaced with standard curb, gutter or sidewalk as appropriate. All replacement shall be done under permit of the Engineering Division.

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

B.D.Driveways and Turn-Arounds Design. Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:

1. A driveway for a single dwelling shall have a minimum width of nine feet, and a shared driveway serving two units shall have a width of 12 feet.
2. Parking areas of more than seven parking spaces per lot shall be provided with adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.
3. Parking areas of more than seven parking spaces shall be served by a driveway 20 feet in width and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. Parking areas of seven spaces or less shall be served by a driveway 12 feet in width.

~~4. Shared Use of Driveways and Curb Cuts.~~

~~a. Developments subject to a planning action or divisions of property, either by minor land partition or subdivision, shall minimize the number of driveway intersections with streets by the use of shared driveways with adjoining lots where feasible. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.~~

~~b. Plans for property being partitioned or subdivided or for multi-family developments shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and shall indicate all necessary access easements.~~

~~c. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Cuts and approaches shall be replaced with standard~~

~~curb, gutter or sidewalk as appropriate. All replacement shall be done under permit of the Engineering Division.~~

~~C.4~~ **Vertical Clearances.** Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13'6" for their entire length and width.

~~D.5~~ **Vision Clearance.** No obstructions may be placed in the vision clearance area except as set forth in Section 18.68.020.

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

1. **Paving.** All required parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphaltic, **pervious paving,** or comparable surfacing, constructed to standards on file in the office of the City Engineer.
2. **Drainage.** All required parking areas, aisles and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
3. **Driveway approaches.** Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.
4. **Marking.** Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.
5. **Wheel stops.** Wheel stops shall be a minimum of four inches in height and width and six feet in length. They shall be firmly attached to the ground and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.
6. **Walls and Hedges.**
 - a. Where parking abuts upon a street, a decorative masonry wall or evergreen hedge screen of 30-42 inches in height and a minimum of 12" in width shall be established parallel to and not nearer than two feet from the right-of-way line. Screen planting shall be of such size and number to provide the required screening within 12 months after installation. The area between the wall or hedge and street line shall be landscaped. All vegetation shall be adequately maintained by a permanent irrigation system, and said wall or hedge shall be maintained in good condition. The required wall or screening shall be designed to allow for free access to the site and sidewalk by pedestrians.
 - b. In all zones, except single-family zones, where parking facilities or driveways are located adjacent to residential or agricultural zones, school yards, or like institutions, a sight-obscuring fence, wall, or evergreen hedge not less than five feet, nor more than six feet high shall be provided on the property line as measured from the high grade side. Said wall, fence or hedge shall be reduced to 30 inches within required setback area, or within 10 feet of street property lines, and shall be maintained in good condition. Screen plantings shall be of such size and number to provide the required screening within 12 months after installation. Adequate provisions shall be made to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.
7. **Landscaping.** In all zones, all parking facilities shall include landscaping to cover not less than 7% of the area devoted to outdoor parking facilities, including the landscaping

required in subdivision 6(a) above. Said landscaping shall be uniformly distributed throughout the parking area, be provided with irrigation facilities and protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover or related material. A minimum of one tree per seven parking spaces is required.

8. Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property. (Ord 2951, amended, 07/01/2008)

SECTION 18.92.090 Pedestrian Access and Circulation.

A. Site Layout and Design. To ensure safe, direct, and convenient pedestrian circulation, all developments, except single-family dwellings on individual lots and accessory uses and structures, shall provide a continuous walkway system. The walkway system shall be based on the standards in subsections 1-4, below:

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

2. Safe, Direct, and Convenient. Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets, based on the following definitions:

a. Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

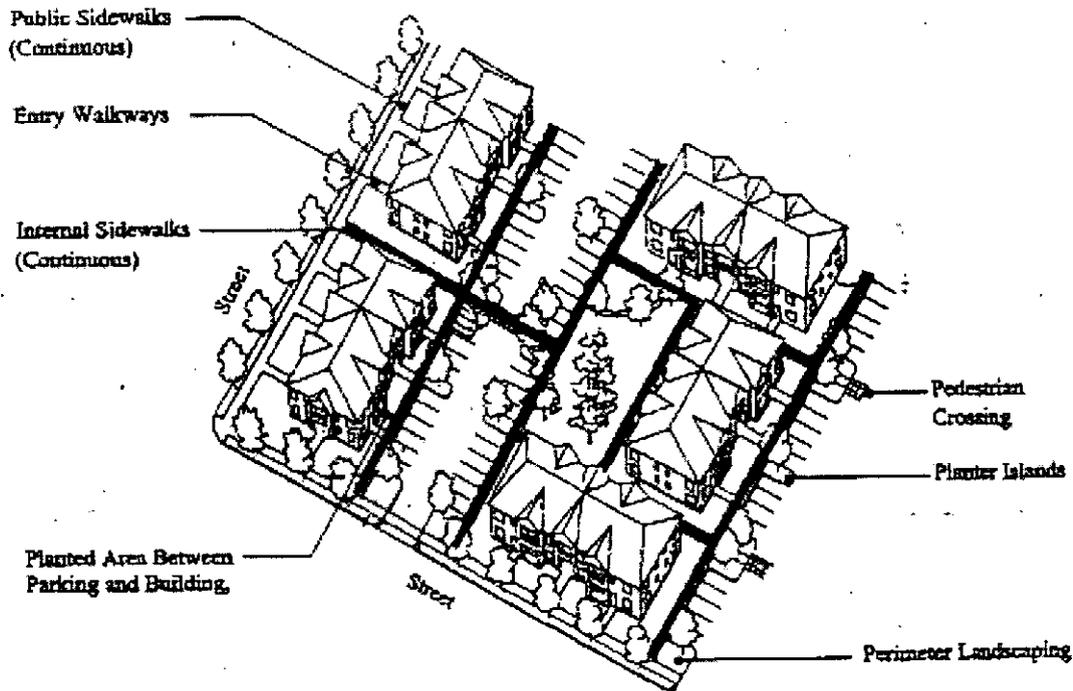
d. "Primary entrance" for residential buildings is the front door (i.e. facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway which serves as a common entrance for more than one dwelling.

3. Connections within Development. Walkways within developments shall be provide connections as required in subsections a -c, below:

a. Connect all building entrances to one another to the extent practicable, as generally shown in Figure 1;

- b. Connect all on-site parking areas, recreational facilities and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections, as generally shown in Figure 1; and.

Figure 1 Pedestrian Pathway System (Typical)



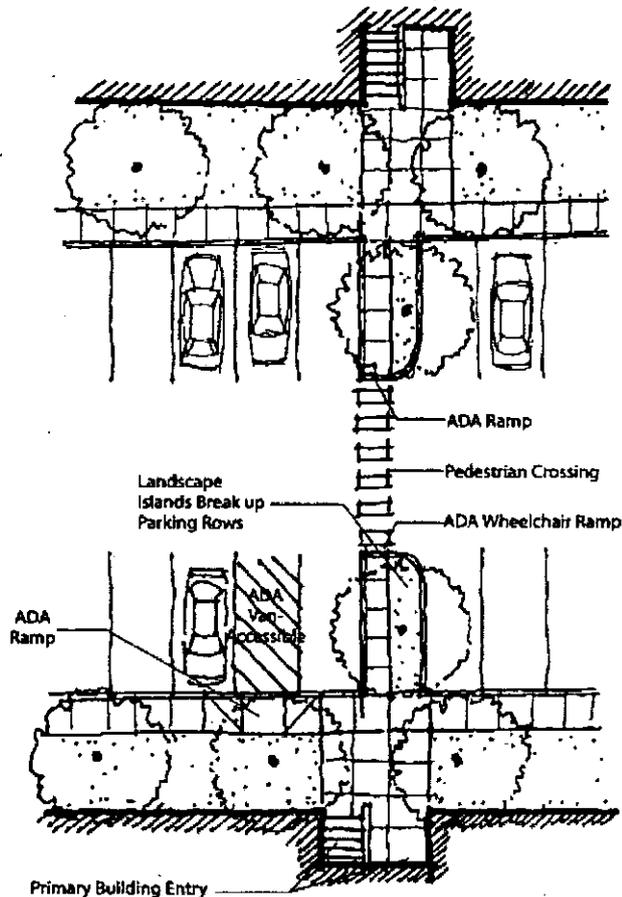
- c. Install protected raised walkways through parking areas of 50 or more spaces, or of more than 100 feet in average width or depth.

B. Walkway Design and Construction. Walkways shall conform to all of the standards in subsections 1-4, as generally illustrated in Figure 2:

1. **Vehicle/Walkway Separation. Except for crosswalks (subsection 2), where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.**

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

Figure 2 Pedestrian Walkway Detail (Typical)



3. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e. for bicycles and pedestrians) shall be concrete or asphalt, and at least 10 feet wide in accordance with the Ashland Street Standards in Section 18.88.020.K.

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

5. Provide pedestrian scale lighting no greater than 14 feet in height along pedestrian facilities.

SECTION 18.92.080100 Construction.

The required parking, access and circulations facilities, ~~including design standards~~, shall be installed prior to a release of a certificate of use and occupancy or a release of utilities, and shall be permanently maintained as a condition of use. However, the Building Official may, unless otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate of use and occupancy and a temporary release of utilities before the installation of said facilities provided: (1) there is proof that the owner has entered into a contract with a reputable installer for the completion of the parking, including design standards, with a specified time, and that there remains nothing for the owner to do prior to installation; or (2) the owner has posted a

satisfactory performance bond to ensure the installation of said parking facilities within a specified time.

SECTION 18.92.110 Alterations and Enlargements.

The required parking, **access and circulation** facilities shall be constructed when an existing building or dwelling is altered or enlarged by the addition or creation of guest rooms or dwelling units, or when a use is intensified by the addition of floor space, seating capacity, or change in use.(Ord 2659, 1991; Ord 2777, 1996)

SECTION 18.92.120 Availability of Facilities.

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

SECTION 12. AMC Section 18.108.040 [Type I Procedure – Actions Included] is hereby amended to read as follows:

SECTION 18.108.040 Type I Procedure.

A. Actions Included. The following planning actions shall be subject to the Type I Procedure:

1. Site Design Review. The following developments that are subject to the Site Design Review Standards outlined in 18.72 shall follow the Type I permit procedures.
 - a. Downtown Design Standards Zone. Any development which is less than 2,500 square feet or ten percent of the building's square footage, whichever is less.
 - b. Detail Site Review. Any development in the Detail Site Review Zone, as defined in the Site Review Standards adopted pursuant Chapter 18.72, which is less than 10,000 square feet in gross floor area.
 - c. Commercial, Industrial and Non-residential Uses.
 - i. All new structures, additions or expansions in C-1, E-1, HC and M zones, not within the Downtown Design Standards zone, that do not require new building area in excess of 20% of an existing building's square footage or 10,000 square feet of gross floor area, whichever is less.
 - ii. All new structures or additions less than 15,000 square feet of gross floor area in the CM zoning district. (Ord 3036, added, 08/17/10)
 - iii. Mixed-use buildings and developments containing commercial and residential uses in residential zoning district with the Pedestrian Place Overlay.**
 - ~~iii.~~ **iv.** Expansion of impervious surface area in excess of 10% of the area of the site or 1,000 square feet, whichever is less
 - ~~iv.~~ **v.** Expansion of parking lots, relocation of parking spaces on a site, or other changes which alters circulation affecting adjacent property or public right-of-way.
 - ~~v.~~ **vi.** Any change of occupancy from a less intensive to a more intensive occupancy, as defined in the City building code, or any change in use which requires a greater number of parking spaces.

- vi. vii Any change in use of a lot from one general use category to another general use category, e.g., from residential to commercial, as defined by the zoning regulations of this Code.
- vii. viii Any exterior change to a structure which requires a building permit and is listed on the National Register of Historic Places or to a contributing property within an Historic District on the National Register of Historic Places.
- ix. Mechanical equipment not otherwise exempt from site design review per Section 18.72.030.B.
- x. Installation of wireless communication facilities in accordance with Section 18.72.180.

d. Residential.

- i. Two or more residential units on a single lot.
- ii. All new structures or additions less than 10,000 square feet of gross floor area, other than single-family homes or accessory uses on individual lots
- iii. Construction of attached single-family housing (e.g. town homes, condominiums, row houses, etc.) in all zoning districts.
- iv. Off-street parking or landscaping, in conjunction with an approved Performance Standards Subdivision required by ordinance and not located within the boundaries of the individual unit parcel (e.g. shared parking).
- v. Any exterior change to a structure which requires a building permit and is listed on the National Register of Historic Places.
- vi. Mechanical equipment not otherwise exempt from site design review per Section 18.72.030.B.
- vii. Installation of wireless communication facilities in accordance with Section 18.72.180.

2. Miscellaneous Actions.

- a. Amendments or modification to conditions of approval for Type I planning actions.
- b. Amendment or modification to conditions of approval for Type II actions where the modification involves only changes to tree removal and/or building envelopes. **planning actions.**
- c. Physical and Environmental Constraints Review permits as allowed in Chapter 18.62.
- d. Tree removal permits as required by Section 18.61.042(D).
- e. Limited Activities and Use permits as allowed in Chapter 18.63.
- f. Water Resource Protection Zone Reductions of up to 25% as allowed in Chapter 18.63.

3. Conditional Use Permits. The following conditional use permits are subject to Type I review procedures:

- a. Conditional use permits involving existing structures or additions to existing structures, and not involving more than three (3) residential dwelling units.
- b. Installation of wireless communication facilities in accordance with Section 18.72.180.

~~b.~~ c. Temporary uses.

e. d. Enlargement, expansion, etc. of nonconforming structures in accordance with **Section 18.68.090(2)**.

~~**d. e.**~~ Government signs per Section 18.96.150.

e. f. The following uses in Residential zones:

- i. Accessory residential units
- ii. Daycare centers.
- iii. Public and public utility buildings, structures and uses less than 2,500 square feet in building footprint and disturbs less than 7,500 square feet of land.
- iv. Structures in excess of 35 feet in R-3 zone.
- v. All new structures, additions or expansions that exceed MPFA in historic district up to 25%, but the addition is no larger than 300 s.f. or 10% of the existing floor area, whichever is less.
- vi. Hostels.
- vii. Public Parking Lots in the NM-C zone.
- viii. Community Services in the NM-R15 zone.

f. g. The following uses in Commercial or Industrial zones:

- i. Electrical substations
- ii. Outdoor storage of commodities.

~~**g. h.**~~ The following uses in the Health Care Services Zone:

- i. Limited personal service providers in the home, such as beauticians and masseurs.
- ii. Professional offices for an accountant, architect, attorney, designer, engineer, insurance agent or adjuster, investment or management counselor or surveyor.
- iii. Any medically-related use, located on City-owned property that is not specifically allowed by the Ashland Community Hospital Master Facility Plan.

~~**h. i.**~~ Conditional uses in the Southern Oregon University District.

4. Variances for:

- a. Sign placement.
- b. Non-conforming signs, when bringing them into conformance as described in Section 18.96.130.D.
- c. Up to 50% reduction of standard yard requirements.
- d. Parking in setback areas.
- e. Up to 10% reduction in the number of required parking spaces.
- f. Up to 10% reduction in the required minimum lot area.
- g. Up to 10% increase in the maximum lot coverage percentage.
- h. Up to 20% reduction in lot width or lot depth requirements.
- i. Up to 50% reduction for parking requirements in Ashland's Historic District as described in Section 18.92.055.
- j. Up to 10% variance on height, width, depth, length or other dimension not otherwise listed in this section.
- k. Site Design and Use Standards as provided in Section 18.72.090.

5. Partitions and Land Divisions.

- a. Partitions which require no variances or only variances subject to Type I procedures.
- b. Creation of a private way, as allowed in Section 18.80.030.B.
- c. Final Plan Approval for Performance Standards Subdivisions.

6. Any other planning action designated as subject to the Type I Procedure.
7. Prior to the Staff Advisor providing notice of application and making a decision, applicants or the Staff Advisor may request planning actions subject to a Type I procedure be heard by the Commission or Hearings Board. In such case, the Staff Advisor shall not make a decision and shall schedule a hearing before the Commission or Hearings Board to be heard as provided in Section 18.108.050.

SECTION 13. AMC Section 18.108.060 [Type III Procedures] is hereby amended to read as follows:

SECTION 18.108.060 Type III Procedures.

A. 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 for legislative amendments.
2. Comprehensive Plan Map Changes or changes to other official maps, except for legislative amendments.
3. Annexations.
4. Urban Growth Boundary Amendments

B. Standards for Type III Planning Actions.

1. Zone changes, zoning map amendments and comprehensive plan map changes subject to the Type III procedure as described in subsection A of this section may be approved if in compliance with the comprehensive plan and the application demonstrates that one or more of the following:
 - a. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan; or
 - b. 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; or
 - c. Circumstances relating to the general public welfare exist that require such an action; or
 - d. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in **Section** 18.106.030(G); or
 - e. 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 of Ashland's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in **Section** 18.106.030(G).

The total number of affordable units described in sections D or E 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. Sections D and E do not apply to

council initiated actions.

C. Type III Procedure.

1. Applications subject to the Type III Procedure shall be process as follows:
 - a. Complete applications shall be heard at the first regularly scheduled Commission meeting which is held at least 45 days after the submission of the application.
 - b. Notice of the hearing shall be mailed as provided in Section 18.108.080.
 - c. A public hearing shall be held before the Commission as provided in Section 18.108.100.
2. For planning actions described in section 18.108.060.A.1 and 2, the Commission shall have the authority to take such action as is necessary to make the amendments to maps and zones as a result of the decision without further action from the Council unless the decision is appealed. The decision of the Commission may be appealed to the Council as provided in Section 18.108.110.
3. For planning actions described in Section 18.108.060.A.3 and ~~2~~ **4**, the Commission shall make a report of its findings and recommendations on the proposed action. Such report shall be forwarded to the City Council within 45 days of the public hearing.
 - a. Upon receipt of the report, or within 60 days of the Commission hearing, the Council shall hold a public hearing as provided in Section 18.108.100. Public notice of such hearing shall be sent as provided in Section 18.108.080.
 - b. The Council may approve, approve with conditions, or deny the application.

SECTION 14. AMC Section 18.108.080 [Public Hearing Notice] is hereby amended to read as follows:

SECTION 18.108.080 Public Hearing Notice.

Public notice for hearings before the Staff Advisor, Hearings Board or Commission for planning actions shall be given as follows:

- A: Notices shall be mailed at least 10 days prior to the hearing to:
 1. The applicant or authorized agent,
 2. The subject property owner, and
 3. All owners of record of property on the most recent property tax assessment roll within 200 feet of the subject property.
- B. Mailed notices shall contain the following information, provided, however, that notices for hearings before the Council shall not contain the statements specified in paragraphs 8 and 9:
 1. Explanation of the nature of the application and the proposed use or uses which could be authorized.
 2. List of the applicable criteria from the ordinance and the plan that apply to the application at issue.
 3. The street address or other easily understood geographical reference to the subject property.
 4. The name of a local government representative to contact and the telephone number where additional information may be obtained.

5. A statement that a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost.
 6. The date, time and location of the hearing or of the meeting, if no hearing is involved.
 7. A statement that failure of an issue to be raised in a hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.
 8. A statement that if additional documents or evidence is provided in support of the application, any party shall be entitled to a continuance of the hearing.
 9. A statement that unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing.
- C. **Posted Notice.** A notice, as described in this subsection, shall be posted on the subject property by the city in such a manner as to be clearly visible from a public right-of-way at least 10 days prior to the date of the **hearing**. Failure by the city to post a notice, or post in clear view from a public right-of-way shall be considered an incomplete application. The city shall certify, for the record of the hearing, that the posting was accomplished. The failure of the posted notice to remain on the property shall not invalidate the proceedings. The posted notice shall only contain the following information: planning action number, brief description of the proposal, phone number and address for contact at Ashland Planning Department.
- D. **Additional Requirements for Type II and III Public Notice.** In addition to the notice specified in section 18.108.080.A, B and C, notice for Type II and III procedures shall be published in a newspaper of general circulation in the City at least 10 days prior to the date of the hearing before the Commission.
- E. The failure of a property owner to receive notice as provided in this section shall not invalidate such proceedings if the City can demonstrate by affidavit that such notice was mailed. The failure to receive notice shall not invalidate the decision after the action is final if a good faith attempt was made to notify all persons entitled to receive notice.
- F. Whenever it is demonstrated to the Staff Advisor that:
1. The city did not mail the notice required in §18.108;
 2. Such error adversely affected and prejudiced a person's substantial rights; and
 3. Such person notified the Staff Advisor within 21 days of when the person knew or should have known of the decision, the Staff Advisor shall schedule a hearing for the next regular Commission or Hearings Board meeting allowing adequate time to comply with the notice requirements of Section 18.108.080. The public hearing shall be conducted as provided in §18.108.100.

If a hearing is conducted under this section, the decision of the Commission or Hearings Board shall supersede the previous decision.

- G. Whenever it is demonstrated to the Staff Advisor that:

1. The city did not comply with the notice requirements in §18.108.080.A through E;
2. Such error adversely affected and prejudiced a person's substantial rights; and
3. Such person notified the Staff Advisor within 21 days of when the person knew or should have known of the decision, the Staff Advisor shall schedule a hearing before the Board, Commission or Council that heard or would have heard the matter involving the defective notice.
 - a. The Staff Advisor shall notify by mail all persons who previously appeared in the matter and all persons who were entitled to mailed notice but were not mailed such notice.
 - b. The hearing shall be conducted as provided in §18.108.100 if it is a hearing before the Board or Commission, except that the record of the previous hearing shall be reviewed and considered by the Board or Commission. If it is an appeal before the Council, the Council may hear such matters as are permitted in §18.108.110.

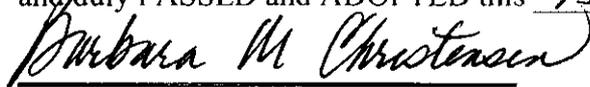
A decision made after the hearing shall supersede the previous decision.

H. Notwithstanding the period specified in subsections F.3 and G.3 of this section, the period for a hearing or appeal shall not exceed three years after the date of the initial decision.

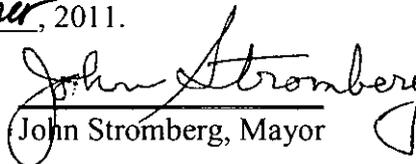
SECTION 15. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 16. 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, 22-23) 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 1 day of November, 2011, and duly PASSED and ADOPTED this 15 day of November, 2011.


 Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 16 day of November, 2011.


 John Stromberg, Mayor

Reviewed as to form:


 David Lohman, City Attorney