

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
June 12, 2018
AGENDA

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street

- II. **ANNOUNCEMENTS**

- III. **AD-HOC COMMITTEE UPDATES**

- IV. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. May 8, 2018 Regular Meeting
 - 2. May 22, 2018 Study Session

- V. **PUBLIC FORUM**

- VI. **TYPE III PUBLIC HEARINGS**
 - A. **PLANNING ACTION: PA-L-2018-00001**

DESCRIPTION: An ordinance adding a new Chapter 18.3.14 Transit Triangle Overlay, a Transit Triangle (TT) overlay map and amending chapters 18.2.1, 18.2.2, 18.2.3, 18.2.3, 18.3.12, 18.3.13, 18.4.3, 18.6.1 of the Ashland Municipal Code to implement the recommendations of the infill strategy project for the area surrounding the bus route in the southeastern part of Ashland that circulates on Ashland St., Tolman Creek Rd., and Siskiyou Blvd., also referred to as the transit triangle.

- VII. **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).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
MINUTES - Draft
May 8, 2018

CALL TO ORDER

Vice Chair Melanie Mindlin called the meeting to order at 7:03 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy Brown, Jr.
Michael Dawkins
Melanie Mindlin
Haywood Norton
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Roger Pearce

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar explained at the City Council approved PA-2018-00154 for the annexation at 601 Washington Street at their meeting May 1, 2018. Testimony from a staff person at the Oregon Department of Transportation thought the street cap for the area was necessary. There was no objection from the applicant so Council included the cap in the approval. Council would review PA-2017-02129 for 475 East Nevada Street at their meeting May 15, 2018. The primary change in the request currently was the applicants were no longer working with Habitat for Humanity. They would construct the four affordable housing units themselves. Habitat for Humanity had raised some issues regarding the term of affordability and requested a 30-year term instead of 60 years. Staff was looking at the Commission's Study Session in May to discuss the Transit Triangle Overlay amendments. In June, they were tentatively scheduled for the Wild Fire Ordinance amendments at the Commission's regular meeting. The City Council would have an overview of the amendments at their Study Session May 21, 2018.

AD-HOC COMMITTEE UPDATES - None

CONSENT AGENDA

A. Approval of Minutes

1. April 10, 2018 Regular Meeting
2. April 24, 2018 Special Meeting

Commissioners Brown/Dawkins m/s to approved the minutes of April 10, 2018, Regular Meeting and April 24, 2018, Special Meeting. Voice Vote: all AYES. Motion passed 5-0.

PUBLIC FORUM

Louise Shawkat/Ashland/Described conventional and unconventional natural gas deposits and how unconventional gas deposits affected the climate. In order to reduce the impact of climate change, society had to address methane and carbon dioxide emissions. Approximately 25% of the global warming experienced today was caused by methane emissions. Ashland had a Climate and Energy Action Plan (CEAP) with an implementation committee and a goal to reduce greenhouse gases. She did not understand why the City did not charge citizens the cost to dig up the streets to install gas lines. She wanted the Commission to consider charging for that service. It would make money for the City and discourage people from getting natural gas.

Huelz Gutcheon/Ashland/Wanted 20 mile per hour speed limits in Ashland. All accidents involving cars should be the motorist's fault. He also wanted Your Speed signs everywhere. Many bike and walking injuries were not reported. Emergency responders and Emergency Room attendants should be required to file reports on accidents involving pedestrians and bicyclists with cars. All roofs should be redone to point south. Natural gas heat should be replaced with electric. Electricity was the only way to combat climate change. Bonneville Power Administration (BPA) did not have the capacity to meet future electricity needs. The 10x20 ordinance would not work unless it cost more. The 10x20 needed to be accomplished within the city limits.

UNFINISHED BUSINESS

A. Approval of Findings for PA-2018-00429, 469 Russell Street

The Commission had no ex parte contacts regarding the matter.

**Commissioners Thompson/Norton m/s to approve the Findings for PA-2018-00429. Voice Vote: all AYES.
Motion passed 5-0.**

PUBLIC HEARINGS

A. SUBJECT PROPERTY: Public Right-of-Way at the end of Terrace Street

OWNER/APPLICANT: City of Ashland Public Works Department

DESCRIPTION: The Planning Commission will consider a request to vacate a portion of the Terrace Street right-of-way between 110 Terrace Street and 9 Hillcrest Street, and make a recommendation to the City Council. **COMPREHENSIVE**

PLAN DESIGNATION: Single-Family Residential and Rural Residential; **ZONING:** R-1-7.5 and RR-.5; **ASSESSOR'S**

MAP/TAX LOT: Between 39 1E 09BC 8000 & 39 1E 09BD 15200.

Senior Planner Derek Severson explained the property was approximately a 2,600 square foot unimproved section of Terrace Street Right-of-Way (ROW) between 9 Hillcrest Street and 110 Terrace Street. It was an unused spur of Terrace Street with two sections of driveway. The section proposed for vacation extended almost to the driveway. The Public Works Department managed the vacation process governed by the Oregon Revised Statutes (ORS). The process involved obtaining signatures from surrounding property owners with a certain number agreeing to the vacation. The vacated ROW was typically dedicated to the adjacent property owners proportionally. For this request, the requisite petition signatures were received. The Public Works Department needed a recommendation from the Planning Commission. Following that, they would notice the newspapers, sign the property and have two City Council hearings to discuss the vacation. Staff was seeking a recommendation from the Planning Commission to the City Council supporting the vacation.

An additional ROW to the north of Terrace Street was vacated in 1947 precluding future street or pedestrian connectivity. The section was not identified in the Transportation System Plan (TSP). The slopes were in excess of what was allowed for a public street under the current standards. The Public Works Department was requesting the City retain a public utility easement in the section. The property owners were related. Instead of splitting the ROW between the two properties, it would go to the property owner at 9 Hillcrest Street. This property will be responsible for the utility easement and any access needed to serve 110 Terrace Street.

Staff recommended the Planning Commission forward their support of the vacation to City Council and retain a public utility easement.

Commissioner Thompson noted the lack of supporting documents and wanted to understand the rationale behind the request. She was also interested in the possible impact on the surrounding properties. Mr. Severson responded the land was owned by the City and at one time was intended to extend through to Glenview Drive. The portion vacated in 1947 was now privately owned. This was a remnant piece of right of way. The ORS stated this was a City Council decision. A local procedure had it come to the Planning Commission prior to ensure the requisite neighboring properties were consulted and agreed to the vacation. The Commission also looked into whether there was a basis to require retaining a trail or pedestrian connectivity even though the vehicular connection was going away. There was a \$250 fee to file the petition. He thought the reason for the vacation was that it was appropriate to have the ROW go to the owners instead of sitting as unused City property.

Vice Chair Mindlin added there was an advantage for the City to be released from the liability and responsibility for the land. Commissioner Dawkins further added there had never been a trail on the right of way and the land was steep. The vacation would provide a clean title for the families involved.

Commissioner Thompson thought asking the Planning Commission to make a recommendation without the supporting documents or explanation put the Commission in an odd position. Community Development Director Bill Molnar explained the Comprehensive Plan had a specific element related to street vacations. Part of the street vacation process involved the Planning Commission when providing a recommendation to the Council. The Commission would also consider the potential for retaining some form of bike and pedestrian connectivity. In this case, the City relinquished part of the ROW 60 years ago and due to steep grades, it was not appropriate to retain. It was the responsibility of Planning staff to look at the Comprehensive Plan policies. Staff was in agreement the connectivity was not appropriate.

Vice Chair Mindlin suggested including the utility and access easement for 110 Terrace Street in the recommendation to Council.

Commissioners Norton/Dawkins m/s to approve the recommendation of vacation to the City Council recommended by staff with the inclusion of the easement for 110 Terrace Street. Voice Vote: ALL AYES. Motion passed 5-0.

DISCUSSION ITEMS

A. Planning Commission Recommendation for Accessory Residential Unit Ordinance Amendments

Planning Manager Maria Harris explained the Planning Commission voted unanimously to recommend approval of the ordinance to City Council. There were two main pieces. The ordinance changes where staff had added comment boxes to any changes made during the April 24, 2018 meeting. The other was the Planning Commission Report that encapsulated the Commission's decision.

Commissioner Thompson had suggested a modification to page 13, under the new **C. RR Zone** that referenced **18.2.3.040.A**. It should be **18.2.3.040.B**. It stated in the RR Zone an applicant needed to meet the requirements in **18.2.3.040.B** for the R-1 Zone as well as the RR Zone. The new section **C. RR Zone** should read **"In addition to the standards in subsection 18.2.3.040.B, accessory residential units in the RR Zone shall meet the following requirements."** The same change would apply to the section below **D. R-2 and R-3 Zones**, the second sentence should read, **"In subsection 18.2.3.040.B..."**

Staff made changes on pages 12, 13 and 20, to make the language consistent. On page 20, **Table 18.4.3.040 – Automobile Parking Spaces by Use, Single-family Dwellings**, replaced **"the primary"** to **"detached"** to read **"2 spaces for detached dwelling units and the following."**

On page 29, the new definition for **Parking Area or Lot**, deleted **"...except that parking spaces serving a single-family home or accessory residential units are not considered a parking area or lot."** The definition now read, **"Any area inside, under, or outside of a building or structure, designed and used for parking motor vehicles, including parking lots, garages, or structures."** The term parking area was used throughout the code to refer to many single family situations. On page 25, staff exempted the landscaping parking lot standards by adding to **7. Landscaping**, **"In all zones, except single-family zones..."** Page 29, **Section 18.4.4.030(F)(2)**, added language that the screening requirements would not apply to accessory residential units.

Commissioner Thompson had relayed her concern to Ms. Harris regarding **Section 18.4.4.030(F)**. She thought the new language, **"Single-family dwellings and accessory residential units are exempt from the requirements of subsection 18.4.4.030.F.2,"** might represent a substantive change with respect to single-family dwellings. It was not clear that single-family dwellings were exempt from these requirements. It was determined not to be a substantive change to say the single-family dwellings were not subject to the parking lot landscaping and screening requirements. Vice Chair Mindlin clarified the parking requirements were not changing, they were not requiring site design review. Commissioner Thompson had a

similar concern whether there was a substantive change at the bottom of page 27 on what was subject to site design review. Specifically, **Section 18.5.2.020.C. Exempt from Site Design Review**, deleting “...but are required to comply with the applicable provisions of part 18.4 Site Development and Design Standards.” She was concerned they were not somehow substantively modifying these requirements to make the applicable provisions no longer applicable. Staff assured her this was the status quo and did not represent a substantive change. It was part of making the code internally consistent.

Ms. Harris noted other changes were numbering references.

In the Planning Commission Report, there was one change to the first sentence on page 2. The sentence, “**Additionally, the small ARUs are exempted from the landscaping, open space and parking requirements for multi-family housing,**” should move to the third paragraph. It applied to all sized accessory residential units (ARUs), attached or detached.

Commissioner Thompson noted for the record she had some confusion regarding the application of Overlays. She had shared a concern with Ms. Harris regarding ARUs having to meet the requirements of the underlying zone. The language needed to ensure that any applicable Overlay requirements applied. She was concerned it was not specifically stated although it was stated in other areas of the code. This concern stemmed from environmental constraints.

Commissioner Norton confirmed meeting minutes were attached to the information packet going to City Council. Staff did not typically include study session minutes. Commissioner Norton suggested linking the study session minutes to the attachments section on the Council Communication. Commissioner Brown agreed. The study session covered pros and cons discussed by the Commission. Commissioner Dawkins suggested adding a footnote indicating several issues were discussed during the study session. Ms. Harris would add the Planning Commission had a substantive discussion during the study session and link the minutes in the Council Communication. She would make the code revisions and forward it all to Council.

B. Letter of support for the Transportation Growth Management (TGM) grant

Planning Manager Maria Harris explained the Public Works Department was submitting an application to the State's Transportation Growth Management (TGM) program. They were requesting funds for an implementation plan based on the results of the Downtown Parking Plan and Transportation System Plan (TSP). Commission letters of support helped the application.

Planning staff had reviewed the grant. It would consider a variety of issues that came from the Downtown Plan. Community Development Director Bill Molnar explained it would expand on what the Downtown Beautification Committee identified. Commissioner Dawkins added it would also include unfinished work done by the parking plan.

The grant was for \$110,000 with the City providing a match in staff time and a small amount of Public Works funds. It was a competitive process throughout the state. The Commission supported sending the letter.

C. Annual Retreat dates

Vice Chair Mindlin suggested having the retreat June 22, 2018 where she would be the only one unable to attend. The retreat time would be 11:00 a.m. to 4:00 p.m.

ADJOURNMENT

Meeting adjourned at 7:56 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES - *Draft*
May 22, 2018

CALL TO ORDER

Chair Roger Pearce called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy Brown, Jr.
Michael Dawkins
Melanie Mindlin
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
Brandon Goldman, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar discussed the Planning Commission retreat date and time with the Commission. They agreed on June 22, 2018, from 8:30 a.m. to 1:30 p.m. Staff would work on a meeting venue. The public hearing for the Transit Triangle would happen at the Planning Commission meeting June 12, 2018. The first reading of the Accessory Residential Units Amendments would occur at the City Council meeting June 19, 2018. The Planning Commission would have the public hearing on the Wildfire Code Amendments June 26, 2018. It would go before City Council in July. A discussion on a vertical housing building zone was tentatively scheduled for a City Council study session on August 6, 2018.

AD-HOC COMMITTEE UPDATES - None

PUBLIC FORUM

Huelz Gutcheon/Ashland/Explained carbon offset and how the government and oil companies affected the progress of renewable energy in the 1990s into the 2000s. He commented on the 20-year contract the City had with Bonneville Power Administration (BPA) and the need to turn everything electric to meet the 10x20 requirements.

DISCUSSION ITEMS

A. Ashland Transit Triangle – Infill Strategies Project

Chair Pearce explained the matter was originally noticed as a public hearing. However, Fregonese and Associates had to cancel and the public hearing was continued to the June 12, 2018 meeting. Planning Manager Maria Harris would send an email to everyone who attended the Open House December 11, 2017, and the Stakeholder meeting December 12, 2017. Since the continuation was not noticed in the paper, Chair Pearce opened the Public Hearing for anyone interested in speaking.

Public Testimony

Debbie Miller/Ashland/Her concern with the Transit Triangle presentations was the emphasis on what Portland had done. She wanted to know what cities of 20,000 to 40,000 had done and the impacts they experienced. That was her one concern with adopting the plan.

Ms. Harris provided a presentation on the Transit Triangle. Background on the project included:

2015 City council Strategic Plan

- 5.2.a Pursue affordable housing opportunities, especially workforce housing. Identify specific incentives for developers to build more affordable housing.
- 13.2 Develop infill and compact urban form policies.
- 18.2 Develop and encourage alternative transportation options.

2012 Greater Bear Creek Valley Regional Plan

- No areas identified for urban growth boundary expansion.
- Minimum of 6.6 dwelling units per gross acre.

Reasons to change the Land Use Ordinance:

Market feasibility model shows under current zoning and development standards:

- Large residential units.
- Residential rates exceed market rates.
- Commercial rents are too low to make construction feasible.

Tested changes in requirements for residential density, number of stories, required parking and landscaping coverage:

- Increased number of residential units.
- Decrease in size of residential units.
- Rents decreased.

Transit Triangle Overlay

- New Chapter 18.3.14
- Optional not mandatory. If elect to use overlay, have to meet all requirements of 18.3.14.

Uses

- Residential units must be rentals.
- Hotel/Motel and Travelers' Accommodations prohibited.

Commercial/Residential Split

- C-1 and E-1: 50% of ground floor in permitted uses (non-residential).
- R-2 and R-3: 60 square feet of retail, restaurant or office permitted for each residential unit.

Dimensional Standards in Overlay Option

- Maximum Floor Area Ratio (FAR)
 - C-1 and E-1: 1.5 FAR
 - R-2 and R-3: 1.25 FAR
- Building Height
 - C-1 and E-1: 50 feet or 4 stories
 - R-2 and R-3: 20 percent
- Landscape Area
 - C-1 and E-1: no change, stays at 15 percent
 - R-2 and R-3: 20 percent
- Open Space
 - C-1 and E-1: no change, does not apply
 - R-2 and R-3: not required

- Building Separation
 - C-1 and E-1: no change, does not apply
 - R-2 and R-3: not required
- Yards (setbacks)
 - C-1 and E-1: no change
 - R-2 and R-3: 5-foot minimum for front yard
- Building Step Back
 - Street side or within 25 feet of residential zone.
 - Any portion of building over 25 feet must be stepped back 10'.
 - Or a combination of articulation, offsets, setback, angles or curves to reduce building mass on at least 25 percent of frontage.

Graphics of C-1 and E-1 with 10-foot step back

The graphic showing the step back was difficult to discern. The Commission suggested depicting the image from a higher elevation to capture the depth of the step back. Other comments noted the sidewalk trees were mature and would reach the third story windows, further blocking the view from the street.

Graphics of R-2 and R-3

Parking under Overlay Option

- 1 space for units less than 800 sq. ft.
- Parking not required for first 1250 sq. ft. of retail, restaurant or office

Other Amendments

- Deleted requirement in C-1 and E-1 for affordable units for projects over 10 residential units.

This requirement proved ineffective. Developers at times would submit plans for 10 units or less to avoid adding affordable units.

- Micro-car parking standard

Next Steps

June 12: PC Public Hearing
 August 7: City Council Public Hearing
 More info: www.ashland.or.us/transit_triangle

Commissioner Thompson thought Fregonese and Associates had conducted a feasibility model in relation to lower building heights in response to concerns of going to four stories. Ms. Harris explained Mr. Fregonese had brought several iterations of each site and building to a previous meeting. Commissioner Thompson also thought the Commission had wanted the analysis to alleviate concerns regarding building height. The analysis would have determined if there was a framework to evaluate losses in terms of rental rates and unit size. Commissioner Mindlin was sure they had already provided that information. Ms. Harris clarified they had analyzed all the existing R-1, R-2 and R-3 stories in the first phase. The analysis revealed the projected rental costs were not sustainable. She would include those comparisons in the future. The last report addressed going to four stories in the C-1 and E-1 zones and showed the tradeoffs if they stayed at three stories.

Commissioner Mindlin wanted the rationale for not requiring parking for first 1200 square feet. Ms. Harris explained the units were on a bus route to attract people who might not use a car. It was a walkable environment with urban style living. With residential and commercial uses the expectation was some cars would leave during the day and free up spaces.

Commissioner Mindlin noted the table on page 4 for Maximum Height. Feet/stories indicated 3 stories for C-1 and E-1 and four for R-2 and R-3. Ms. Harris would correct the table. Commissioner Thompson added on page 6, item 2 under **B/ R-2 and R-3 zones**, should read “...a half or greater...” instead of “...a half and are or greater...”

Commissioner Norton thought the 1.25 and 1.5 FAR was new information. He wanted examples of existing projects along Ashland Street and Siskiyou Boulevard that were close to the FAR proposed in the draft ordinance. Parking concerned him as well. There was no parking on Ashland Street. Siskiyou Boulevard had parking turnouts that were typically filled with cars avoiding university parking fees. He recognized 1.25 and 1.5 FAR was only seven feet higher.

Staff explained the purpose of the project was creating an environment with a mix of housing to support transit and be more viable in terms of walkability. Most of the buildings on Ashland Street were one story. This was a different design palate. Fregonese and Associates was proposing a maximum FAR. Ashland did not have a maximum. They had a minimum FAR of .25. The Commission discussed floor area ratio with staff in 2016. Commissioner Mindlin added the discussion had been about using floor area ratio instead of density.

Commissioner Thompson had a slight concern exempting commercial units from the first 1200 square feet. Mr. Molnar explained the residential occupants would vacate spaces during the day. Chair Pearce noted it could be shared parking. Mr. Molnar added shared was implied by the ordinance but they could make the language clear the expectation was shared parking. Commissioner Brown doubted there would be much commercial or office space in the area and gave North Mountain as an example.

Another concern from Commissioner Thompson was adequate compatibility with the rest of the environment. Mr. Molnar used Fire Station II as an example of a two-story building in a multifamily zone. Commissioner Thompson questioned if it was really an urban concept they were juxtaposing into a little strip and would it look mismatched. Commissioner Dawkins explained the point was where to place the added density. It would have an urban feel. There were very few houses directly behind the proposed units. Alternately, there was no east-west passage through the triangle. It was something that should have been identified in the TSP as part of the Safe Routes to School.

Commissioner Norton did not think the extra seven or 10- feet would create a huge urban environment. The urban feel would come from the increase in traffic. He asked if anyone had looked at the traffic capacity. It could add up over the years and have a negative impact in the future. Commissioner Mindlin commented Ashland had decided not to expand their growth boundary and chose infill instead.

Commissioner Thompson wanted to know what would prevent someone from selling the units as condominiums. Chair Pearce explained the City regulated condominiums differently from multifamily rentals. Mr. Molnar further explained in order to sell the units they would have to submit a condominium survey. They would not be permitted to plat a condominium. The improvements would stay on one lot. They would not be able to divide the airspace. Chair Pearce thought that was the intention of the Overlay. It discriminated heavily against condominiums and pertained to short-term hotels and vacation rentals. Someone could come back for a variance but it would be very difficult. It would prohibit anything rented for less than thirty days.

Chair Pearce noted **D. Special Use Standards(1)(a)** on page 3 discriminated against residential on the ground floor. He thought the intention was no more than 50% of the ground floor square footage in all buildings combined. Staff responded it was 50% of the total lot area. It looked at parking, landscaping and the buildings. The standard had been in place for a long time. Staff had proposed different wording for Council but at the time, they did not want it changed. It tended to apply to larger sites. There were questions on whether it was dealing with the amount of square footage. Chair Pearce thought staff should review it again.

This was an opportunity to revisit the FAR definition. The definition currently stated FAR was the floor covered by the floor above. He asked staff to also review the definition of story as well. Staff and the Commission discussed the definition of story currently in the code.

Chair Pearce continued the Public Hearing to June 12, 2018, at 7:00 p.m. in Council Chambers.

ADJOURNMENT

Meeting adjourned at 8:04 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

**TYPE III
PUBLIC HEARING**

**PA-L-2018-00001
Transit Triangle Overlay**

ASHLAND PLANNING DIVISION STAFF REPORT

June 12, 2018

PLANNING ACTION: PA-L-2018-00001

APPLICANT: City of Ashland

ORDINANCE REFERENCES:

- AMC 18.2.1 Zoning Regulations and General Provisions
- AMC 18.2.2 Base Zones and Allowed Uses
- AMC 18.2.3 Special Use Standards
- AMC 18.2.5 Standards for Residential Zones
- AMC 18.3.12 Site Development and Design Overlays
- AMC 18.3.13 Residential Overlay
- AMC 18.3.14 Transit Triangle Overlay (*new chapter*)
- AMC 18.4.3 Parking, Access, and Circulation
- AMC 18.6.1 Definitions

REQUEST: The proposal includes a new Chapter 18.3.14 Transit Triangle Overlay, a Transit Triangle (TT) overlay map and a series of amendments to the Ashland Municipal Code (AMC) Title 18 Land Use to implement the recommendations of the infill strategy project for the area surrounding the bus route in the southeastern part of Ashland that circulates on Ashland St., Tolman Creek Rd., and Siskiyou Blvd., also referred to as the transit triangle.

The proposed new chapter is 18.3.14 Transit Triangle Overlay provides an optional path that can be used in the mapped overlay area to develop mixed-use projects with residential units in the Commercial and Employment zones (C-1 and E-1) and multi-family projects in the multi-family residential zones (R-2 and R-3) with limits on the building size (i.e., floor area ratio or FAR), increased building height with building step backs or façade articulation, reductions in off-street parking and landscaping requirements, and allowances for small scale commercial uses in the multi-family residential zones. Residential units developed under the TT overlay option are required to be rental units, and condominiums and travelers' accommodations are not permitted. A TT overlay map accompanies the new chapter to designate the physical area in which the development option is available.

Finally, the draft amendments include minor edits and corrections to AMC 18.2.3.120 Dwelling in Historic District Overlay, AMC 18.2.3.130 Dwelling in Non-Residential Zone, AMC 18.2.5.070 Maximum Permitted Residential Floor Area in Historic District, AMC 18.3.13.010 Residential Overlay Regulations, AMC 18.4.3.030.C Downtown Zone, AMC 18.4.3.060 Parking Management Strategies and AMC 18.6.1.030 Definitions.

I. Relevant Facts

A. Background

The City Council identified developing infill and compact urban form as a mid-priority item in the *2015-2017 Council Goals and Objectives* (Objective 13.2). The specific action item was to “update the infill strategy along major transportation corridors to promote housing and business development, as well as alternative transportation choices.”

The proposed package of ordinance and map amendments cover the area surrounding the bus route in the southeastern part of Ashland that circulates on Ashland St., Tolman Creek Rd., and Siskiyou Blvd., also referred to as the transit triangle. The infill strategy prepared by Fregonese Associates identifies the factors that limit development and recommends adjustments to the zoning and land use ordinance to encourage additional housing and business development adjacent to the bus route.



Project Purpose

The purpose of the infill strategy project is to encourage development and redevelopment adjacent to the bus route that includes a mix of commercial and residential uses, especially of housing units. In turn, greater concentrations of housing and businesses near the bus route will provide transportation choices and promote sustainable planning initiatives.

Project objectives for the transit triangle include diversifying the housing supply by providing an area to construct moderately priced rental housing, providing a better environment for local business development and expansion, supporting transit service through increased ridership, and creating a walkable, pedestrian-friendly setting with close proximity to existing residential neighborhoods.

Housing availability and costs have been a concern in Ashland for some time. Recently, the issues have intensified, similar to other cities in the region, state and throughout the west coast. Housing prices throughout Oregon have continued to rise, outpacing employment and wage growth. In addition, the supply of housing was impacted by less construction during the recession.

According to figures released in January 2018 by the Southern Oregon Multiple Listing Service, the median sales price for existing single-family residences in Ashland in 2017 was \$421,500, which was a 7.5 percent gain over 2016 (“Ashland continued to lead house prices in 2017,” Greg Stiles, *Ashland Daily Tidings*, January 10, 2018). In contrast, the purchasing power of an Ashland household earning the median income in 2017 was \$217,950 (median income for household of four).

The rental housing market has also experienced increased prices and shortages over the last several years. Residential rental unit vacancy rates remain at one to two percent for the region. A low vacancy rate for rental units is generally considered to be an indicator that there are little to no available units for rent.

Ashland households earning 120% of median income can afford \$1,270 to \$1,295 per month for housing costs. Workforce housing is considered to be 80 to 120 percent of area median income. Given these parameters, 46 percent of Ashland households can afford up to \$875 a month for housing and an additional eight percent can afford up to \$1,250 a month on housing (*2015 American Community Survey*, U.S. Census). As of May 2018, rentjungle.com shows the average rental unit price in Ashland as \$1,297 a month, with 43 units listed as available. There was one unit listed below \$875 a month and seven units available below \$1,250, leaving 35 of the advertised units or 81 percent of the advertised units above the affordable monthly rents for workforce housing.

The *2016 American Community Survey* by the U.S. Census shows that 39.4 percent of Ashland households are single-person compared to 27.8 percent of Oregon households, and 44.8 percent of single-person households in Ashland are renter-occupied compared to 36 percent of single-person households in Oregon are renter-occupied.

The City of Ashland participated in the regional planning process that resulted in the adoption of the *Greater Bear Creek Valley Regional Plan* in 2012. Cities throughout the region identified reserve areas to accommodate housing for future population growth. The City of Ashland decided to accommodate housing for future population with the Ashland’s current boundaries rather than identify future growth areas on the perimeter of the city.

The City of Ashland committed to provided 6.6 units per gross acre for new development as part of the regional planning process. Recent data from the regional housing strategy shows that new development from 2007 through 2016 resulted in 6.34 units per gross acre, falling below the target. Single-family development in the same time period was at 5.45 dwelling units per gross acre and multifamily development was at 10.41 dwelling units per gross acre.

Fregonese Associates prepared an infill strategy for the transit triangle that includes three recommendations – land use ordinance amendments, streetscape improvements and a vertical housing development zone. Future work would include working with the Public Works Department on the streetscape improvements in the transit triangle and developing the framework for a Vertical Housing Development Zone for the City Council’s consideration. A vertical housing development zone provides a 10-year property tax exemption for residential units developed above the ground floor in mixed-use, multi-story buildings.

Transit Triangle Study Area

There has been limited development or redevelopment over the past several decades in the transit triangle study area. Despite an allowance in the commercial and employment zones (C-1 and E-1) for 15 to 30 dwelling units per acre and in the multi-family residential zones (R-2 and R-3) for 13 to 20 units per acre, past development adjacent to the bus route has primarily comprised of single-use, one story commercial buildings that did not include a residential component.

The transit triangle is served by Rogue Valley Transportation District (RVTD) Route 10 with 20-minute service from 7am-5pm (Monday-Friday) and 30-minute service for the remainder of the day (5am-7am and 5pm-8pm, Monday - Friday). Route 10 also includes service on Saturdays at 30-minute intervals from 6am-7pm. Route 10 provides the highest ridership in the RVTD system (50 percent of all RVTD riders) and the Bi-Mart stop on Tolman Creek Rd. is one of the most used stops system wide.

RVTD provided service enhancements to Route 10 in early 2018 including expanded later evening service Monday through Friday and providing 30-minute service on Saturdays. Weekday service was extended an hour from 7pm to 8pm and Saturday service was changed from hour intervals to 30-minute intervals.

Other opportunities in the transit triangle include vacant and redevelopable land, well-established public facilities, and shopping, services and neighborhoods within walking distance. An important consideration in the transit triangle is the transition between new development and existing residential neighborhoods.

Project Phases and Meetings

The infill strategy project for the transit triangle has involved two phases of work and nine public meetings to date. The project web page www.ashland.or.us/transit_triangle includes a complete list of the public meetings, including meeting materials and minutes. The following section discusses the type of work completed in each of the two phases and the concurrent public meeting sequence.

The first phase of the project involved identifying the factors that limit commercial and residential development in the transit triangle, and testing the impact of adjustments to the factors that the City can control, namely the zoning and land use standards, on market

feasibility and rent levels.

Fregonese Associates was hired to assist with the project and performed a return on investment (ROI) analysis to examine the market feasibility of a variety of building types using the Envision Tomorrow (ET) model. The model incorporates land, construction and permitting costs and the physical attributes of buildings allowed by the zoning and land use standards (e.g., height and size of building, number of residential units, required parking, required landscaping) to produce achievable rents and sales prices for commercial space and residential units. Staff worked with Fregonese Associates to customize the model with the City's zoning and land use standards and permit fees. Interviews with development industry professionals were used to verify the construction costs and rents used in the model.

The analysis determined that under the current zoning and land use standards, the projected commercial rents are too low to make new construction feasible and that the residential unit rental rates exceed those of the current rental market. In addition, the projected dwelling units are primarily 1,000 square feet and larger and the rental rates exceed the amount a two-person household at median income can afford by 30 percent or more.

Once the model was customized to Ashland, several building prototypes were developed for test sites on Ashland St. to begin testing the effect of changes to the zoning and land use standards on market feasibility and rent levels. Changes in requirements for building height, number of stories, parking spaces, landscaping coverage and the maximum number of residential dwelling units allowed per acre, resulted in an increase in the number of units and decrease in the size of units. The model showed that as the number of residential units increases, the size and rents decrease and begin to approach prices targeted for a two-person median income household.

The first phase of work was presented at two Planning Commission study sessions on October 11, 2016 and November 22, 2016, a Developer Roundtable on December 19, 2016 and a City Council study session on December 19, 2016.

The second phase of the project involved developing an implementation plan based on the findings of the first phase of work. Fregonese Associates prepared an infill strategy for the transit triangle that includes three recommendations – land use ordinance amendments, streetscape improvements and a vertical housing development zone.

Future work would include working with the Public Works Department on the streetscape improvements in the transit triangle and developing the framework for a Vertical Housing Development Zone. A vertical housing development zone provides a ten-year property tax exemption for residential units developed above the ground floor in mixed-use, multi-story buildings.

The infill strategy and the draft code amendments were presented to the Planning Commission at the October 24, 2017 study session. Fregonese Associates developed draft

code amendments to address zoning and land use standards that were identified in the first phase as affecting the market feasibility of development, particularly for projects including housing units. The draft code amendments include removing existing housing density maximums to provide an incentive for the private market to build at a higher density with a focus on smaller unit sizes.

An open house meeting was held on December 11, 2017 and a stakeholder meeting of developers, design professionals, real estate brokers and agency representatives was held on December 12, 2017. Approximately 30 people attended the open house meeting on December 11, 2017 and participated in the discussion. Some of the issues discussed and comments included objection to allowing additional building stories or residential units, support of additional stories along street or at intersections, support of additional building height with building step backs, concerns about additional traffic and requiring less parking, support for more affordable housing, and concerns about potential noise impacts from new mechanical equipment on adjacent residential neighborhoods. Approximately 900 invitations were sent by mail to properties located in and surrounding the transit triangle study area. The meeting was also posted on the City of Ashland web site news items.

The presentation at the open house meeting included building design options (e.g., number of stories, with or without a step back) and participants were asked to vote on their preferred design. As a follow-up to the meeting, a questionnaire was emailed to participants to gather the public's preferences regarding various building types and to collect information from community members about desired neighborhood and community characteristics. A summary of the results is included in this meeting packet.

Twelve individuals attended the stakeholder meeting on December 12, 2017 including developers, design professionals, real estate brokers and representatives from Rogue Valley Transportation District (RVTD) and Jackson County Housing Authority. Some of the issues discussed included providing flexibility to the step back requirement to allow articulation through other architectural features, continuing rise of construction costs, providing bus passes and requiring less parking for affordable units, consider higher FAR and more stories because helps with economies of scale, consider allowing development of residential units on ground floor that can be converted to commercial because there is limited commercial demand in Ashland, and the potential of car-sharing programs, smart car parking and the potential for self-driving cars to dramatically change the area required for parking. Thirty individuals were invited to the meeting.

An update on the infill strategy project and overview of the draft code revisions were presented to the City Council on January 16, 2018. The Council directed the Planning Commission to initiate ordinance revisions to implement the infill strategy for the transit triangle study area based on the recommendations prepared by Fregonese Associates. The Council also directed staff to bring a vertical housing development zone incentive program to a future City Council study session. The Planning Commission held a study session on May 22, 2018 to review the draft ordinance revisions in preparation for the public hearing process.

B. Ordinance Amendments

Summary of Ordinance Amendments

The item before the Planning Commission is to hold a public hearing and make a recommendation to the City Council on the package of ordinance and map amendments to implement the recommendations of the infill strategy report by Fregonese Associates for the transit triangle. The infill strategy report and draft code amendments prepared by Fregonese Associates are included in this meeting packet.

The proposed package of ordinance and map amendments is based on the draft code amendments prepared by Fregonese Associates. Fregonese Associates developed draft code amendments to address zoning and land use standards that were identified in the first phase as affecting the market feasibility of development, particularly for projects including housing units. The implementation strategy includes removing existing housing density maximums to provide an incentive for the private market to build at a higher density with a focus on smaller unit sizes.

The draft ordinance amendments are attached and include two components - a new chapter for the Transit Triangle overlay and amendments to the current land use ordinance for consistency. The Transit Triangle overlay map that is included in the new chapter will also be adopted by ordinance and added to the Site Design overlay map.

Since the Chapter 18.3.14 Transit Triangle Overlay is a new chapter, it does not include mark-up changes. The revisions to the current ordinance include **grey text as unchanged**, **strikeout text is deleted** and **underline text is new**.

The recommended zoning changes include establishing a Transit Triangle (TT) overlay. A summary of the ordinance provisions of the new chapter and ordinance amendments follows.

- Developing under the TT overlay is an option for the applicant or property owner. Development using the TT overlay option is required to meet all of the requirements of the new Chapter 18.3.14. Conversely, development that does not elect to fully exercise the TT overlay option cannot use the provisions of the new chapter. For example, a townhome development in the R-2 zone that is located in the TT overlay could not take advantage of the additional height or reduced parking if the dwelling units were for ownership rather than the required rental units.
- Delete the allowed units per acre and instead regulate building volume and intensity by a maximum floor area ratio (FAR). The recommended FAR is 1.5 for C-1 and E-1 zones and 1.25 for the R-2 and R-3 zones. Currently, 30 housing units per acre are allowed in C-1, 15 units per acre are allowed in E-1, 13.5 units per acre in the R-2 zone and 20 units per acre in the R-3 zone. In addition, there is no maximum FAR in place at this time.
- Allowing four-story buildings in the C-1 and E-1 zones and three-story buildings in the R-2 and R-3 zones. Currently, building height is limited to 40 feet with a five-foot

parapet (i.e., three stories) in the C-1 and E-1 zones and 35 feet or 2.5 stories in the R-2 and R-3 zones.

- Buildings would be required to be stepped back at least 10 feet for any portion of the building over 25 feet in height (i.e., third and fourth stories). An alternative would be to have articulation of the building façade. The step back or articulation would be required on the front of the building or any building side that is within 25 feet of a residential zone. Step backs are not currently required.
- Front setbacks in the R-2 and R-3 zones are a minimum of five feet. Currently, minimum front yard is eight feet for unenclosed porches and 15 feet to the enclosed building.
- Side and rear yards abutting residential zones in the C-1 and E-1 zones are 15 feet. Currently, the minimum side yards abutting residential zones is ten feet and the minimum rear yard is 10 feet per story.
- Residential units developed under the TT overlay option would be required to be rental units. Condominiums and travelers' accommodations would not be allowed.
- Reduce the off-street parking requirement to one space for residential units less than 800 square feet. Currently, one parking space is required for units less than 500 square feet.
- Restaurant, retail and office uses located in mixed-use buildings could reduce the off-street parking requirement by three spaces.
- Reduce the required landscape area to 20 percent in the R-2 and R-3 zones. Currently, the required landscape area is 35 percent in the R-2 zone and 25 percent in the R-3 zone.
- Allow limited floor area for commercial uses in the R-2 and R-3 zones.

Change in Circumstances or Conditions

AMC 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions. The City Council reviewed the project at the January 16, 2018 meeting and directed the Planning Commission to initiate ordinance revisions to implement the infill strategy for the transit triangle study area based on the recommendations prepared by Fregonese Associates. The Planning Commission makes a recommendation to the City Council and the Council makes the final decision.

As discussed earlier in this report under Project Purpose, housing availability, diversity of housing types, and housing prices have been a concern in Ashland for some time. However, these concerns have been intensified in the last several years throughout the region, state and west coast. Housing prices including rents have continued to rise at a more rapid rate than employment and wage growth. In addition, the supply of housing was impacted by less construction during the recession.

More than half of Ashland's households cannot afford to buy the median-priced home of \$421,500 unless they have considerable equity to put toward the purchase. Rental vacancy rates for the past several years are low, indicating a lack of available units. Average monthly rental prices of \$1,297 exceed the \$875 that 46 percent of Ashland's households can afford. In addition, 37.4 percent of Ashland's household are single-person households which can make smaller, more affordable residential units even more necessary.

At the same time, the transit triangle provides an opportunity for development and redevelopment that includes housing as a mix of uses in the commercial and employment zones (C-1 and E-1) and in multi-family residential projects in the R-2 and R-3 zones. The area is adjacent to Rogue Valley Transportation District's route 10 bus service. There is existing shopping, services and neighborhoods within walking distance.

There has been a change in the housing market that necessitates a change in the zoning and land use ordinance to allow the diversification of the housing supply by providing an area to construct moderately priced rental housing. In addition, more housing and business space on the bus route can support transit service through increased ridership. Finally, the ordinance amendments encouraging redevelopment on the bus route and implementation of *Transportation System Plan* projects in the Ashland St. corridor would address a long-term community goal of creating a walkable, pedestrian-friendly area.

The second change in circumstances involves the City meeting the target housing density that was agreed to as part of the regional planning process. The City of Ashland committed to provided 6.6 units per gross acre for new development as part of the regional planning process. Recent data from the regional housing strategy shows that new development in Ashland from 2007 through 2016 was 6.34 units per gross acre, falling below the target. Changes to the zoning and land use ordinance that encourage development of residential units in the transit triangle can provide needed multi-family residential units to contribute toward meeting the regional density target.

Applicable Goals and Policies

The project addresses a variety of City Council goals and adopted City policies.

The City Council identified developing infill and compact urban form as a mid-priority item in the *2015-2017 Council Goals and Objectives* (Objective 13.2). The specific action item was to “update the infill strategy along major transportation corridors to promote housing and business development, as well as alternative transportation choices.”

The *2015-2017 Council Goals and Objectives* also identified pursuing affordable housing opportunities, especially workforce housing and identifying specific incentives for developers to build ore affordable housing (Objective 5.2). The specific action item was to “adjust infill strategies in order to promote hosing development along major transportation corridors.”

Statewide Planning Goal 10 requires cities to inventory and plan for buildable lands for residential use to provide for adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and to allow for flexibility of housing location, type and density.

The *Ashland Comprehensive Plan* includes a goal to “Ensure a variety of dwelling types and provide housing opportunities for the total cross-section of Ashland's population, consistent with preserving the character and appearance of the city.

The *Ashland Housing Analysis* identified a deficit in rental housing for extremely-low income (less than 30 percent of area median income) and low-income households (between 30 and 50 percent of area median income) and recommended more rental studio and one-bedroom units.

The *Ashland Comprehensive Plan* includes several transportation goals and policies that apply to the project, including the following.

Design the Land Use Ordinance to ensure Ashland Street is developed as a multi-modal corridor including attractive landscaping, sidewalks, bike lanes and controlled access. Development along Ashland Street shall be compatible with and support a multi-modal orientation (10.09.02.7).

Zoning shall allow for residential densities and a mix of commercial businesses with walking distance of existing and planned public transit service which support use of public transportation (10.19.02.2).

The *Transportation System Plan* includes four projects in the transit triangle related to improving sidewalks, bus shelters and intersections enhancements for pedestrians including two projects for Ashland Street Streetscape Enhancements (R38 for Siskiyou Blvd. to Walker Ave. and R-39 for Walker Ave. to Normal Ave.), Ashland Street/Tolman Creek Road (R41) and the Walker Ave. festival street (R40).

The infill strategy project also relates to policies included in the City's *Climate and Energy Action Plan (CEAP)*. Specifically, the plan includes strategies to address residential travel and the emissions associated with passenger cars and trucks. Common strategies for replacing residential travel trips in passenger cars and trucks include promoting land use development patterns that utilize existing public infrastructure and making using transit and alternate modes of transportation possible and even desirable.

The City's *Economic Development Strategy* includes a strategy 7.3 to "Consider changes to Land Use Development Code that may be inhibiting redevelopment or new construction."

II. Procedural

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

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

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

III. Conclusions and Recommendations

If the Commission recommends approval of the attached ordinances, staff will prepare a formal recommendation to the City Council for the Commission's review at a future meeting.

18.3.14 – Transit Triangle Overlay

Chapter 18.3.14 – Transit Triangle Overlay

Sections:

18.3.14.010	Purpose
18.3.14.020	Applicability
18.3.14.030	General Requirements
18.3.14.040	Use Regulations
18.3.14.050	Dimensional Regulations
18.3.14.060	Site Development and Design Standards
18.3.14.070	Open Space Zone

18.3.14.010 Purpose

The Transit Triangle (TT) overlay is intended to promote the development of a mix of housing units and businesses adjacent to the bus route designed in a way that encourages walking, bicycling and transit use. The Transit Triangle (TT) overlay was adopted by the City Council on **date** (Ordinance No. **###**).

18.3.14.020 Applicability

- A. Transit Triangle (TT) Overlay Designation.** This chapter applies to properties designated as Transit Triangle (TT) overlay on the Site Design Zones map, and pursuant to the Transit Triangle overlay development standards and map adopted by Ordinance **###** (**Month**, 2018).
- B. TT Overlay Option.** The TT overlay may be used to develop residential and commercially zoned land located in the TT overlay, but is not mandatory. Development using the TT overlay option shall meet all of the provisions of this chapter and all other applicable sections of this ordinance, except as otherwise provided in this chapter. The provisions of this chapter do not apply to development located in the TT overlay that does not elect to fully exercise the TT overlay option.
- C. Pedestrian Places Overlay.** The Pedestrian Places overlay and associated development standards do not apply to properties electing to develop under the Transit Triangle (TT) overlay option.
- D. Governing Standards.** Notwithstanding the provision of chapter 18.2.2 Base Zones, additional use restrictions and land use standards apply within the TT overlay. Where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the TT overlay shall govern.
- E. Exceptions and Variances.** Requests to depart from the requirements of this chapter are subject to chapter 18.5.5 Variances, except that deviations from the standards in subsections 18.3.14.060.A and B are subject to 18.5.2.050.E Exception to the Site Development and Design Standards.

18.3.14 – Transit Triangle Overlay



Figure 18.3.14.020
Transit Triangle (TT) Overlay

18.3.14.030 General Requirements

A. Site Development and Design Standards. New development is subject to Site Design Review under chapter 18.5.2, and must comply with the applicable site development and design standards.

18.3.14.040 Allowed Uses

- A. Uses Allowed in TT Overlay.** Allowed uses are determined by the base zone and in accordance with section 18.2.2.030, except as provided for in this chapter. Notwithstanding the provisions of chapter 18.2.2 Base Zones, section 18.3.14.040 includes additional allowed uses, use restrictions and prohibited uses within the TT overlay.
- B. Mixed-Use.** Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.

18.3.14 – Transit Triangle Overlay

Table 18.3.14.040 – Transit Triangle (TT) Overlay Uses Allowed by Base Zone ¹					
	Zones				Special Use Standards
	C-1	E-1	R-2	R-3	
A. Residential					
Multifamily dwelling, rental	P	P	P	P	Sec. 18.3.14.040.C.1 for C-1 and E-1 zone
Multifamily dwelling, for purchase	N	N	N	N	
B. Commercial					
Hotel/Motel	N	N	N	N	
Travelers' Accommodation	N	N	N	N	
Commercial Retail Sales and Services, except Outdoor Sales and Services	Per 18.2.2.030	Per 18.2.2.030	S	S	Sec. 18.3.14.040.C.2
Office	Per 18.2.2.030	Per 18.2.2.0e0	S	S	Sec. 18.3.14.040.C.2
Restaurants	Per 18.2.2.030	Per 18.2.2.030	S	S	Sec. 18.3.14.040.C.2

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

C. Special Use Standards. The uses listed as “Permitted with Special Use Standards (S)” in Table 18.3.14.040, above, are allowed provided they conform to the requirements of this section and the requirements of chapter 18.5.2 Site Design Review.

1. Residential Uses. Residential uses provided all of the following standards are met.
 - a. *One Building.* In the C-1 and E-1 zones, when a planning application is limited to one building, residential uses may occupy up to 50 percent of the gross floor area of the ground floor. At least 50 percent of the gross floor area of the ground floor shall be designated for permitted and uses permitted with special use standards, not including residential uses.
 - b. *More Than One Building.* When a planning application includes more than one building, the equivalent of at least 50 percent of the gross floor area of the ground floor for all buildings shall be designated for permitted and uses permitted with special use standards, not including residential uses.
2. Commercial Uses in the R-2 and R-3 Zones. The commercial uses described in Table 18.3.14.040, above, are allowed provided all of the following standards are met.
 - a. The maximum gross floor area occupied shall be 60 square feet for every residential dwelling unit developed on site.

Commented [MH1]: This language was in the pre-2015 code and inadvertently deleted.

Commented [MH2]: Planning Commission requested simpler methodology and better wording on commercial/residential split for applications involving mixed-use development and multiple buildings. Also raised as an issue to work on by City Council during 2015 code adoption process.

18.3.14 – Transit Triangle Overlay

18.3.14.050 Dimensional Standards

Notwithstanding the provisions of chapter 18.2.5 Standards for Residential Zones and chapter 18.2.6 Standards for Non-Residential Zones, Table 18.3.14.050 includes the dimensional standards within the TT overlay.

The dimensions shall conform to the standards in Table 18.3.14.050.

Table 18.3.14.050 Transit Triangle Overlay Dimensional Standards				
	Base Zones ¹			
	C-1	E-1	R-2	R-3
Residential Density (dwelling units/acre)				
Minimum	NA	NA	The development shall meet the minimum housing density requirement of the underlying zone in section 18.2.5.080.	
Maximum	Maximum residential density is regulated by the FAR under the TT overlay option. The maximum dwelling units per acre of the base zones do not apply under the TT overlay option.			
Floor Area Ratio (FAR) ²				
Minimum	.5	.5	.5	.5
Maximum	1.5	1.5	1.25	1.25
² Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Plazas and pedestrian areas may also be applied toward meeting the landscaping area requirements but shall not constitute more than 50% of the required area.				
Lot Area, Width, Depth and Coverage				
NA	NA	Land divisions in the R-2 and R-3 zones shall meet the applicable requirements of table 18.2.5.030.A or chapter 18.3.9 Performance Standards Options.		
Yards, Minimum (feet) ⁴				
- Front	There is no minimum front, side, or rear yard required, except where buildings on the subject site abut a residential zone, in which case a side or rear yard of not less than 15 ft is required.		5 ft	5 ft
- Side			See table 18.2.5.030.A for standard yard requirements for the R-2 and R-3 zone.	
- Rear				
⁴ See building step back requirement in section 18.3.14.060.				
Building Separation, On Same Site – Minimum				
NA	Building separation is not required under the TT overlay option, except as required by the building code.			
Building Height ⁵ & ⁶				
Maximum Height – feet/stories	50/4	50/4	42/3	42/3
Solar Setback	Per table 18.2.6.030		Per chapter 18.4.8 Solar Access	
⁵ See definition of "height of building" in section 18.6.1.030.				
⁶ Parapets may be erected up to five feet above the maximum building height in the C-1 and E-1 zone; see also, 18.4.4.030.G.4 for mechanical equipment screening requirements, and 18.5.2.020 for Site Design Review for mechanical equipment review process.				
Lot Coverage – Maximum (% of lot area)				
85%	85%	80%	80%	

18.3.14 – Transit Triangle Overlay

Table 18.3.14.050 Transit Triangle Overlay Dimensional Standards				
	Base Zones ¹			
	C-1	E-1	R-2	R-3
Landscape Area – Minimum (% of developed lot area)	15%	15%	20%	20%
Outdoor Recreation Space – Minimum (% of the area)	NA		Outdoor recreation space is not required under the TT overlay option.	

¹ Zones: C-1 = Commercial; E-1 = Employment; R-2 = Low Density Multiple Family; R-3 = High Density Multiple Family.

18.3.14.060 Site Development and Design Standards

New development is subject to Site Design Review under chapter 18.5.2, and must comply with site development and design standards in part 18.4 and section 18.3.14.060, below.

A. C-1 and E-1 zones. Development under the TT overlay option and located in the C-1 and E-1 zones are subject to the following standards.

1. **Building Step Back.** For building facades within 25 feet of a residential zone or facing a street, reduce building mass through a step back of ten feet for that portion of a building which is over 25 feet high. See Figures 18.3.14.060.A.1.a and b. Also, see minimum side or rear yard requirement for buildings abutting a residential zone in table 18.3.14.050



Figure 18.3.14.060.A.1.a

18.3.14 – Transit Triangle Overlay

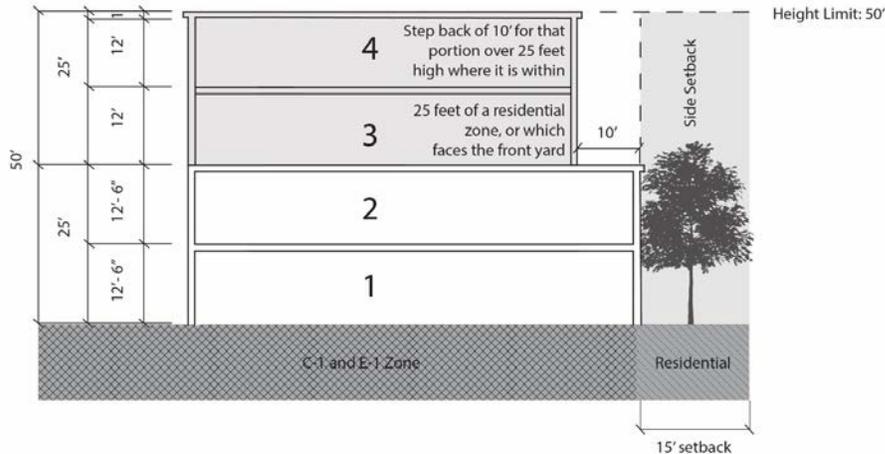


Figure 18.3.14.060.A.1.b

- a. In lieu of a building step back in subsection 18.3.14.060.A.1, above, a combination of articulation, offsets, setback, angles or curves of facades may be used to reduce building mass for building facades within 25 feet of a residential zone or facing a street.

B. R-2 and R-3 zones. Development under the TT overlay option and located in the R-2 and R-3 zones are subject to the following standards.

1. Detail Site Review Standards. Lots with frontage on Ashland Street shall be subject to the building placement, orientation, and design standards in section 18.4.2.040, including the Detailed Site Review Standards. The area subject to this section shall be 150 feet in depth and the width of the subject lot. The depth of the regulated area shall be measured perpendicular to the lot line that parallels Ashland Street.
2. Sidewalk Setback. Mixed-use buildings shall be setback not more than five 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. Minimum FAR and Plazas. Mixed-use 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 one-half an acre or greater in size shall achieve the required minimum FAR or provide a shadow plan that demonstrates to the approval authority how development may be intensified over time to meet the required minimum FAR.
4. Building Step Back. For building facades within 25 feet of a residential zone or facing a street, reduce building mass through a step back of ten feet for that portion of a building

18.3.14 – Transit Triangle Overlay

which is over 25 feet high. See Figures 18.3.14.060.B.1.a and b. Also, see table 18.2.4.030.A for standard yard requirements for the R-2 and R-3 zone.



Figure 18.3.14.060.B.1.a

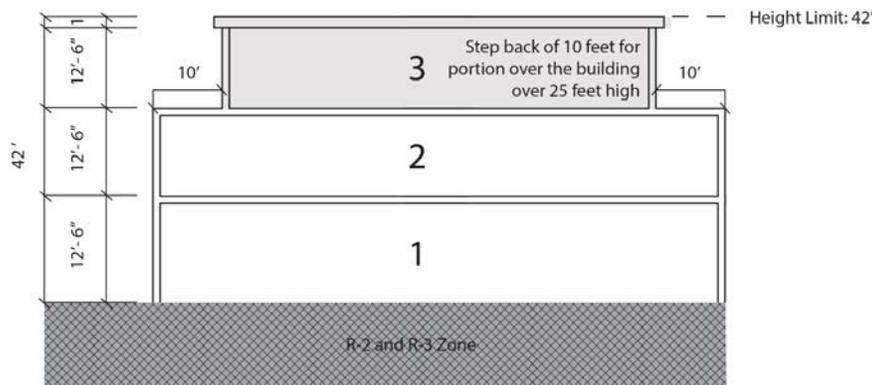


Figure 18.3.14.060.B.1.b

- a. In lieu of a building step back in subsection 18.3.14.060.A.1, above, a combination of articulation, offsets, setback, angles or curves of facades may be used to reduce building mass for building facades within 25 feet of a residential zone or facing a

18.3.14 – Transit Triangle Overlay

street.

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

1. **Multi-family Dwellings.** The minimum number of off-street automobile parking spaces required for multi-family dwelling units for development under the TT overlay option are as follows.
 - a. Units less than 800 sq. ft. -- 1 space/unit.
 - b. Units greater than 800 sq. ft. and less than 1000 sq. ft. -- 1.5 spaces/unit.
 - c. Units greater than 1,000 sq. ft. -- 2.00 spaces/unit.
2. **Retail Sales and Services, Offices, and Restaurants.** The required off-street parking spaces may be reduced up to three parking spaces for retail sales and services, general office, or restaurant uses. The maximum reduction under this subsection is three parking spaces per building.

D. Availability of Parking Facilities. For properties developed under the TT overlay option, required off-street automobile parking spaces shall be available for use by residents, customers, and employees, and shall not be limited in use by hours or type of user through signage or other legal instrument. Required off-street automobile parking shall not be used for the storage or display of vehicles or materials.

Commented [MH3]: Subsection was reworded for clarity – previous drafted 1,250 square feet of retail, offices and restaurants. Three parking spaces is the equivalent of 1,050 square feet of retail, 1,500 square feet of general office (not medical) or a restaurant that is 300 square feet in size or has up to twelve seats.

Commented [MH4]: Added to address Planning Commission concern that all parking is available to customers and residents at all times.

Section 18.2.1.020 is amended to read as follows:

18.2.1.020 Zoning Map and Classification of Zones

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

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

Section 18.2.1.040 is amended to read as follows:

18.2.1.040 Applicability of Zoning Regulations

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

Table 18.2.1.040: Applicability of Standards to Zones, Plan Districts and Overlays	
Designation	Applicability
<u>Base Zones</u>	
Residential - Woodland (WR)	Chapter 18.2 Applies Directly
Residential - Rural (RR)	Chapter 18.2 Applies Directly
Residential - Single-family (R-1-10, R-1-7.5, R-1-5)	Chapter 18.2 Applies Directly
Residential - Suburban (R-1-3.5)	Chapter 18.2 Applies Directly
Residential - Low Density Multiple Family (R-2)	Chapter 18.2 Applies Directly
Residential - High Density Multiple Family (R-3)	Chapter 18.2 Applies Directly
Commercial (C-1)	Chapter 18.2 Applies Directly
Commercial - Downtown (C-1-D)	Chapter 18.2 Applies Directly
Employment (E-1)	Chapter 18.2 Applies Directly
Industrial (M-1)	Chapter 18.2 Applies Directly
<u>Special Districts</u>	
Croman Mill District Zone (CM)	CM District Replaces chapter 18.2
Health Care Services Zone (HC)	
Normal Neighborhood District (NN)	NN District Replaces chapter 18.2
North Mountain Neighborhood (NM)	NN District Replaces chapter 18.2
Southern Oregon University (SOU)	
<u>Overlay Zones</u>	
Airport	Overlay Modifies chapter 18.2
Detail Site Review	Overlay Modifies chapter 18.2
Downtown Design Standards	Overlay Modifies chapter 18.2
Freeway Sign	Overlay Modifies chapter 18.2
Historic	Overlay Modifies chapter 18.2
Pedestrian Place	Overlay Modifies chapter 18.2
Performance Standards Options	Overlay Modifies chapter 18.2
Physical and Environmental Constraints	Overlay Modifies chapter 18.2
Residential	Overlay Modifies chapter 18.2
Transit Triangle	Overlay Modifies chapter 18.2

Section 18.2.2.030 is amended to read as follows:

18.2.2.030 Allowed Uses

- A. Uses Allowed in Base Zones.** Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to approval of a conditional use permit. Where Table 18.2.2.030 does not list a specific use and chapter 18.6 does not define the use or include it as an example of an allowed use, the City may find that use is allowed, or is not allowed, following the procedures of section 18.1.5.040. Uses not listed in Table 18.2.2.030 and not found to be similar to an allowed use are prohibited. For uses allowed in special districts CM, HC, NM, and SOU, and for regulations applying to the City’s overlays zones, refer to part 18.3.
- B. Permitted Uses and Uses Permitted Subject to Special Use Standards.** Uses listed as “Permitted (P)” are allowed. Uses listed as “Permitted Subject to Special Use Standards (S)” are allowed, provided they conform to chapter 18.2.3 Special Use Standards. All uses are subject to the development standards of zone in which they are located, any applicable overlay zone(s), and the review procedures of part 18.5. See section 18.5.1.020.
- C. Conditional Uses.** Uses listed as “Conditional Use Permit Required (CU)” are allowed subject to the requirements of chapter 18.5.4.

- D. Prohibited Uses.** Uses not listed in Table 18.2.2.030 and not found to be similar to an allowed use following the procedures of section 18.1.5.040 are prohibited. Prohibited uses are subject to the violations, complaints, and penalties sections in 18-1.6.080, 18-1.6.090, and 18-1.6.100.
- E. Uses Regulated by Overlay Zones.** Notwithstanding the provisions of chapter 18.2.2, additional land use standards or use restrictions apply within overlay zones. An overlay zone may also provide for exceptions to some standards of the underlying zone. For regulations applying to the City's overlays zones, please refer to part 18.3.
- F. Accessory Uses.** Uses identified as "Permitted (P)" are permitted as primary uses and as accessory uses. For information on other uses that are customarily allowed as accessory, please refer to the description of the land use categories in part 18.6 Definitions.
- G. Mixed-Use.** Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.
- H. Temporary Uses.** Temporary uses require a Conditional Use Permit under chapter 18.5.4; except as follows:
1. **Short-Term Events.** The Staff Advisor may approve through Ministerial review short-term temporary uses occurring once in a calendar year and lasting not more than 72 hours including set up and take down. Activities such as races, parades, and festivals that occur on public property (e.g., street right-of-way, parks, sidewalks, or other public grounds) require a Special Event Permit pursuant to AMC 13.03.
 2. **Garage Sales.** Garage sales shall have a duration of not more than two days and shall not occur more than twice within any 365-day period. Such activity shall not be accompanied by any off-premises advertisement. For the purpose of this ordinance, garage sales meeting the requirements of this subsection shall not be considered a commercial activity.
 3. **Temporary Buildings.** Temporary occupancy of a manufactured housing unit or similar structure may be permitted for a period not to exceed 90 calendar days upon the granting of a permit by the Building Official. Such occupancy may only be allowed in conjunction with construction on the site. Said permit shall not be renewable within a six-month period beginning at the first date of issuance, except with approval of the Staff Advisor.
- I. Disclaimer.** Property owners are responsible for verifying whether a proposed use or development meets the applicable standards of this ordinance.

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
A. Agricultural Uses¹										
Agriculture, except Keeping of Bees, Livestock and Micro-Livestock, Homegrown Marijuana Cultivation, and Marijuana Production	P	P	P	P	P	P	N	N	N	Animal sales, feed yards, keeping of swine, commercial compost, or similar uses not allowed
Keeping of Bees	S	S	S	S	S	S	N	N	N	Sec. 18.2.3.160
Keeping of Livestock	S	N	N	N	S	S	N	N	N	
Keeping of Micro-Livestock	S	S	S	S	S	S	N	N	N	
Marijuana Cultivation, Homegrown	S	S	S	S	S	S	S	S	S	Sec. 18.2.3.190 See General Industrial, Marijuana Production
B. Residential Uses										
Single-Family Dwelling	P	P	P	P	P	P	S	S	N	See Single-Family standards in Sec. 18.2.5.090 Sec. 18.2.3.130 for C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070

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

Table 18.2.2.030 – Uses Allowed by Zone										
	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Accessory Residential Unit	S	S	S	S	S	N	N	N	N	Sec. 18.2.3.040
Duplex Dwelling	S	P	P	P	N	N	S	S	N	Sec. 18.2.3.110 Duplex Dwelling
B. Residential Uses²										
<i>(continued)</i>										
Manufactured Home on Individual Lot	S	S	S	S	N	N	N	N	N	Sec. 18.2.3.170 and not allowed in Historic District Overlay
Manufactured Housing Development	N	S	CU+S	N	N	N	N	N	N	Sec. 18.2.3.180
Multifamily Dwelling	N	P	P	P	N	N	S	S	N	Sec. 18.2.3.130 for C-1 zone and E-1 zone; dwelling units in Transit Triangle (TT) Overlay, see chapter 18.3.14 Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Rental Dwelling Unit Conversion to For-Purchase Housing	N	N	S	S	N	N	N	N	N	Sec. 18.2.3.200
Home Occupation	S	S	S	S	S	S	S	S	N	Sec. 18.2.3.150
C. Group Living										
Nursing Homes, Convalescent Homes	CU	CU	CU	CU	CU	CU	N	N	N	See chapter 18.3.3 Health Care Services
Residential Care Home	P	P	P	P	P	P	N	N	N	Subject to State licensing requirements
Residential Care Facility	CU	P	P	P	CU	CU	N	N	N	Subject to State licensing requirements

² KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Room and Boarding Facility	N	P	P	P	N	N	N	N	N	
D. Public and Institutional Uses										
Airport										See chapter 18.3.7 Airport Overlay
Cemetery, Mausoleum, Columbarium	N	N	N	N	CU	N	N	N	N	
D. Public and Institutional Uses (continued)³										
Child Care Facility	CU	CU	CU	CU	CU	CU	P	P	P	Family Child Care Home exempt from planning application procedure pursuant to ORS 329A.440, see part 18.6 for definition
Club Lodge, Fraternal Organization	CU	CU	CU	CU	CU	CU	P	CU	CU	
Community Service, includes Governmental Offices and Emergency Services (e.g., Police, Fire); excluding Outdoor Storage	CU	CU	N	N	CU	CU	P	P	P	
Electrical Substation	N	N	N	N	N	N	CU	CU	P	
Hospitals	CU	CU	CU	CU	CU	N	N	N	N	See chapter 18.3.3 Health Care Services
Governmental Offices and Emergency Services (e.g., Police, Fire); excluding Outdoor Storage	CU	CU	N	N	CU	CU	P	P	P	
Mortuary, Crematorium	N	N	N	N	CU	N	P	P	P	
Public Park, Open Space, and Recreational Facility, including playgrounds, trails, nature preserves, athletic fields, courts, swim pools, similar uses	P	P	P	P	P	P	N	N	N	

³ KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Public Parking Facility	N	N	N	N	N	N	P	N	N	
Public Works/Utilities Storage Yard; includes vehicle and equipment, maintenance, repair	N	N	N	N	N	N	N	P	P	
Recycling Depot	N	N	N	N	N	N	N	P	P	Not allowed within 200 ft of a residential zone
Religious Institution, Houses of Worship	CU	CU	CU	CU	CU	CU	CU	CU	CU	
School, Private (Kindergarten and up)	CU	CU	CU	CU	CU	CU	N	N	N	
School, Public (Kindergarten and up)	P	P	P	P	P	CU	N	N	N	
School, Private College/Trade/Technical School	N	N	N	N	N	N	N	CU	P	
Utility and Service Building, Yard and Structure, Public and Quasi-Public, excluding underground utilities and electrical substations	CU	CU	N	N	CU	CU	P	P	P	Yards not allowed in the C-1 zone
Wireless Communication Facility	CU	CU	CU	CU	CU	CU	P or CU	P or CU	P or CU	Sec.18.4.10
E. Commercial Uses										
Amusement/Entertainment, includes theater, concert hall, bowling alley, miniature golf, arcade; excluding drive-up uses	N	N	N	N	N	N	P	CU	P	
Automotive and Truck Repair, or Service; includes fueling station, car wash, tire sales and repair/replacement, painting, and other repair for automobiles, motorcycles, aircraft, boats, RVs, trucks, etc.	N	N	N	N	N	N	S or CU	S or CU	P	Sec. 18.2.3.050 In C-1 zone, fuel sales and service limited to Freeway Overlay, see chapter 18.3.8 In E-1 zone, fuel sales requires CU permit

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Automotive Sales and Rental, except within the Historic Interest Area; includes motorcycles, boats, RVs, and trucks	N	N	N	N	N	N	CU	CU	P	Except not allowed within Historic District Overlay
Accessory Travelers' Accommodation (See also Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Bakery, except as classified as Food Processing	N	N	N	N	N	N	P	P	P	
Commercial Laundry, Cleaning, and Dyeing Establishment	N	N	N	N	N	N	S	S	P	Sec. 18.2.3.080
Commercial Recreation, includes country club, golf course, swimming club, and tennis club; excluding intensive uses such as driving range, race track, or amusement park	CU	CU	N	N	CU	CU	N	N	N	
Commercial Retail Sales and Services, except Outdoor Sales and Services	N	N	CU+S	N	N	N	P	S	S	In R-2 zone, uses limited to personal and professional services, except see Sec. 18.2.3.210 for retail uses allowed in Railroad Historic District In E-1 zone, Retail limited to 20,000 sq ft of gross leasable floor space per lot. In M-1 zone, uses limited to serving persons working in zone See Marijuana Retail Sales
E. Commercial Uses (continued)⁴										
Drive-Up Use	N	N	N	N	N	N	S	N		Per Sec. 18.2.3.100, Drive-Up uses are limited to area east of Ashland St at intersection of Ashland St/Siskiyou Blvd
Hostel	N	N	CU	CU	N	N	CU*	N	N	*In C-1 zone, requires annual Type I review for at least the first three years, after which time the Planning

⁴ KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Table 18.2.2.030 – Uses Allowed by Zone										
	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										Commission may approve a permanent facility through the Type II procedure
Hotel/Motel	N	N	N	N	N	N	CU	CU	P	
Kennel (See also Veterinary Clinic)	N	N	N	N	N	N	S	S	CU	No animals kept outside within 200 feet of a residential zone
Limited Retail Uses in Railroad Historic District	N	CU	CU	CU	N	N	N	N	N	Sec. 18.2.2.210 for Retail Uses Allowed in Railroad Historic District
Lumber Yard and Similar Sales of Building or Contracting Supplies, or Heavy Equipment	N	N	N	N	N	N	N	CU	P	
Marijuana Retail Sales, includes sale of medical and recreational marijuana	N	N	N	N	N	N	S or CU	S or CU	N	Per Sec. 18.2.3.190, marijuana retail sales are limited to the C-1 and E-1 zones and located on a boulevard or 200 feet or more from any residential zone, see Sec 18.2.3.190.
Nightclub, Bar	N	N	N	N	N	N	S	CU	P	Not allowed within the Historic District Overlay unless located in C-1-D
Office (See also Commercial Services)	N	N	CU	CU	N	N	P	P	P	
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	
Plant Nursery, Wholesale, except Marijuana Production	N	N	CU	CU	N	N	N	N	N	
E. Commercial Uses (continued) ⁵										
Self-Service Storage, Commercial (Mini-Warehouse)	N	N	N	N	N	N	N	CU	P	

⁵ KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Traveler's Accommodation (See also Accessory Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Veterinary Clinic	N	N	N	N	N	N	P	P	P	
F. Industrial and Employment Uses										
Cabinet, Carpentry, and Machine Shop, and related Sales, Services, and Repairs	N	N	N	N	N	N	N	S or CU	P	In the E-1 zone, uses within 200 feet of a residential zone require CU permit
Commercial Excavation and Removal of Sand, Gravel, Stone, Loam, Dirty or Other Earth Products	N	N	N	N	CU+S	N	N	N	N	Sec. 18.2.3.070
Concrete or Asphalt Batch Plant	N	N	N	N	N	N	N	N	CU	
Dwelling for a caretaker or watchman	N	N	N	N	N	N	N	CU	CU	
Food Products Manufacture/Processing/Preserving, including canning, bottling, freezing, drying, and similar processing and preserving.	N	N	N	N	N	N	S	S	P	In the C-1 zone, manufacture or assembly of items sold is a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet In the E-1 zone, See Sec. 18.2.3.140
Manufacture, General, includes Marijuana Laboratory, Processing, and Production	N	N	N	N	N	N	N	P or S	P or S	In E-1 and M-1 zones, marijuana laboratory, processing, and production are subject to the special use standards in Sec. 18.2.3.190 See Marijuana Cultivation, Homegrown

Table 18.2.2.030 – Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
F. Industrial and Employment Uses <i>(continued)</i> ⁶										
Manufacture, Light; excluding saw, planing or lumber mills, or molding plants.	N	N	N	N	N	N	S	P	P	Requires assembly, fabricating, or packaging of products from previously prepared materials such as cloth, plastic, paper, cotton, or wood In the C-1 zone, manufacture or assembly of items sold in a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	
Television and Radio Broadcasting Studio	N	N	N	N	N	N	N	P	P	
Wholesale Storage and Distribution, includes Marijuana Wholesale	N	N	N	N	N	N	N	S	S	Deliveries and shipments limited to 7AM-9PM within 200 feet of a residential zone In E-1 and M-1 zones, marijuana wholesale is subject to the special use standards in Sec. 18.2.3.190
Wrecking, Demolition, and Junk Yards	N	N	N	N	N	N	N	N	CU	
G. Other Uses										

⁶ KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Table 18.2.2.030 – Uses Allowed by Zone										
	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Temporary Tree Sales	N	N	N	N	N	N	P	N	N	Allowed from November 1 to January 1
Temporary Use	CU, except uses lasting less than 72 hours are subject to Ministerial review, per Sec. 18.2.2.030.H									

Section 18.2.3.120 is amended to read as follows:

18.2.3.120 Dwelling in Historic District Overlay

Dwellings in the Historic District Overlay subject to all of the following requirements.

- A. Manufactured homes are prohibited.
- B. Dwellings **located in residential zones** shall conform to the maximum permitted floor area standards of section 18.2.5.070, except that dwellings exceeding the maximum permitted floor area are allowed subject to approval of a Conditional Use Permit under chapter 18.5.4.
- C. Notwithstanding the height standards of the R-1 zone, structures within the Historic Overlay shall not exceed a height of 30 feet.
- D. Retail commercial uses in a dwelling unit within the Railroad Historic Overlay are subject to approval of a Conditional Use Permit under chapter 18.5.4 and shall conform to the standards of section 18.2.3.210.

Commented [MH1]: Clarifies that Maximum Permitted Floor Area (MPFA) applies to homes in residential zones. MPFA in the pre-2015 ordinance was included as a requirement in individual chapters for the single-family (R-1) and multi-family (R-2 and R-3) zones. However, this language was not included in any of the non-residential zones (C-1, E-1 or M-1). This issue came up at the Planning Commission for an application for 868 A St. in 2015.

Section 18.2.3.130 is amended to read as follows:

18.2.3.130 Dwelling in Non-Residential Zone

Where dwellings are allowed in non-residential zones, they are subject to all of the following requirements.

- A. Dwellings in the E-1 zone are limited to the R-overlay zone. See chapter 18.3.13 Residential Overlay.
- B. Dwellings in the E-1 and C-1 zones shall meet all of the following standards, **except that dwellings developed under the Transit Triangle (TT) overlay option are not subject to subsection 18.2.3.130.B, below. See section 18.3.14.040 for the allowed uses in the TT overlay.**
 - 1. **Mixed-Use Developments. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses.**
 - a. **One Building. When a planning application is limited to one building, residential uses may occupy up to 35 percent of the gross floor area of the ground floor. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted and uses permitted with special use standards, not including residential uses.**
 - b. **More Than One Building. When a planning application includes more than one building, the equivalent of at least 65 percent of the gross floor area of the ground floor for all buildings shall be designated for permitted and uses**

Commented [MH2]: This language was in the pre-2015 code and inadvertently deleted.

Commented [MH3]: Planning Commission requested simpler methodology and better wording on commercial/residential split for applications involving mixed-use development and multiple buildings. Also raised as an issue to work on by City Council during 2015 code adoption process.

permitted with special use standards, not including residential uses.

2. Residential densities shall not exceed 15 dwelling units per acre in the E-1 zone, 30 dwelling units per acre in the C-1 zone, and 60 dwelling units per acre in the C-1-D zone. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone.
4. Off-street parking is not required for residential uses in the C-1-D zone.
- ~~5. Where the number of residential units exceeds ten, at least ten percent of the residential units shall be affordable for moderate income persons in accord with the standards of section 18.2.5.050. The number of units required to be affordable shall be rounded down to the nearest whole unit.~~

Commented [MH4]: Deleted because inconsistent with state law and appears to be a disincentive to include more than ten residential units in a project.

Section 18.2.5.070 is amended to read as follows:

18.2.5.070 Maximum Permitted Residential Floor Area in Historic District

- A. **Purpose.** Section 18.2.5.070 regulates floor area of dwellings to promote compatible building volume and scale in the Historic District.
- B. **Applicability.** ~~Within residential zones located in the Historic District Overlay, new structures and additions shall conform to the maximum permitted floor area standards of this section, except as provided by 18.2.5.070.C.~~

Commented [MH5]: Clarifies that Maximum Permitted Floor Area (MPFA) applies to homes in residential zones. MPFA in the pre-2015 ordinance was included as a requirement in individual chapters for the single-family (R-1) and multi-family (R-2 and R-3) zones. However, this language was not included in any of the non-residential zones (C-1, E-1 or M-1). This issue came up at the Planning Commission for an application for 868 A St. in 2015.

Section 18.3.12.020 is amended to read as follows:

Chapter 18.3.12 – Site Development and Design Overlays

Sections

- 18.3.12.010 Purpose
- 18.3.12.020 Applicability
- 18.3.12.030 Detail Site Review Overlay
- 18.3.12.040 Downtown Design Standards Overlay
- 18.3.12.050 Historic District Overlay
- 18.3.12.060 Pedestrian Place Overlay
- 18.3.12.070 Transit Triangle Overlay**

18.3.12.010 Purpose

The Site Development and Design overlays provide special regulations and standards that supplement the base zoning regulations which are implemented through Site Design Review.

18.3.12.020 Applicability

This chapter applies to the Detail Site Review, Downtown Design Standards, Historic District, ~~and Pedestrian Place~~, and Transit Triangle overlays. Development located within these overlays is required to meet all other applicable sections of this ordinance, except as modified by this chapter. Where the provisions of this chapter conflict with comparable standards described in any other ordinance or regulation, the provisions of this chapter apply.

Section 18.3.12.060 is amended to read as follows:

18.3.12.060 Pedestrian Place Overlay

A. Purpose. The Pedestrian Place overlay is intended to direct and encourage development of small walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities situated and designed in a way to encourage walking, bicycling, and transit use.

B. Applicability

1. This section applies to properties designated as Pedestrian Places overlay on the Site Design Zones map.
2. Review Procedure. The Pedestrian Place overlay requirements apply to proposed development located in the Pedestrian Place overlay that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings and associated accessory structures and uses. The provisions of the Pedestrian Place overlay supplement those of the applicable base zoning district and other applicable ordinance requirements.
3. Mixed-Use Buildings in Residential Zones. Mixed-use buildings located in an underlying residential zone require Site Design Review approval in accordance with chapter 18.5.2, and are subject to the standards subsection 18.4.2.040.B Basic Site Review Standards rather than section 18.4.2.030 Residential Development. Mixed-use buildings are subject to all other applicable provisions of part 18.4 Site Development and Design Standards.

4. The Pedestrian Places overlay and development standards do not apply to properties electing to develop under the Transit Triangle (TT) overlay option. See chapter 18.3.14 Transit Triangle Overlay.

C. Pedestrian Place Concept Plans. The Pedestrian Place Concept plans (i.e., site plan, development summary, and building illustrations) are for the purpose of providing an example of development that conforms to the standards, and do not constitute independent approval criteria. Concept plans are attached to the end of this chapter.

D. Development Standards. The following standards shall apply to development in the Pedestrian Places overlay in addition to all applicable provisions of this ordinance.

1. Building Setbacks. The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north.
2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4 Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

E. Development in Residential Zone. The following standards apply to development located in the Pedestrian Places overlay and a residential zone, in addition to all applicable provisions of this ordinance.

1. Special Permitted Uses. In addition to the permitted uses in the underlying residential zone, the following uses and their accessory uses are permitted subject to the requirements of this section.
 - a. Professional, financial, business and medical offices, and personal service establishments.
 - b. Stores, shops, and offices supplying commodities or performing services.
 - c. Restaurants.
 2. Development Standards and Limitations.
 - a. The maximum gross floor area occupied by a special permitted use shall be 2,500 square feet.
 - b. Special permitted uses shall be allowed in a building or in a group of buildings including a mixture of businesses and housing. At least 50 percent of the total gross floor area of a building, or of where there is more than one building on a site, 50 percent of the total lot area including accessory uses such as parking, landscaping and public space, shall be designated for residential uses.
 - c. The development shall meet the minimum housing density requirements of the underlying zone.
 - d. Mixed-use buildings shall be setback not more than five 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.
 - e. Mixed-use 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.
-

Section 18.3.12.070 is added as follows:

18.3.12.070 Transit Triangle Overlay

- A. The Transit Triangle (TT) overlay is that area defined in the Site Design Zones map.**
- B. Development in the Transit Triangle overlay is subject to chapter 18.3.14 Transit Triangle Overlay in addition to all other applicable sections of this ordinance.**

Section 18.3.13.010 is amended as follows:

18.3.13.010 Residential Overlay Regulations

- A. Purpose. The Residential overlay is intended to encourage a concentration and mix of businesses and housing that provides a variety of housing types, supports resource and energy conservation, and promotes walking, bicycling, and transit use.
- B. Applicability. The Residential overlay applies to all property where 'Residential Overlay' (R) is indicated on the Zoning map.
- C. Requirements. The Residential overlay requirements are as follows, ~~except that~~ **except that dwellings developed under the Transit Triangle (TT) overlay option are not subject to subsection 18.3.13.010 C, below. See section 18.3.14.040 for the allowed uses in the TT overlay.**
 - 1. ~~Mixed-Use Developments. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses.~~
 - a. **One Building. When a planning application is limited to one building, residential uses may occupy up to 35 percent of the gross floor area of the ground floor. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted and uses permitted with special use standards, not including residential uses.**
 - b. **More Than One Building. When a planning application includes more than one building, the equivalent of at least 65 percent of the gross floor area of the ground floor for all buildings shall be designated for permitted and uses permitted with special use standards, not including residential uses.**
 - 2. Residential densities shall not exceed 15 dwelling units per acre. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
 - 3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the E-1 District.
 - 4. ~~If the number of residential units exceeds ten, then at least 10 percent of the~~

Commented [MH6]: This language was in the pre-2015 code and inadvertently deleted.

Commented [MH7]: Planning Commission requested simpler methodology and better wording on commercial/residential split for applications involving mixed-use development and multiple buildings. Also raised as an issue to work on by City Council during 2015 code adoption process.

~~residential units shall be affordable for moderate-income persons in accord with the standards established by resolution of the City Council through procedures contained in the resolution. The number of units required to be affordable shall be rounded down to the nearest whole unit.~~

Commented [MH8]: Deleted because inconsistent with state law and appears to be a disincentive to include more than ten residential units in a project.

Section 18.4.3.030 is amended to read as follows:

18.4.3.030 General Automobile Parking Requirements and Exceptions

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

1. Standard Ratios for Automobile Parking. The standards in Table 18.4.3.040.
2. Unspecified Use. Where automobile parking requirements for any use are not specifically listed in Table 18.4.3.040, such requirements shall be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data.
3. Parking Demand Analysis. The approval authority through a discretionary review may approve a parking standard that is different than the standards under subsection 1 and 2, above, as follows.
 - a. The applicant submits a parking demand analysis with supporting data prepared by a professional engineer, planner, architect, landscape architect, or other qualified professional;
 - b. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The parking demand analysis option may be used in conjunction with, or independent of, the options provided under section 18.4.3.060 Parking Management Strategies.
 - c. The review procedure shall be the same as for the main project application.

B. Maximum Number of Off-Street Automobile Parking Spaces. The number of spaces provided by any particular use in ground surface lots shall not exceed the number of spaces required by this chapter by more than ten percent. 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.

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

Commented [MH9]: Commercial added to match C-1-D zone title.

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

requirements of this section, except that residential uses are required to provide a minimum of one parking space per residential unit.

Section 18.4.3.040 is amended to read as follows:

18.4.3.040 Parking Ratios

Except as provided by section 18.4.3.030, the standard ratios required for automobile parking are as follows. See also, accessible parking space requirements in section 18.4.3.050.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	Minimum Parking per Land Use (Based on Gross Floor Area; fractions are rounded to whole number.)
Residential Categories	
Single-Family Dwellings	2 spaces for detached dwelling units-and the following for-attached dwelling 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.
Accessory Residential Units	a. Units less than 800 sq. ft.-- 1 space/unit, except. as exempted in subsection 18.2.3.040.A. b. Units greater than 800 sq. ft. and up to 1,000 sq. ft. -- 2.00 spaces/unit.
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. <u>f. Transit Triangle (TT) overlay option developments, see chapter 18.3.14.</u>
Cottage Housing	a. Units less than 800 sq. ft. -- 1 space/unit. b. Units greater than 800 sq. ft. and less than 1000 sq. ft. -- 1.5 spaces/unit. c. Units greater than 1000 sq. ft. -- 2.00 spaces/unit. d. Retirement complexes for seniors 55-years or greater -- One space per unit.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	Minimum Parking per Land Use (Based on Gross Floor Area; fractions are rounded to whole number.)
Manufactured Housing	Parking for Manufactured Home on Single-Family Lot is same as Single Family Dwelling; for Manufactured Housing Developments, see sections 18.2.3.170 and 18.2.3.180.
Performance Standards Developments	See chapter 18.3.9.
Commercial Categories	
Auto, boat or trailer sales, retail nurseries and other open-space uses	1 space per 1,000 sq. ft. of the first 10,000 sq. ft. of gross land area; plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area; and 1 space per 2 employees.
Bowling Alleys	3 spaces per alley, plus 1 space for auxiliary activities set forth in this section.
Chapels and Mortuaries	1 space per 4 fixed seats in the main chapel.
Hotels	1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.
Offices	General Office: 1 space per 500 sq. ft. floor area. Medical/Dental Office: 1 space per 350 sq. ft. floor area.
Restaurants, Bars, Ice Cream Parlors, Similar Uses	1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is less.
Retail Sales and Services	General: 1 space per 350 sq. ft. floor area. Furniture and Appliances: 1 space per 750 sq. ft. floor area.
Skating Rinks	1 space per 350 sq. ft. of gross floor area.
Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses	1 space per 4 seats.
Travelers' Accommodations	1 space per guest room, plus 2 spaces for the owner or manager.
Industrial Categories	
Industrial, Manufacturing and Production, Warehousing and Freight	1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees whichever is less, plus 1 space per company vehicle.
Institutional and Public Categories	
Aircraft Hangar - Ashland Municipal Airport	One space per hangar or one space per four aircraft occupying a hangar, whichever is greater. Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master Plan.
Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories	2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.
Daycare	1 space per two employees; a minimum of 2 spaces is required.
Golf Courses	Regular: 8 spaces per hole, plus additional spaces for auxiliary uses. Miniature: 4 spaces per hole.
Hospital	2 space per patient bed.
Nursing and Convalescent Homes	1 space per 3 patient beds.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	Minimum Parking per Land Use (Based on Gross Floor Area; fractions are rounded to whole number.)
Public Assembly	1 space per 4 seats
Religious Institutions and Houses of Worship	1 space per 4 seats.
Rest Homes, Homes for the Aged, or Assisted Living	1 space per 2 patient beds or 1 space per apartment unit.
Schools	Elementary and Junior High: 1.5 spaces per classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater
	High Schools: 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater
	Colleges, Universities and Trade Schools: 1.5 spaces per classroom, plus 1 space per five students the school is designed to accommodate, plus requirements for on-campus student housing.
Other Categories	
Temporary Uses	Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and designs standards for temporary uses.

Section 18.4.3.060 is amended to read as follows:

18.4.3.060 Parking Management Strategies

Except for single-family dwellings, the off-street parking spaces may be reduced through the application of the following credits. The total maximum reduction in off-street parking spaces is 50 percent, except as allowed for Off-Site Shared Parking credits in subsection 18.4.3.060.E, below. The approval authority may require a parking analysis prepared by a qualified professional. See 18.4.3.030.A.3 for parking analysis requirements.

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

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

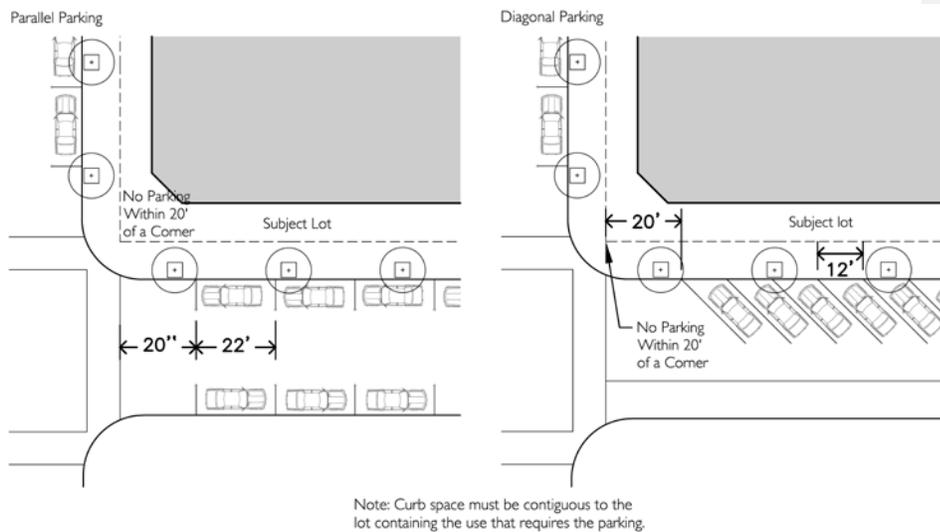


Figure 18.4.3.060.A.1
On-Street Parking Credit

2. Dimensions. On-street parking shall follow the established configuration of existing on-street parking, except that 45-degree diagonal parking may be allowed with the approval of the Public Works Director, taking into account traffic flows and street design, with the parking spaces designed in accord with the standards on file with the Public Works Department.
 - a. Parallel parking, each 22 feet of uninterrupted curb.
 - b. 45-degree diagonal, each 12 feet of uninterrupted curb.
3. Location
 - a. Curb space must be contiguous to the lot containing the use that requires the parking.
 - b. Parking spaces may not be counted that are within 20 feet measured along the curb of any corner or intersection of an alley or street, nor any other parking configuration that violates any law or standard of the City or State.
 - c. Parking spaces located on arterials and collectors may only receive credit if the arterial or collector is greater in width than the minimums established by the street standards in section 18.4.6.040.
 - d. Parking spaces may not be counted that are within 200 feet of a C-1-D or SOU zone.
 - e. Parking spaces may not be counted that are required as on-street parking in accordance with section 18.3.9.060 in a development under the Performance

Standards Option.

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

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

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.

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

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

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

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

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

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

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

Commented [MH10]: Suggestion from developer roundtable in 2017 to add flexibility to address changing automobile technology.

2. A street with transit service shall have a minimum of 30-minute peak period transit service frequency.
3. Existing parking areas may be converted to take advantage of these provisions.
4. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.
5. The plaza must be at least 300 square feet in area and be shaped so that a ten-foot by ten-foot (10 feet X 10 feet) square will fit entirely in the plaza.
6. The plaza must include all of the following elements.
 - a. A plaza that is open to the public. The owner must record a public access easement that allows public access to the plaza.
 - b. A bench or other sitting area with at least five linear feet of seating.
 - c. A shelter or other weather protection. The shelter must cover at least 20 square feet and the plaza must be landscaped. This landscaping is in addition to any other landscaping or screening required for parking areas by this ordinance.

Section 18.6.1.030 is amended to read as follows:

18.6.1.030 Definitions

The following definitions are organized alphabetically.

Basement. That portion of a building with a floor-to-ceiling height of not less than six-and-a-half feet, where the perimeter walls do not exceed 12 feet above finished grade at any point, and where 50 percent or more of its perimeter walls are less than six feet above natural grade.

~~**Floor Area, Gross Habitable.** The total area of all floors in a dwelling measured to its outside surfaces that are under the horizontal projection of the roof or floor above with at least seven feet of head room, excluding uninhabitable spaces accessed solely by an exterior door.~~

~~**Floor Area, Gross.** The total area of all floors in a building measured to the outside surfaces that are under the horizontal projection of the roof or floor above.~~

Floor Area. The area of an enclosed floor measured from the exterior faces of exterior walls or from the center line of walls separating two buildings.

- **Gross Floor Area.** The sum of the gross horizontal areas of all enclosed floors measured from the exterior faces of exterior walls or from the center line of walls separating two buildings, but excluding basements, attic space providing structural head room of less than six-and-a-half feet, and unenclosed steps, porches, terraces and balconies. Individual sections of this ordinance may exempt additional spaces from gross floor area.

Commented [MH11]: Planning Commission requested clarification of definitions of basement, floor area and story to address discussion that came up in decision for 1651 Ashland St., Rogue Federal Credit Union.

Commented [MH12]: Currently used in code to regulate the commercial and residential split in mixed use projects in the C-1, E-1, M-1, CM, PP and NN zones. Also used to calculate the plaza requirement for large scale project in the Detail Site Review overlay. Also used to regulate building volume and calculate the minimum FAR in the Detail Site Review overlay.

- **Gross Habitable Floor Area.** The sum of the gross horizontal areas of all enclosed floors with at least seven feet of headroom in a dwelling unit measured from the exterior faces of exterior walls or from the center line of walls separating two buildings, excluding uninhabitable spaces accessed solely by an exterior door.
- **Maximum Permitted Floor Area (MPFA).** The gross floor area of the primary dwelling, including but not limited to potential living spaces within the structure with at least seven feet of head room and attached garages. Basements, detached garages, detached accessory structures, and detached accessory residential units are not counted in the gross floor area for the MPFA calculation if separated from the primary dwelling by six feet or more. Similarly, unenclosed breezeways, and similar open structures connecting an exempt detached structure to the primary dwelling are not counted in the MPFA calculation.

Commented [MH13]: Currently used in code to regulate the size of ARUs and 500 square foot residential units in the C-1, E-1, CM, NM zones.

Commented [MH14]: Used to regulate the volume/size of buildings in the Historic Districts in R-1, R-2 and R-3 zones.

Floor-Area Ratio (FAR). The gross floor area of all buildings on a lot divided by the lot area.

Microcar. An automobile that is less than nine feet in length and typically is limited to two seats for passengers. Microcars can be parked in a head-in fashion in a parallel parking space so that one standard parallel parking space accommodate two microcars.

Commented [MH15]: To address new parking management strategy for microcars.

Story. That portion of a building included between the upper surface of any one floor and the upper surface of the next floor next above, or if there is no floor above, the finished ceiling directly above except that the top story is that portion of a building included between the upper surface of the top floor and the ceiling above. A basement is not considered a story. Unenclosed decks, porches, balconies, and similar features are not considered stories.

Commented [MH16]: Edited for clarity at request of the Planning Commission.

Background Materials

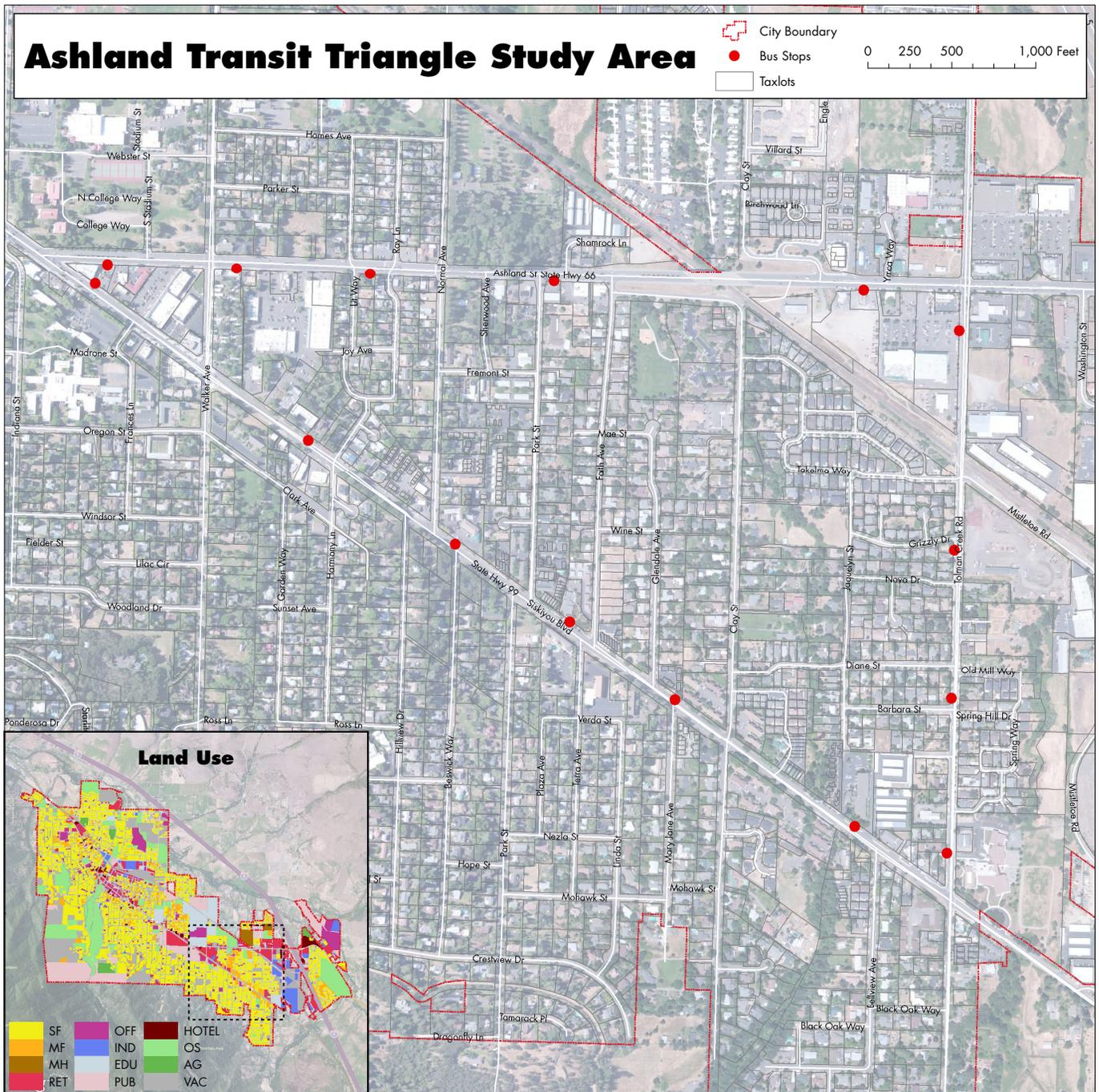
Ashland Transit Triangle

Infill Strategies Project



January 2018

Ashland Transit Triangle



What is the Transit Triangle?

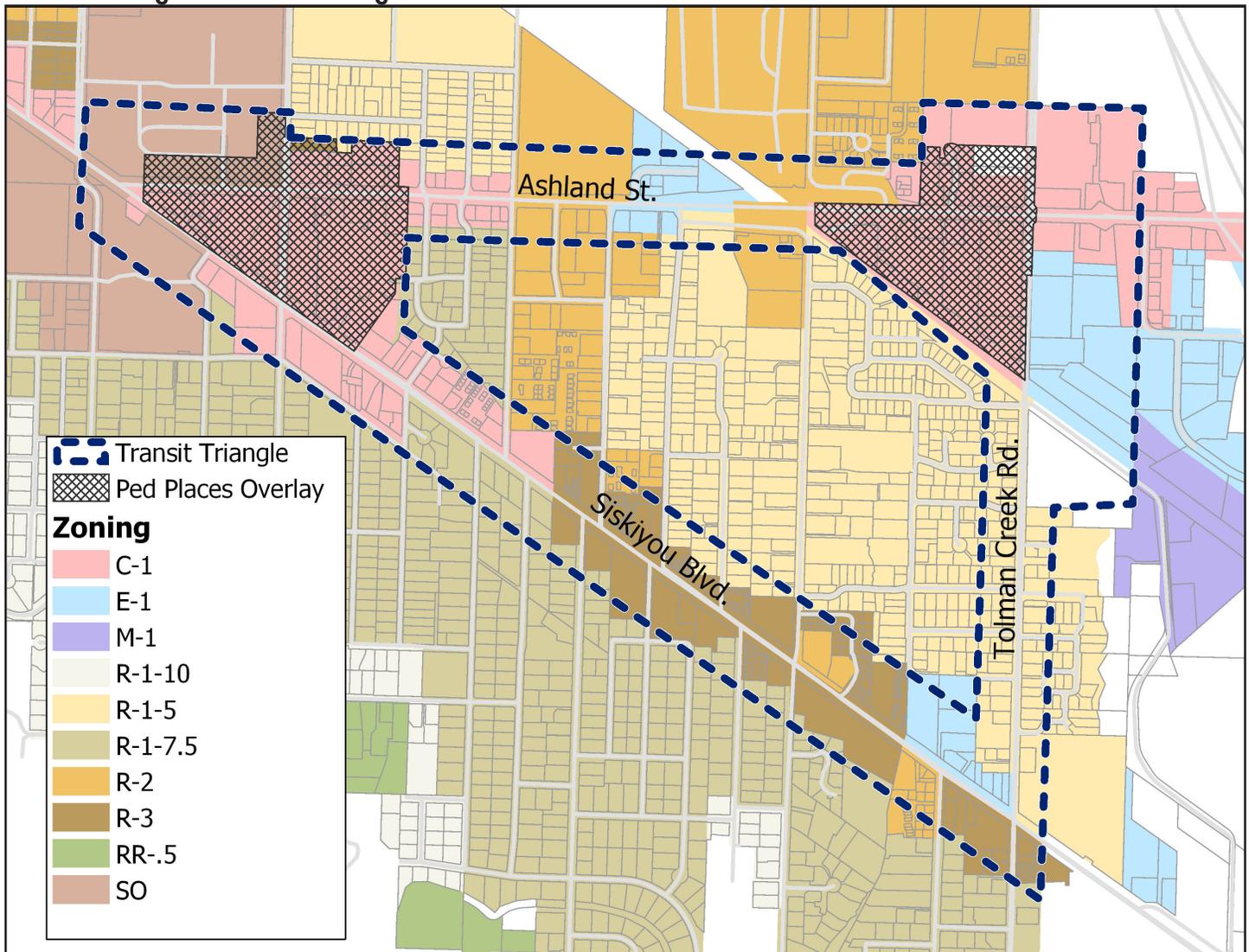
The Transit Triangle is comprised of Ashland Street along the north edge, Siskiyou Boulevard on the southwest side, and Tolman Creek Road on the eastern edge. This area includes opportunities for development of additional businesses and housing. Well established neighborhoods are within walking distance, and the area is served by the Rogue Valley Transportation District (RVTD).

Why is the Transit Triangle Important?

The City Council identified the Infill Strategies Project as one of three high priority long range planning projects in 2014. The project was described as:

“Create and analyze development scenarios accommodating varying levels of future employment and housing growth for the transit corridors in the southeast portion of the city. Identify strategies to encourage a concentration and mix of housing and jobs (i.e. transient-oriented development) and increase the desirability of the corridors for residential living.”

Current Zoning in the Transit Triangle



Previous Findings

Past developments adjacent to the bus route in the study area were primarily comprised of single-use, one story commercial buildings that did not include a residential component despite allowances in zoning allowing residential units.

To better understand why residential units were not being built, Fregonese Associates performed a return on investment analysis to examine the market feasibility of a variety of building types using the Envision Tomorrow model. The model incorporates land, construction and permitting costs, as well as the physical attributes of buildings allowed by the existing zoning and land use standards to produce achievable rents and sales prices for commercial space and residential units.

Issues

Several issues were found to exist under the current zoning and land use standards that limit commercial and residential development in the Transit Triangle, including:

- Projected commercial rents are too low to make new construction feasible.
- The residential unit rental rates are unfeasible because the rental rates exceed those of the current rental market.
- The projected dwelling units are primarily 1,000 square feet and larger.
- The rental rates exceed the amount a two-person household at median income can afford by 30 percent or more.

Further preliminary analysis determined that changes to land use and zoning standards, implemented in tandem with streetscape improvements, allowed for development that could feasibly achieve rents affordable to median income households.

Opportunities

Several opportunities exist in the Transit Triangle, making it an attractive area for future development and redevelopment. These opportunities include:

- RVTD Route 10 runs through the study area, providing convenient transit access.
- Vacant and redevelopable land.
- Well-established public facilities.
- Shopping, services, and neighborhoods within walking distance.

Existing Conditions in the Transit Triangle



Existing Goals, Strategies, and Plans

A variety of City Council goals and strategies, as well as adopted City plans, support the examination, discussion and consideration of a new approach to land use development and transportation systems in the Transit Triangle.

Applicable Council Goals:

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

13.2 Develop infill and compact urban form policies.

- Update infill strategy along major transportation corridors to promote housing and business development, as well as alternative transportation choices.

21. Be proactive in using best practices in infrastructure management and modernization.

21.2 Expand public transportation options.

Applicable Climate and Energy Action Plan (CEAP) Strategies

The CEAP includes strategies to address residential travel and the emissions associated with passenger cars and trucks. Strategies to reduce and replace these residential trips include:

- Promoting land use development patterns that utilize existing public infrastructure.
- Make using transit and alternate modes of transportation possible and desirable.

Applicable Economic Development Strategies

6. Provide appropriate land supplies for needed business growth/expansion with quality infrastructure to all commercial and employment lands.

6.5 Evaluate land availability for business expansion on lands on or adjacent to existing businesses.

6.6 Determine feasibility and cost/benefit for public purchase of key industrial lands to make “shovel ready” for re-sale for business development.

7. Manage physical development process to ensure understandable requirements with timely and predictable results while safeguarding and improving the quality of the environment and the community.

7.3 Consider changes to Land Use Development Code that may be inhibiting redevelopment or new construction.

Regional Problem Solving Element of the Comprehensive Plan

The City of Ashland did not identify any Urban Reserve Areas (URAs) through the regional planning process. Therefore, it is incumbent upon the City to increase efficiency in the use of land through concentration of housing in centrally located areas within the City UGB which are planned for future urban development. Promoting infill development along transit corridors provides alternatives to, or delays the need for, expansion of the City UGB.

Demographics

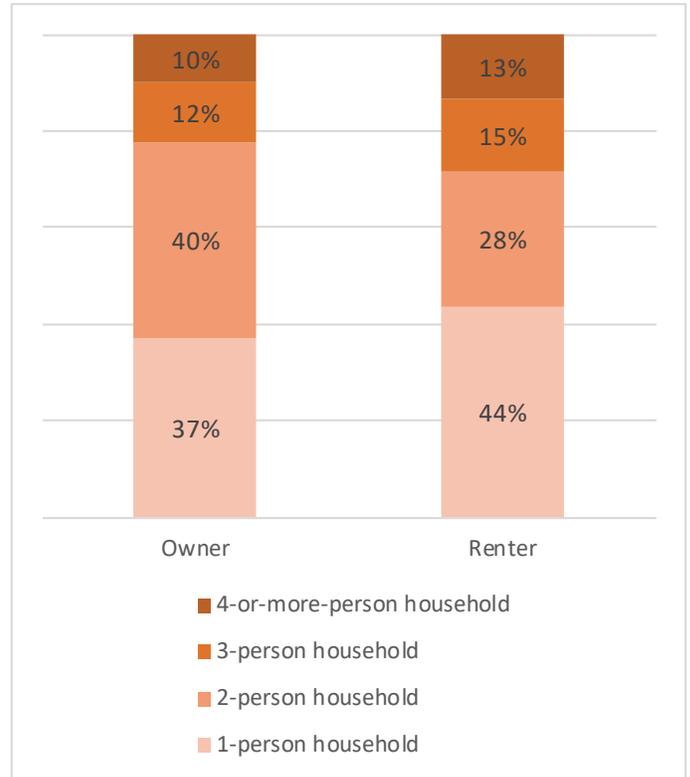
Ashland is changing, and certain segments of the current housing market are not well served by the existing housing pattern, which is predominantly single family. Notably, one- and two-person households, such as students and aging Boomers, comprise a large and growing segment of the housing market today.

Generational Housing Preferences

Ashland's population is largely comprised of young people and older adults. The population pyramid resembles an hourglass more so than a pyramid, reflecting a sizable proportion of people in their teens and early 20s, as well as those in their late 50s and 60s.

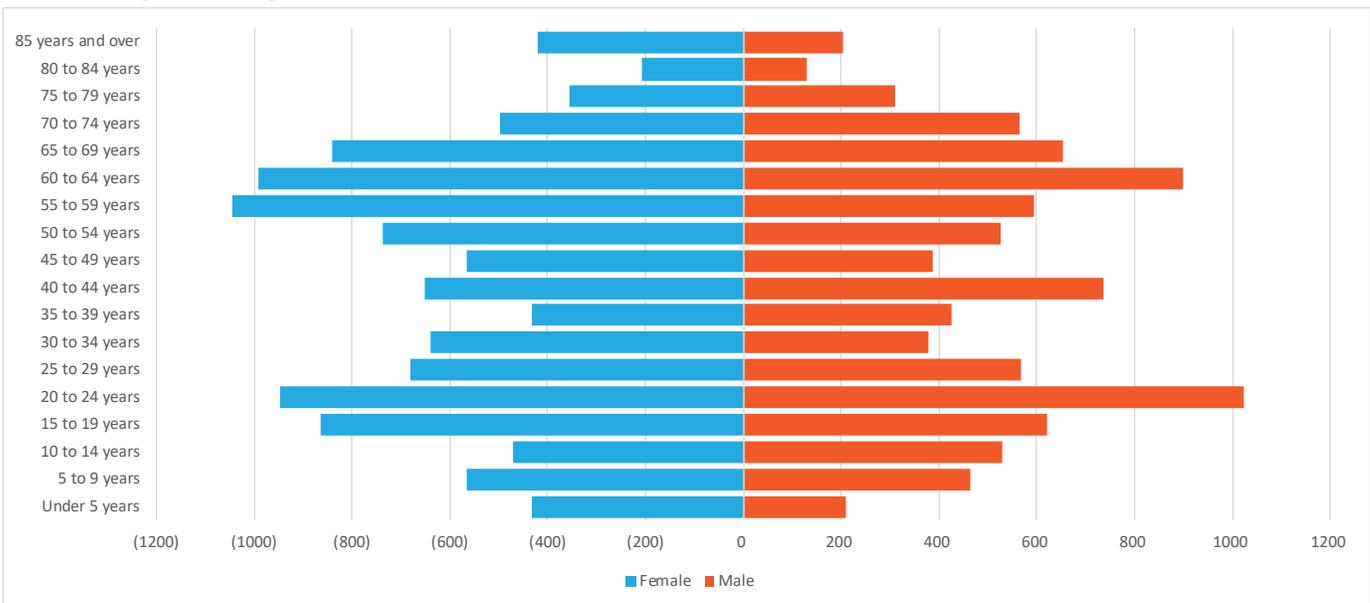
Similar to national trends, households in Ashland today are largely comprised of one and two people. This is reflective of the major population groups – young people and older adults without children. This is a long term national trend that is changing housing demand. Demand for smaller units, including compact single family, townhomes and apartments, is increasing.

Persons per Household by Tenure



Source: US Census, 2015 ACS (5-year Estimates)

Ashland Population Pyramid



Source: US Census, 2015 ACS (5-year Estimates)

Housing Affordability

It is possible to provide the capacity to produce market rate units that are affordable to persons at the median income or below. Fregonese Associates analysis showed that apartments are feasible, without subsidy, at rents of \$1,270 - \$1,295 per month, affordable to the median income household, as defined in Table 1. Units that are affordable below that rate would require an incentive or subsidy, though there are several tools the State has made available that could be used in Ashland for increased affordability, as discussed on page 13.

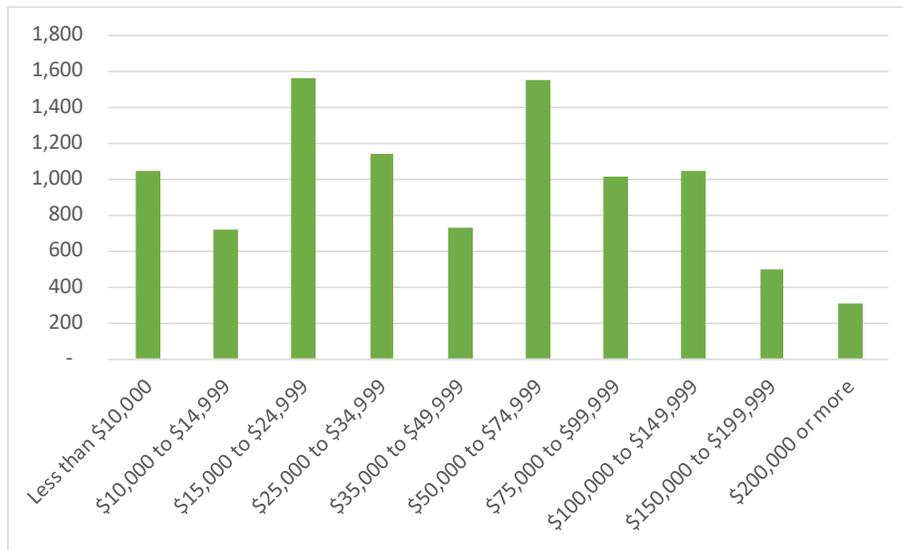
Table 1: Affordable Housing Income Limits by Family Size

Income Level	Number of Persons in Family							
	1	2	3	4	5	6	7	8+
Extremely Low Income (30%)	\$12,060	\$16,240	\$20,420	\$24,600	\$28,780	\$31,100	\$33,250	\$35,400
Low Income (50%)	\$18,800	\$21,450	\$24,150	\$26,800	\$28,950	\$31,100	\$33,250	\$35,400
Income at 60% of Median	\$22,560	\$25,740	\$28,980	\$32,340	\$34,740	\$37,320	\$39,900	\$42,480
Moderate Income (80%)	\$30,050	\$34,350	\$38,650	\$42,900	\$46,350	\$49,800	\$53,200	\$56,650
Median Income (100%)	\$37,600	\$42,900	\$48,300	\$53,600	\$57,900	\$62,200	\$66,500	\$70,800
Income at 120% of Median	\$45,120	\$51,480	\$57,960	\$64,320	\$69,480	\$74,640	\$79,800	\$84,960
Income at 130% of Median	\$48,880	\$55,770	\$62,790	\$69,680	\$75,270	\$80,860	\$86,450	\$92,040

Source: City of Ashland Affordable Housing Income Limits, May 2017 - May 2018

Demographics

Ashland Household Income

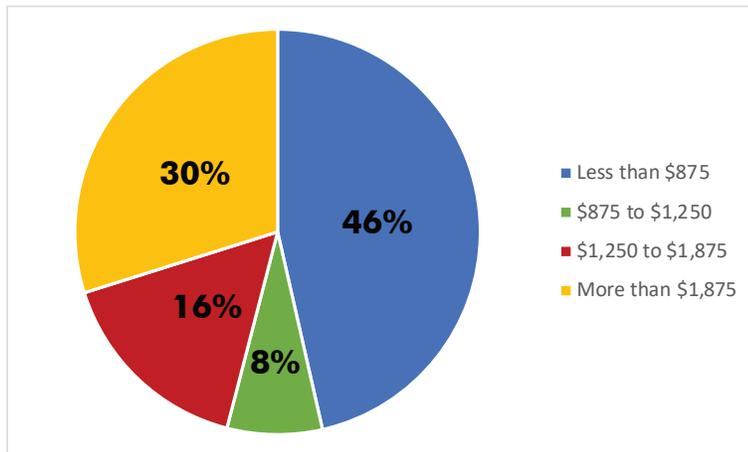


Source: US Census, 2015 ACS (5-year Estimates)

Median Income Comparisons

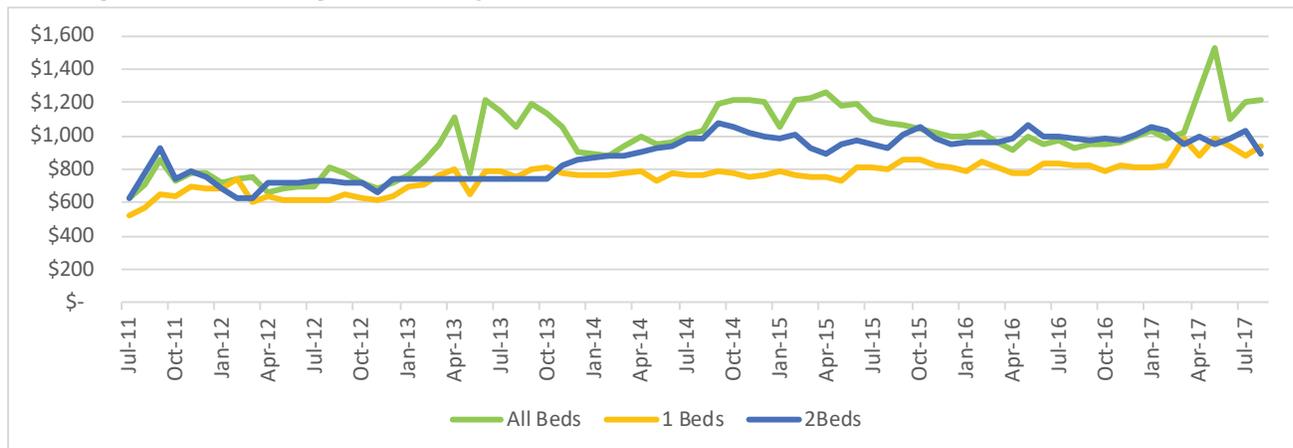
Ashland	\$45,704
Jackson Co.	\$44,028
Portland	\$55,003
Oregon	\$51,243

Ashland Household Incomes Converted to Affordable Monthly Rents (30%)



Source: US Census, 2015 ACS (5-year Estimates)

Monthly Rent Trends (July 2011 - August 2017)

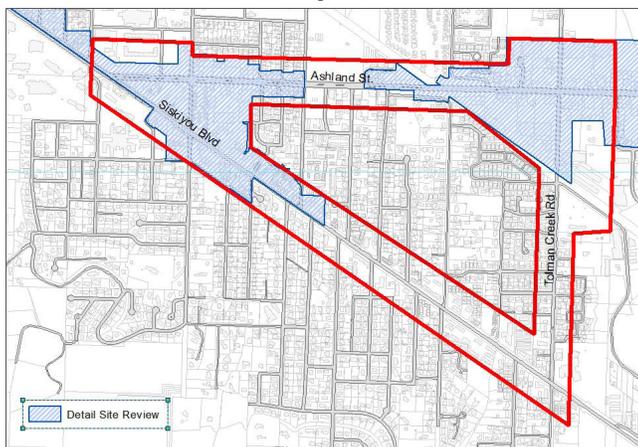


Source: Rent Jungle

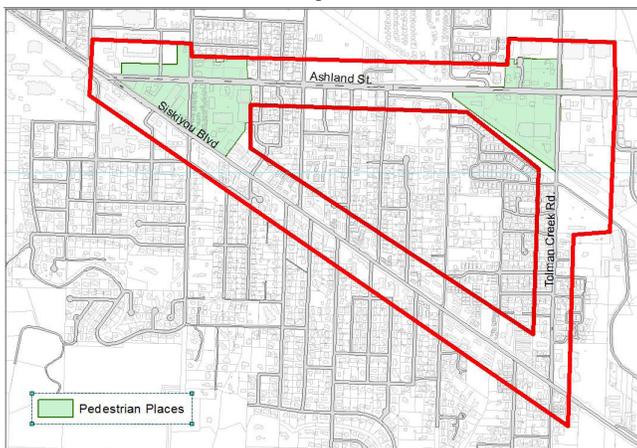
Zoning in the Transit Triangle

The transit triangle area is comprised of a variety of zones, but the primary (re)development opportunities are adjacent to the main roadways and are in the Commercial (C-1), Employment (E-1), High Density Multifamily (R-3) and Residential (R-2) zones. Most of Ashland Street and a portion of Siskiyou Boulevard and Tolman Creek Road are located in the Detail Site Review overlay. The areas surrounding the intersections of Ashland Street and Walker Avenue, and Ashland Street and Tolman Creek Road are also located in the Pedestrian Places overlay.

Detail Site Review Overlay



Pedestrian Places Overlay



Commercial (C-1)

The C-1 zone allows a range of commercial and residential uses, heights of up to 45 feet, including parapet, and residential densities of 30 dwelling units per acre.

Employment (E-1)

The E-1 zone also allows a range of commercial and residential uses, as well as light industrial uses, heights of up to 45 feet, including parapet, and residential densities of 15 dwelling units per acre.

High Density Multiple Family Residential Zone (R-3)

The R-3 zone allows single family and multi-family developments, heights up to two-and-a-half stories and residential densities of 20 units per acre. Like the other residential zones, uses such as parks, religious institutions and schools are also accommodated in the R-3 zone. Offices are allowed in the R-3 zone through the Conditional Use Permit (CUP) process.

Low Density Multiple Family Residential Zone (R-2)

The R-2 zone allows single family and multi-family developments, heights up to two-and-a-half stories and residential densities of 13.5 units per acre.

Zoning

Current Zoning Issues

Current zoning in the Transit Triangle was evaluated to determine if it can produce economical housing and mixed-use developments. The production of such housing is not feasible in any of the zones analyzed, based on existing zoning standards (Table 2). The current code encourages the development of large apartments, townhomes and condominiums at low density, contrary to the realities of developing mixed-use infill housing in a city that has the costs found in Ashland.

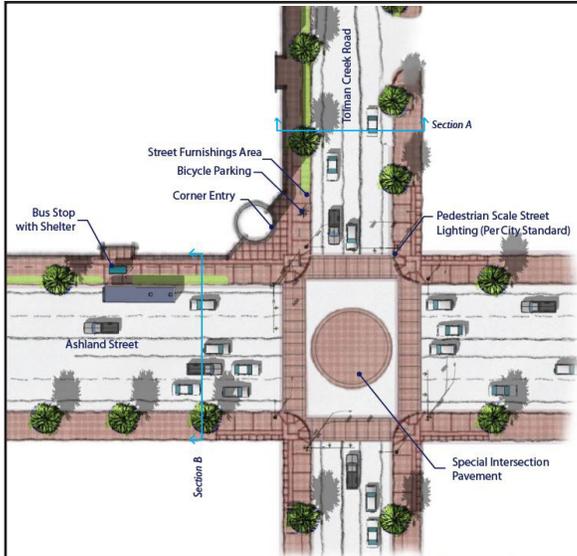
Table 2: Current Standards for Zones within Transit Triangle

Current Zoning	R-2	R-3	E-1	C-1
Height	35 ft or 2.5 stories	35 ft or 2.5 stories	45 ft	45 ft
Parking Requirements	1-2 per unit	1-2 per unit	2 per 1,000 sq ft (office)	2.8 per 1,000 sq ft (retail)
Allowed Residential Density	13.5 DU/Acre	20 DU/Acre	15 DU/Acre	30 DU/Acre
Landscape Area	35%	25%	15%	15%
Lot Coverage	65%	75%	85%	85%

Source: City of Ashland Land Use Ordinance

Streetscape and Transit Improvements

Proposed streetscape improvements to Ashland Street & Tolman Creek Road



Streetscape Improvements

Streetscape improvements within the Transit Triangle, such as traffic calming, safer and shorter crossings, bike lanes, on-street parking, and street lights and trees, would increase walkability, desirability and safety in the area. Increased desirability translates into increased demand from a wider demographic cross section, and this increased demand leads to higher achievable rents and expanded investment opportunities.

These improvements are just some of the many urban amenities that increase the value of nearby housing, along with retail, parks, transit, and bike facilities. Streetscape enhancements should be implemented alongside land use and zoning standard updates to achieve the feasible rents demonstrated by Fregonese Associates analysis.

RVTD Route 10



Transit Improvements

The Transit Triangle is served by Rogue Valley Transportation District (RVT) Route 10. RVT recently made service enhancements and, as a result, Route 10 now provides 20 minute service from 7am-5pm (Monday-Friday) and 30 minute service for the remainder of the day (5am-7am and 5pm-7pm, Monday - Friday). Route 10 also includes service on Saturdays at hour intervals. Route 10 provides the highest ridership in the RVT system (50 percent of all RVT riders) and the Bi-Mart stop on Tolman Creek Road is one of the most used stops system wide.

The State of Oregon recently passed a \$5.3 billion transportation bill, which will, in part, be used to improve transit service and access across the state. RVT has developed a number of proposals that will dramatically improve transit service in Ashland. The City should be proactive in partnering with RVT to determine new routes and stops as transit improvements are made.

Building Solutions

Fregonese Associates created and modeled a mixed-use building prototype for an existing property at the corner of Park Street and Ashland Street. This study reveals what a specific project would look like on a real site.

- **Height** – The building represents a modern three-story building, which would permit up to a 42 foot height for a building with three floors. This height is permitted because the first floor in modern mixed-use buildings is often very high - 14 to 16 feet. The roof may also have a parapet, which allows the roof to be used for outdoor facilities, such as a deck or even a small pool.
- **Landscaping** – 20% landscaping.
- **Unit limit** – No unit limit (determined by FAR rather than unit count)
- **Parking** – One parking space per unit; No parking required for the on-site retail up to 1,250 square feet.
- **Unit size** – The building has 650 to 700 square foot apartment units and a small amount of retail on the Ashland Street frontage.

An analysis was conducted with three, four and five story buildings. Tables 3 and 4 illustrate the results for the height experiment as they pertain to dwelling units per acre and average rents.

The height increase adds density - up to 35% more units per acre. There is no change in monthly rents between the stepback design and the standard design. However, research indicates that buildings with stepbacks are more expensive and complex to construct because of load bearing issues. This additional cost is not reflected in the model.

The three-story development, with stepback, would be suitable in R-2 and R-3 zones, and the four-story (50 ft. maximum height) development would be suitable in the C-1 and E-1 zones. These four-story developments will have a stepback only when adjacent to a residential zone. Due to concerns about a cost increase associated with constructing a stepback, articulation may be used in lieu of a stepback to reduce building mass.

Table 3: Dwelling Units per Acre

Stories	DU/Acre with Stepback	DU/Acre without Stepback
3	44.5	48.7
4	51.1	55
5	56.2	60

Table 4: Average Monthly Rents

Stories	Average Monthly Rent (with and without Stepback)
3	\$1,295
4	\$1,282
5	\$1,270

Original Ross Johnson site



Visualization of three-story building with stepback on Ross Johnson site



Implementation

Recommended Zoning Changes

Current zoning issues can be addressed through the implementation of an Ashland Transit Triangle Overlay for the area, supplanting and extending the existing Pedestrian Place Overlay. The provision would allow the more economical development styles that were modeled.

The Ashland Transit Triangle Overlay would be intended to direct and encourage development of small, walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities, situated and designed in a way to encourage walking, bicycling, and transit use.

Example of a three-story building with stepback



Example of a three-story building with articulation



The following changes would be instituted:

In the R2 and R3 zones:

- 1) Allow 3 story buildings with stepback or articulation
- 2) Reduce landscaping to 20%
- 3) Limit building intensity by FAR regulation to 1.25, rather than units per acre
- 4) Allow limited mixed-use
- 5) Reduce parking for apartments less than 800 sq. ft. to 1 space per unit
- 6) Do not require parking in mixed use buildings for the first 1,250 square feet of commercial use

In the C1 and E1 zones:

- 1) Allow 4 story buildings with a stepback or articulation if adjacent to residential zones
- 2) Landscaping remains at 15%
- 3) Limit building intensity by FAR to 1.5 FAR
- 4) Encourage mixed-use
- 5) Reduce parking for apartments less than 800 sq. ft. to 1 space per unit
- 6) Do not require parking in mixed use buildings for the first 1,250 square feet of commercial use

In addition, require new supplemental design standards to build a more walkable street environment.

For details, see the attached draft ordinance.

Articulation vs. Stepbacks

While stepbacks are an effective method of reducing building mass, they are often expensive to implement, due to higher construction costs. Articulation is an alternative design approach that also reduces building mass, with the added benefit of being more feasible while accomplishing the same goal.

Providing Affordable Units in the Ashland Transit Triangle

As part of changing the zoning in the Ashland Transit Triangle, the City should adopt a Vertical Housing Development Zone (VHDZ) within the area. A VHDZ is designed to encourage the private sector to build higher-density mixed-use development in targeted areas of a city, and provides a partial tax exemption on increased property value for qualified projects. We are recommending that Ashland implement a VHDZ with a tax exemption only available to developments with at least 20 percent of units affordable at 80 percent median family income.

Qualified new development projects within a VHDZ are eligible to receive a 10-year property tax exemption on the value of new construction or rehabilitation for 20 percent per residential floor for the floors above ground floor commercial, as permitted by zoning. Total property tax abatement of the new construction is limited to no more than 80 percent.

The City of Milwaukie recently adopted a VHDZ to incentivize higher density, mixed-use development in their core and near transit, to increase the number of residents and businesses in the downtown area, and to increase housing affordability and access to affordable housing. The first project eligible for the Vertical Housing Tax Credit will break ground in Downtown Milwaukie in March 2018.

Other cities that have successfully implemented a VHDZ include Oregon City, Forest Grove, Grants Pass, Roseburg, and Hillsboro.

In addition to the VHDZ, many new affordable housing tools were made available by the State in the 2016 legislative session.

The tools include:

- 1) Inclusionary units can be 20% of units for projects of 20 units or more.
- 2) The income standard is 80% AMFI.
- 3) The City must provide the developer an option to pay a fee-in-lieu of the affordable units.
- 4) The City must offer one of the following financial incentives:
 - a. Fee waivers*
 - b. SDC waivers*
 - c. Finance based incentives
 - d. Property tax exemptions
- 5) The City can offer a series of zoning incentives:
 - a. Density adjustments*
 - b. Expedited service for local permitting processes
 - c. Modification of height, floor area or other site-specific requirements
 - d. Other incentives as determined by the city or county

The legislation also allows the City to impose a 1% construction excise tax to fund affordable housing, which is a tax on the permit value of new construction. Additionally, some exemptions can be made, including exemptions for affordable housing development.

**City currently provides these incentives*

Community Outreach

Public Involvement

Community engagement and input has been an essential part of the Transit Triangle planning process. The public involvement process has included:

- Several rounds of stakeholder and developer interviews
- Developer roundtables
- A Community Open House
- Online outreach and surveys (full survey results may be found attached to this report)
- Four Planning Commission briefings
- A City Council work session

The community's participation during the planning process helped shape the overarching vision and community values for the Transit Triangle, which ultimately guides the recommended strategies in the Plan.

Many posters, including those below, provided information for attendees at the Community Open House.

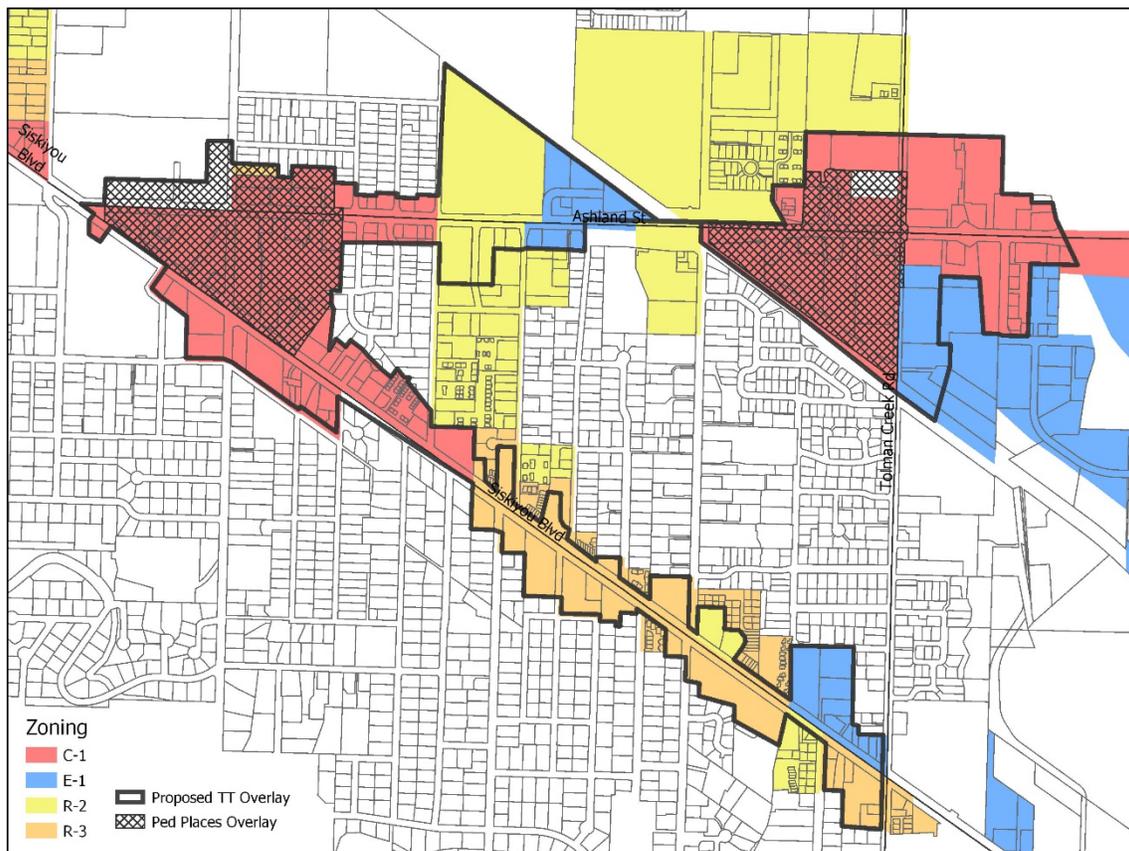
The image displays three informational posters. The first poster, titled 'VISUALIZING THE FUTURE', features three 'Before and After' photo pairs for the Ashland Vet Site, Ross Johnson Site, and Tolman Creek Rd. & Ashland St. Site, showing the transition from current open lots to proposed multi-story buildings. The second poster, 'RECOMMENDED ZONING CHANGES', details the goals of the Transit Triangle Overlay and lists specific regulations for C1 and EI zones, such as allowing 4-story buildings with setbacks and limiting parking. It also includes a map of the proposed Transit Triangle Overlay area. The third poster, 'AFFORDABLE HOUSING', discusses zoning changes in the Ashland Transit Triangle and lists various incentives and exemptions available to developers, accompanied by photos of existing affordable housing projects like 'The Orchards' and 'Stellar Apartments'.

18.3.12.070 Ashland Transit Triangle Overlay

A. Purpose. The Ashland Transit Triangle Overlay is intended to direct and encourage development of small walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities situated and designed in a way to encourage walking, bicycling, and transit use.

B. Applicability.

1. This section applies to properties designated as Transit Triangle overlay on the Site Design Zones map, as included below:



2. Review Procedure. The Ashland Transit Triangle Overlay requirements apply to proposed development located in the Ashland Transit Triangle Overlay that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings and associated accessory structures and uses. The provisions of the

Ashland Transit Triangle Overlay supplement those of the applicable base zoning district and other applicable ordinance requirements.

3. Standards for buildings in the Transit Triangle Overlay.

All buildings and uses require Basic, Detail Site Review and Large Scale Development Site Design and Use Standards shall be applicable in accordance with Chapter 18.4 except as provided in this section

C. Development Standards. The following standards shall apply to development in the Ashland Transit Triangle overlay in addition to all applicable provisions of this ordinance.

1. Building Setbacks. The solar access setback in chapter [18.4.8](#) Solar Access applies only to those lots abutting a residential zone to the north.

2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter [18.4.4](#) Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

3. Parking for Residential Dwellings. Residential dwellings in the Ashland Transit Triangle Overlay of less than 800 square feet are required to provide one off street parking space per unit, rather than the parking required in Section 18.96

D. Development Standards in R-2 and R-3 Zones. The following standards apply to development located in the Transit Triangle Overlay and a R-2 or R-3 zone, in addition to all applicable provisions of this ordinance.

1. Special Permitted Uses. In addition to the permitted uses in the underlying residential zone, the following uses and their accessory uses are permitted subject to the requirements of this section.

- a) Professional, financial, business and medical offices, and personal service establishments.
- b) Stores, shops, and offices supplying commodities or performing services.
- c) Restaurants.

2. Parking. No parking is required for the first 1,250 square feet of retail or restaurant use per acre of development site.

3. Development Standards and Limitations.

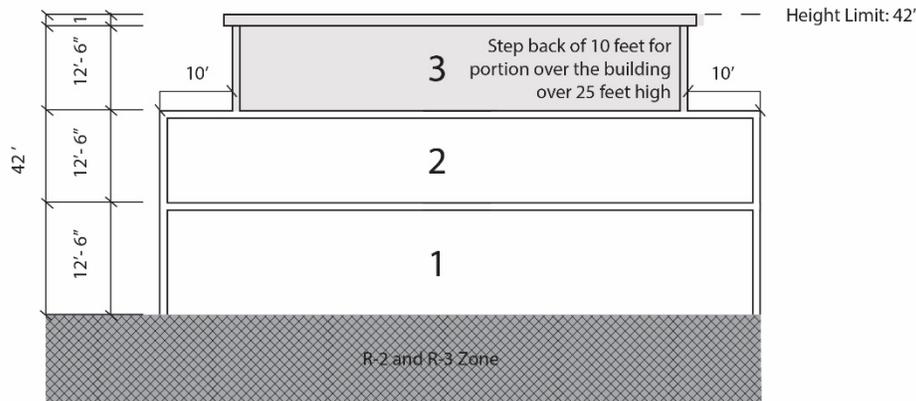
- a) The maximum gross floor area occupied by a special permitted use shall be 60 square feet for every residential dwelling unit developed on the site.
- b) Special permitted uses shall be allowed in a building or in a group of buildings including a mixture of businesses and housing. At least 50 percent of the total gross floor area of a building, or of where there is more than one building on a site, 50 percent of the total lot area including accessory uses such as parking, landscaping and public space, shall be designated for residential uses.
- c) The development shall meet the minimum housing density requirements of the underlying zone.
- d) Mixed-use buildings shall be setback not more than five 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.
- e) Mixed-use 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.

E. Development density standards in R-2 and R-3 zones

1. For the R-2 and R-3 zones the following standards.

- a) Maximum height permitted in 42 feet, and no more than 3 stories.
- b) Attention needs to be given to scale, massing, and facade design so as to reduce the effect of large single building masses. Reduction of building mass can be accomplished through a step back of 10 feet for that portion of the building that is over 25 feet high.
- c) In lieu of a stepback, articulation, offsets, setbacks, angles or curves of facades may be used. Articulation is required to include at least 25% of building frontage, with at least 10 feet of offset.





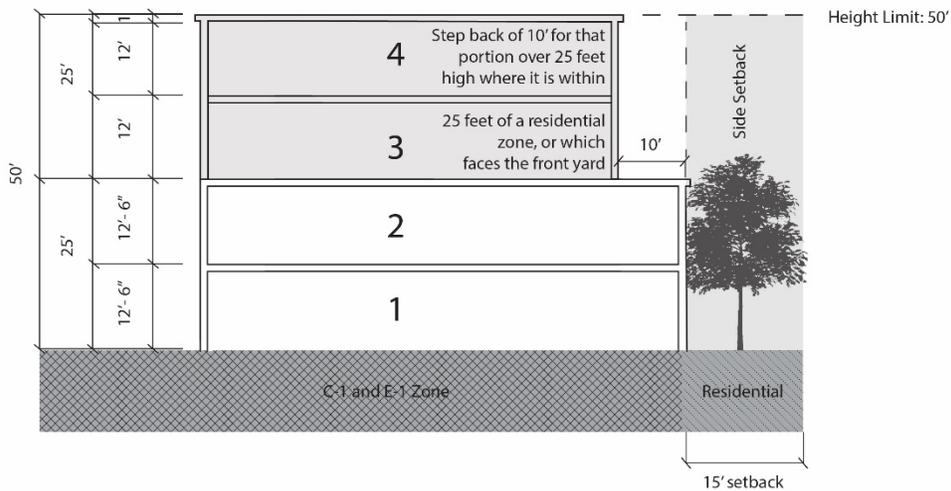
- d) Maximum Floor Area Ratio (FAR) of 1.25
- e) Minimum FAR is 1.0 in the Transit Triangle Overlay
- f) A least 20% of the site is required to be landscaped according to the standards of the Ashland Land Use Ordinance.
- g) No parking required for the first 1,250 square feet of retail or restaurant (per acre) if in a mixed use building.
- h) Any residential units developed under this section shall be long term rental units only (greater than 30 day lease). Condominiums and short term rental of units built under this section are not permitted.

F. Development Standards in C-1 and E-1 Zones. The following standards apply to development located in the Transit Triangle Overlay and a C-1 or E-1 zone, in addition to all applicable provisions of this ordinance.

1. Parking. No parking is required for the first 1,250 square feet of retail or restaurant use per acre of development site.

2. Development Standards and Limitations.

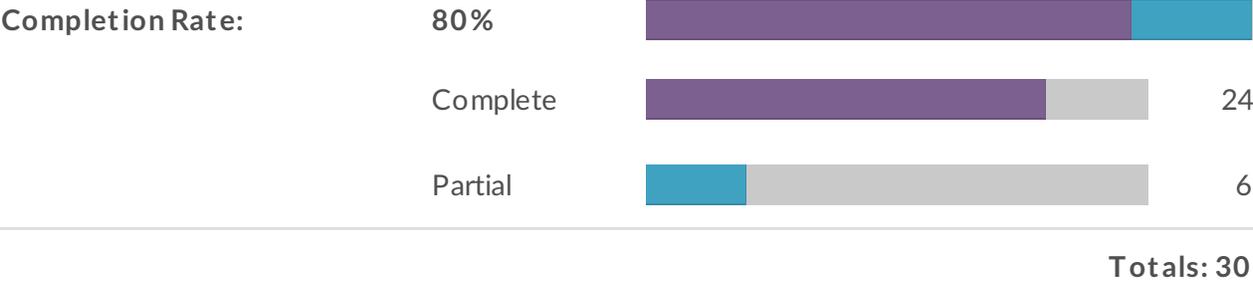
- a) Maximum height of 50 feet permitted, and no more than 4 stories
- b) Attention needs to be given to scale, massing, and facade design so as to reduce the effect of large single building masses. Reduction of building mass can be accomplished through a ground-floor setback of 15 feet, and a step back of 10' for that portion over 25 feet high where it is within 25 feet of a residential zone, or which faces the front yard.
- c) In lieu of a stepback, articulation, offsets, setbacks, angles or curves of facades may be used. Articulation is required to include at least 25% of building frontage, with at least 10 feet of offset.



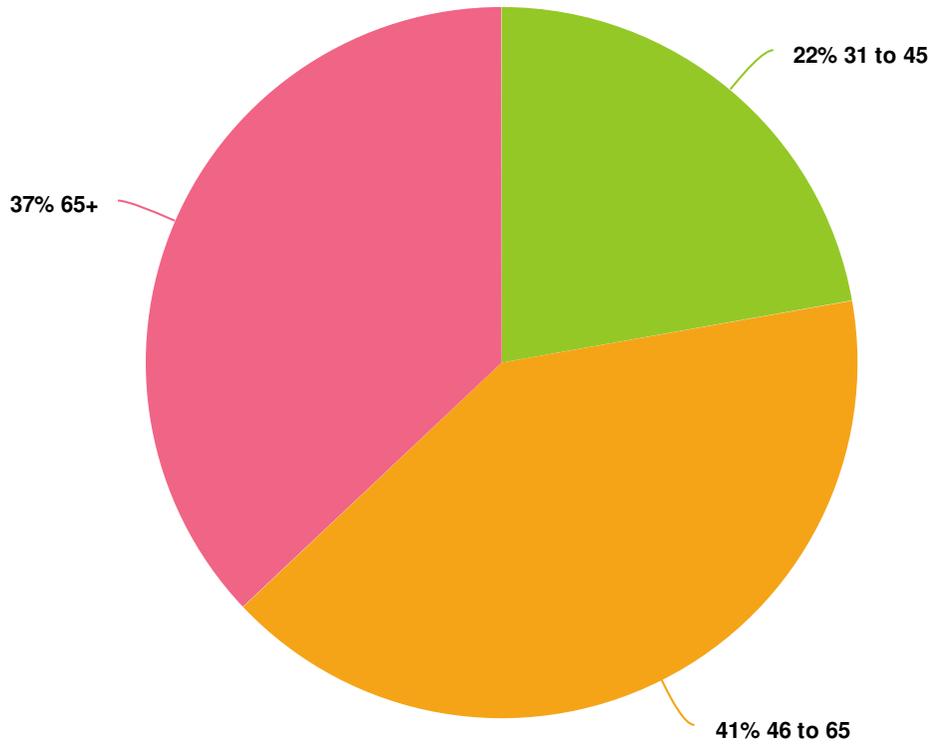
- d) A maximum density of 1.5 FAR is permitted.
- e) A least 15% of the site is required to be landscaped according to the standards of the Ashland Land Use Ordinance.
- f) No parking required for the first 1,250 square feet of retail or restaurant (per acre) if in a mixed use building.
- g) Any residential units developed under this section shall be long term rental units only (greater than 30 day lease). Condominiums and short term rental of units built under this section are not permitted.

Report for Ashland Transit Triangle Survey

Response Counts



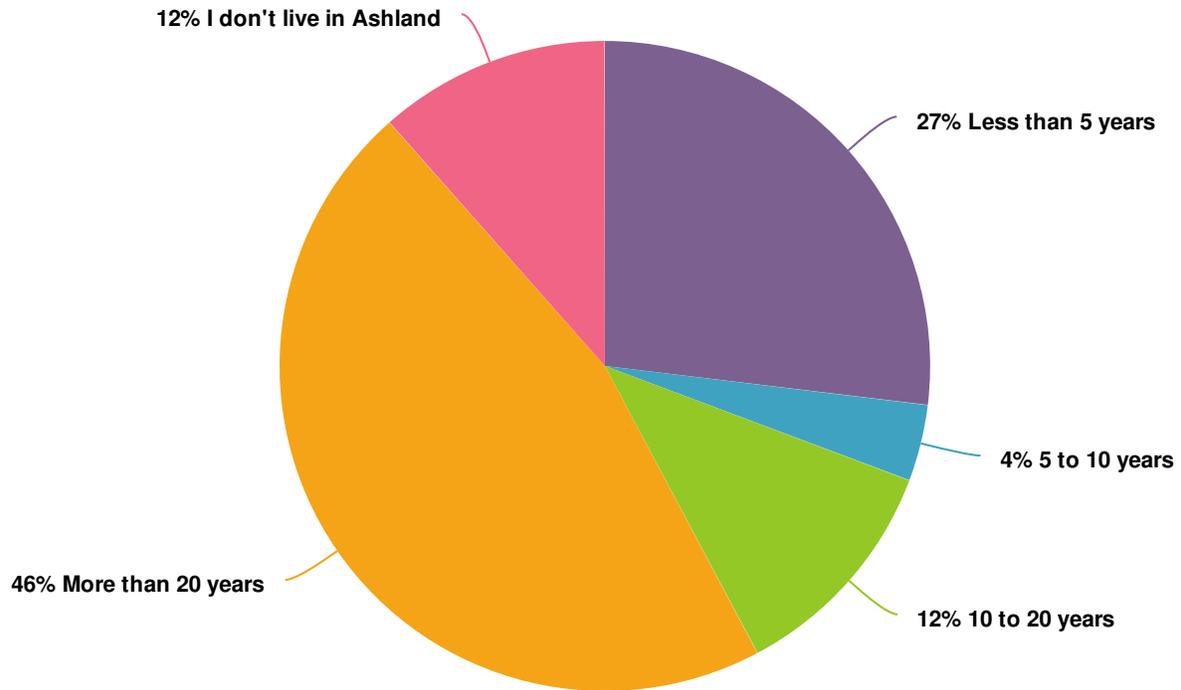
1. How old are you?



Value		Percent	Responses
31 to 45		22.2%	6
46 to 65		40.7%	11
65+		37.0%	10

Totals: 27

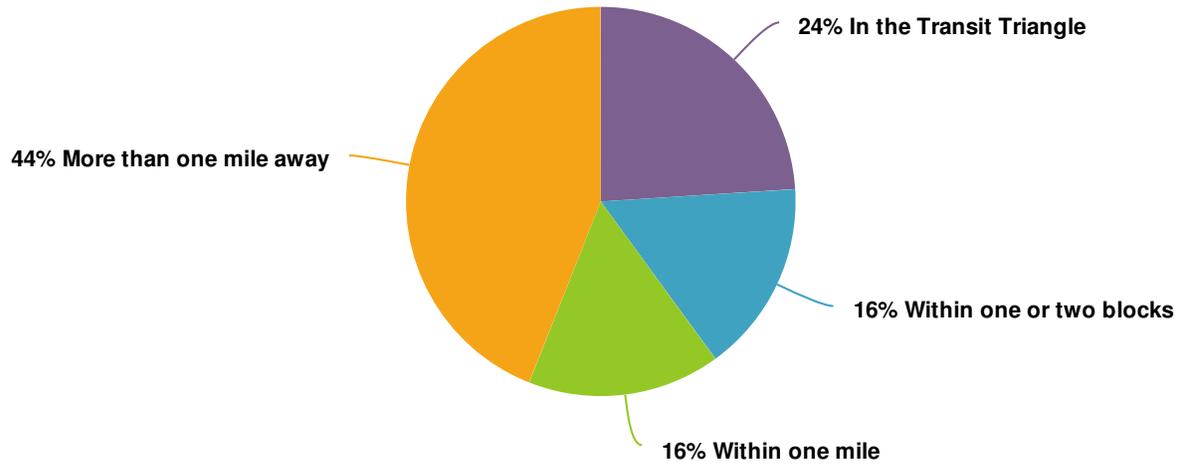
2. How long have you lived in Ashland?

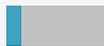


Value	Percent	Responses
Less than 5 years	26.9%	7
5 to 10 years	3.8%	1
10 to 20 years	11.5%	3
More than 20 years	46.2%	12
I don't live in Ashland	11.5%	3

Totals: 26

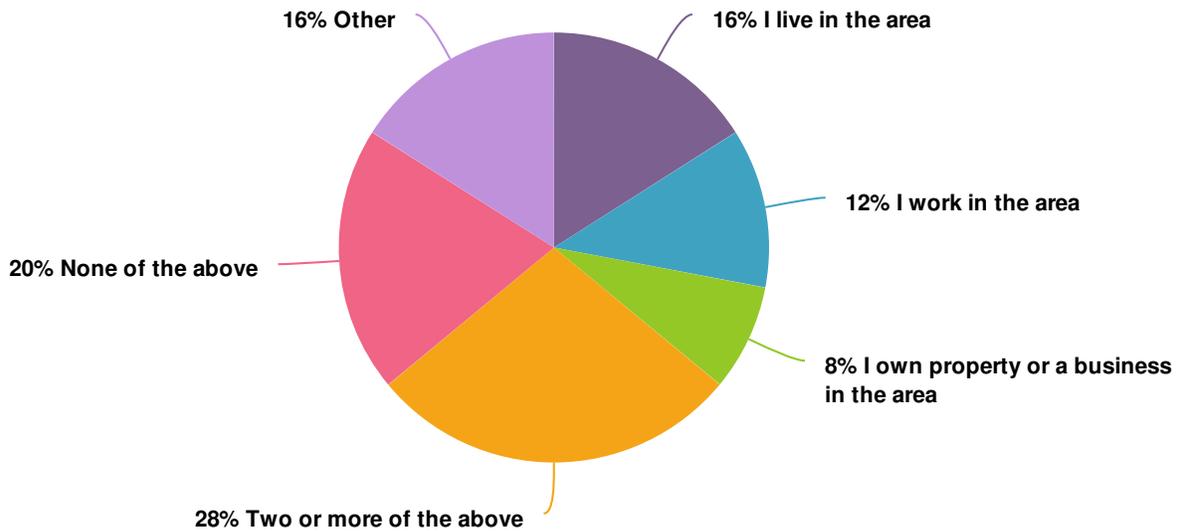
3. How close do you live to the Transit Triangle?



Value		Percent	Responses
In the T ransit T riangle		24.0%	6
Within one or two blocks		16.0%	4
Within one mile		16.0%	4
More than one mile away		44.0%	11

Totals: 25

4. What is your connection to the Transit Triangle?

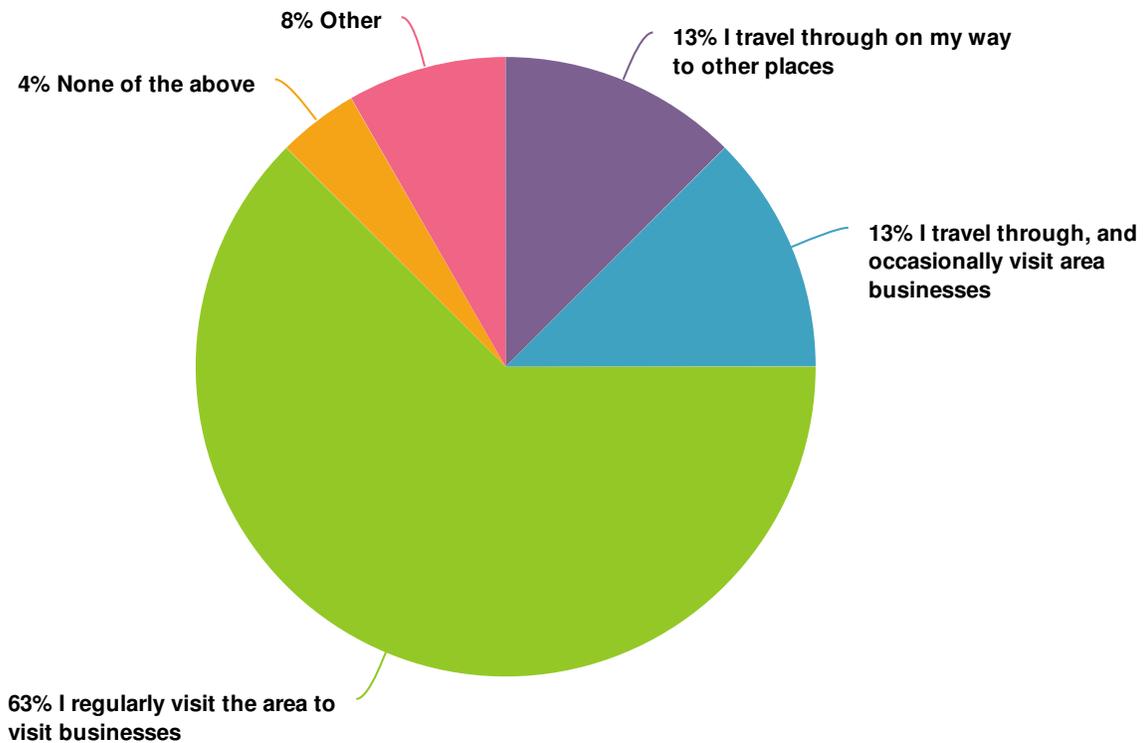


Value	Percent	Responses
I live in the area	16.0%	4
I work in the area	12.0%	3
I own property or a business in the area	8.0%	2
Two or more of the above	28.0%	7
None of the above	20.0%	5
Other	16.0%	4

Totals: 25

Other	Count
I sit on the Housing and Human Service Commission and am interested in policy and planning issues that affect those living in Ashland.	1
Local Architect	1
Planning Consultant; family lives adjacent to transit triangle	1
Totals	3

5. How do you use the Transit Triangle area?



Value	Percent	Responses
I travel through on my way to other places	12.5%	3
I travel through, and occasionally visit area businesses	12.5%	3
I regularly visit the area to visit businesses	62.5%	15
None of the above	4.2%	1
Other	8.3%	2

Totals: 24

Other**Count**

University Staff

1

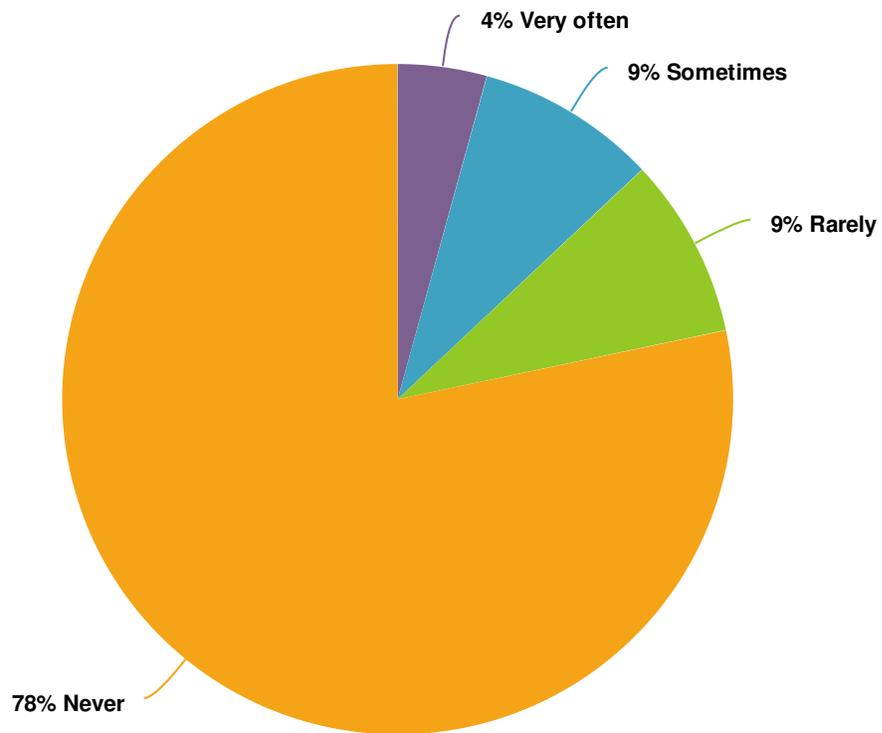
own undeveloped property in triangle

1

Totals

2

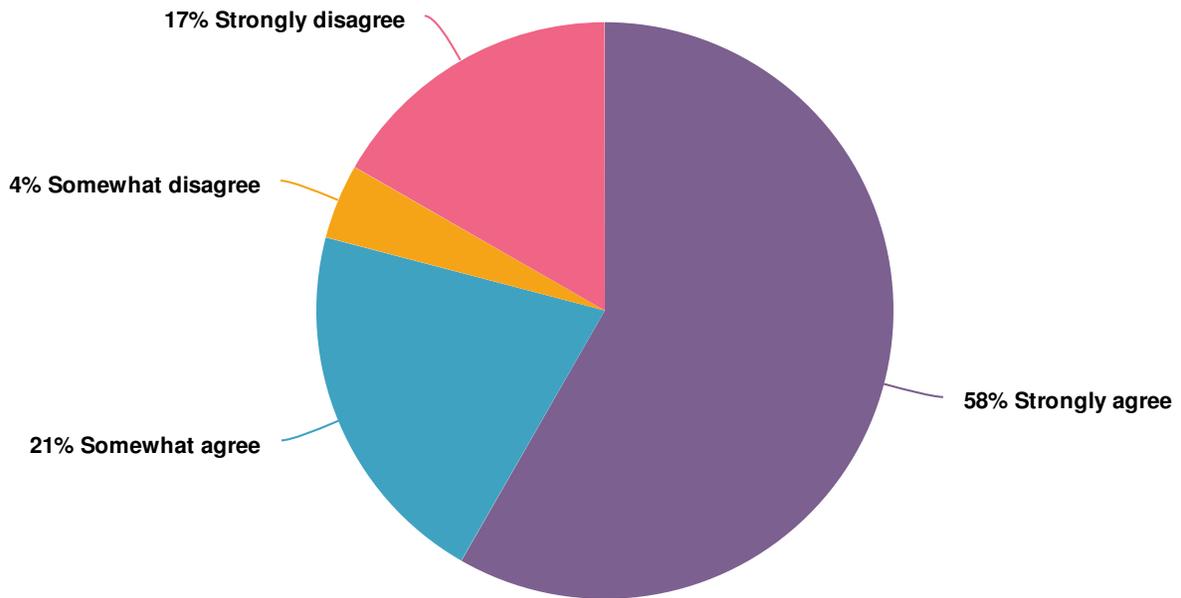
6. How often do you use RVTD Route 10?



Value		Percent	Responses
Very often		4.3%	1
Sometimes		8.7%	2
Rarely		8.7%	2
Never		78.3%	18

Totals: 23

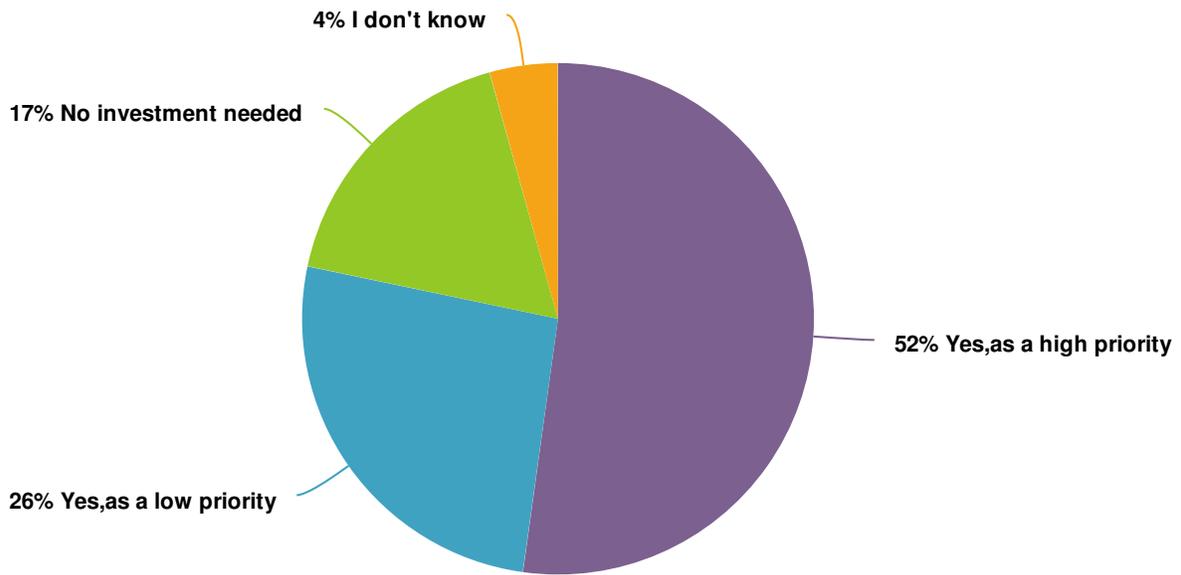
7. The Transit Triangle is a good place for more businesses and other destinations

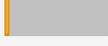


Value	Percent	Responses
Strongly agree	58.3%	14
Somewhat agree	20.8%	5
Somewhat disagree	4.2%	1
Strongly disagree	16.7%	4

Totals: 24

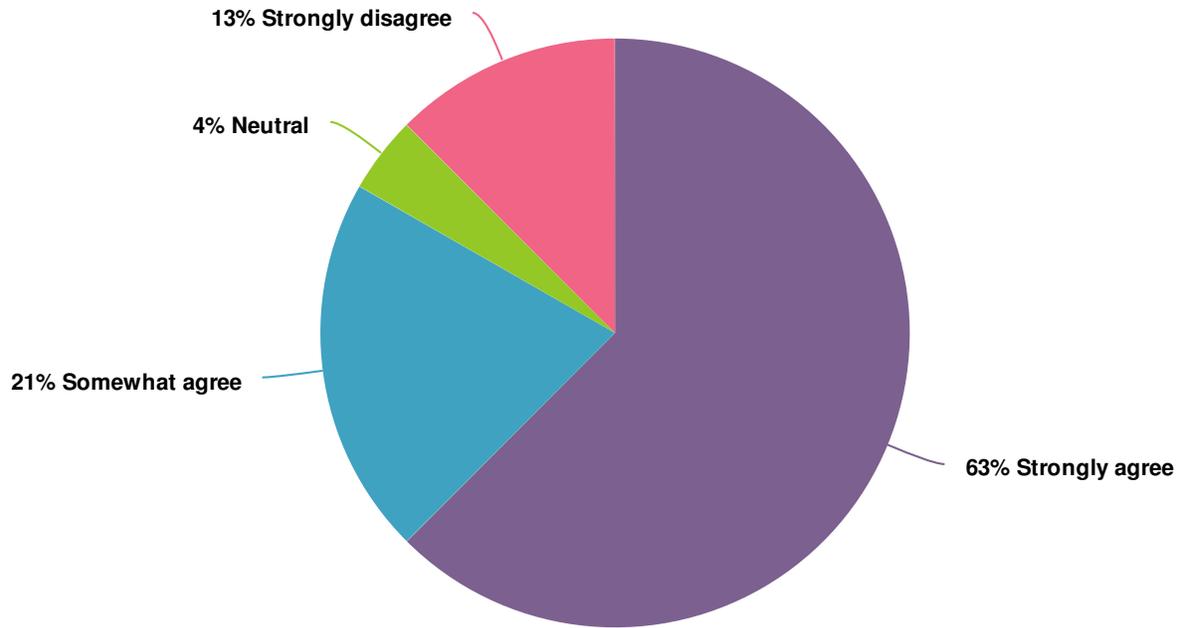
8. Should we invest in sidewalks, bike routes, and more crossings to improve safety in the Transit Triangle?



Value		Percent	Responses
Yes, as a high priority		52.2%	12
Yes, as a low priority		26.1%	6
No investment needed		17.4%	4
I don't know		4.3%	1

Totals: 23

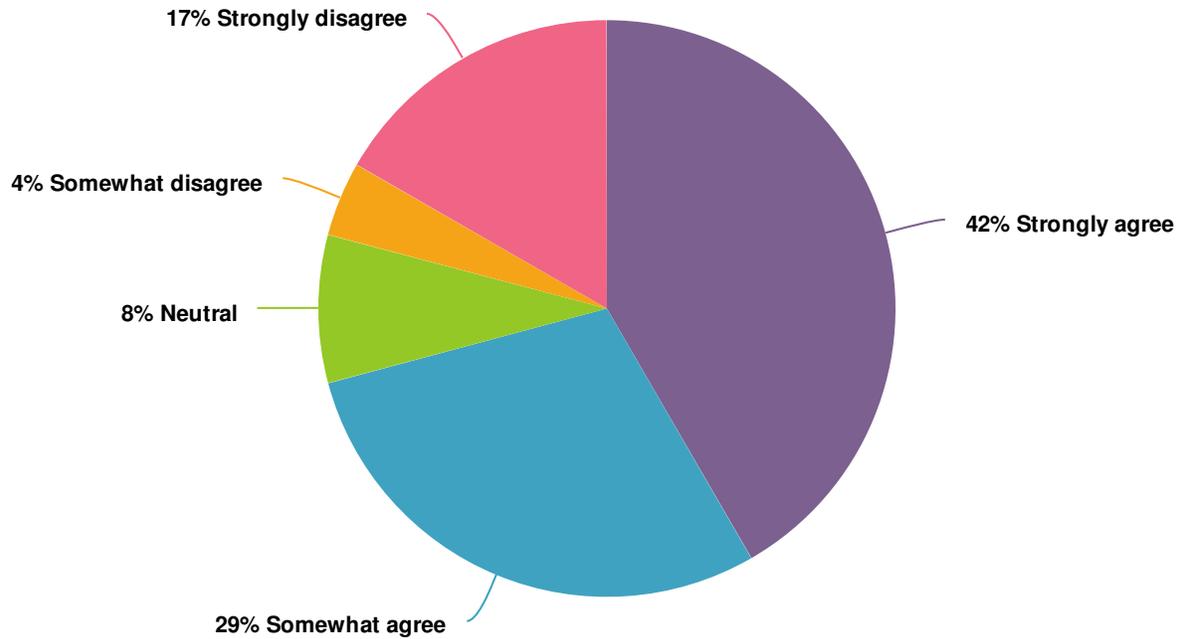
9. The Transit Triangle is a good place for more housing



Value		Percent	Responses
Strongly agree		62.5%	15
Somewhat agree		20.8%	5
Neutral		4.2%	1
Strongly disagree		12.5%	3

Totals: 24

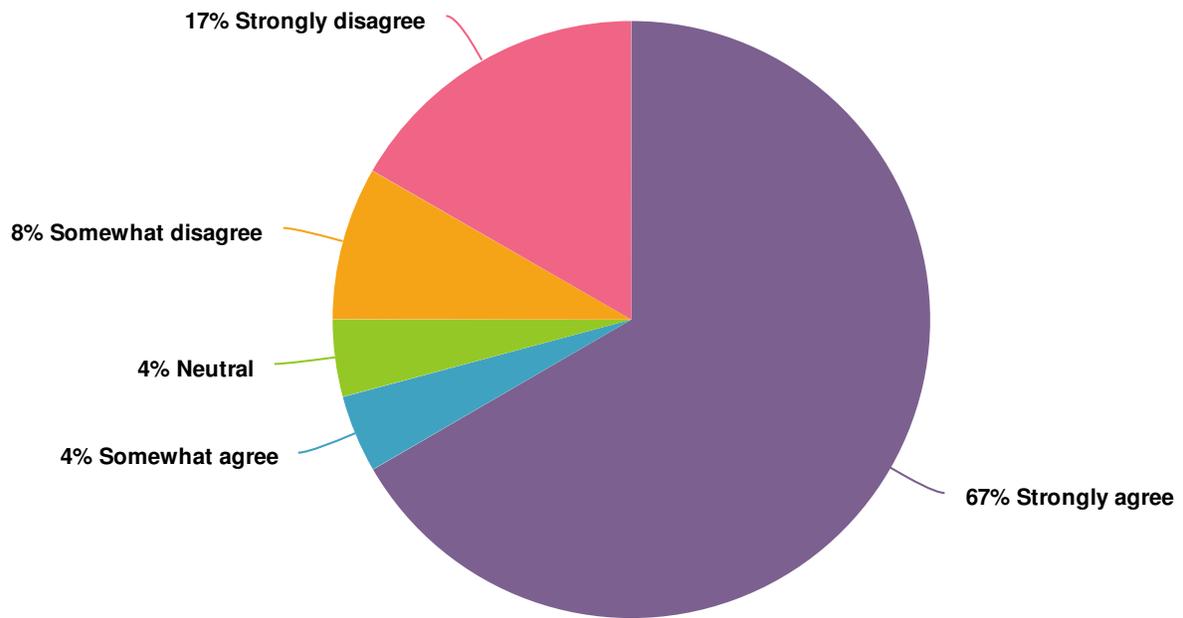
10. It is important to provide affordable housing in the Transit Triangle



Value		Percent	Responses
Strongly agree		41.7%	10
Somewhat agree		29.2%	7
Neutral		8.3%	2
Somewhat disagree		4.2%	1
Strongly disagree		16.7%	4

Totals: 24

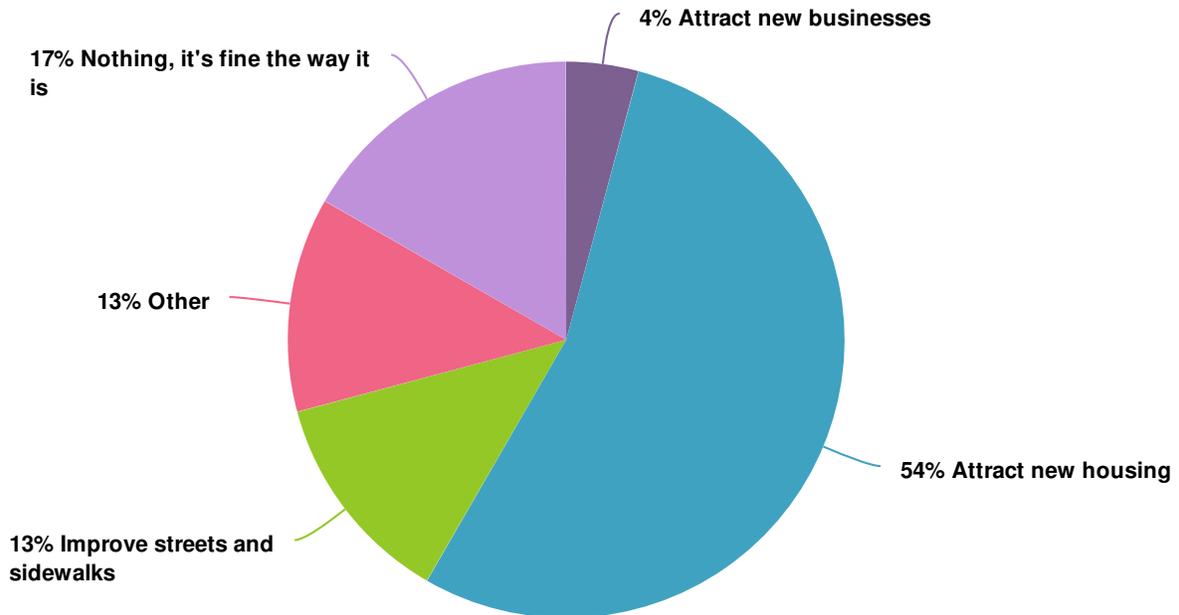
11. Are you in favor of 3-4 story, mixed-use development in the Transit Triangle?



Value	Percent	Responses
Strongly agree	66.7%	16
Somewhat agree	4.2%	1
Neutral	4.2%	1
Somewhat disagree	8.3%	2
Strongly disagree	16.7%	4

Totals: 24

12. If you could do just one thing for the Transit Triangle, what would be your top priority?

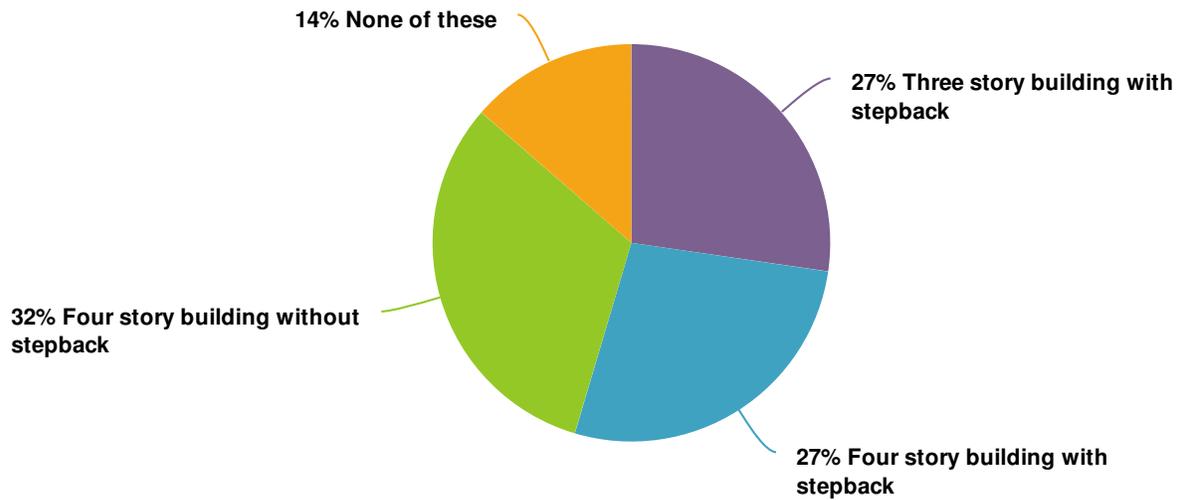


Value	Percent	Responses
Attract new businesses	4.2%	1
Attract new housing	54.2%	13
Improve streets and sidewalks	12.5%	3
Other	12.5%	3
Nothing, it's fine the way it is	16.7%	4

Totals: 24

Other	Count
Attract new businesses and housing	1
Improve infrastructure including streets, sidewalks and utilities with City financing so developers can focus on site development.	1
Mixed Use, housing over Commercial	1
Totals	3

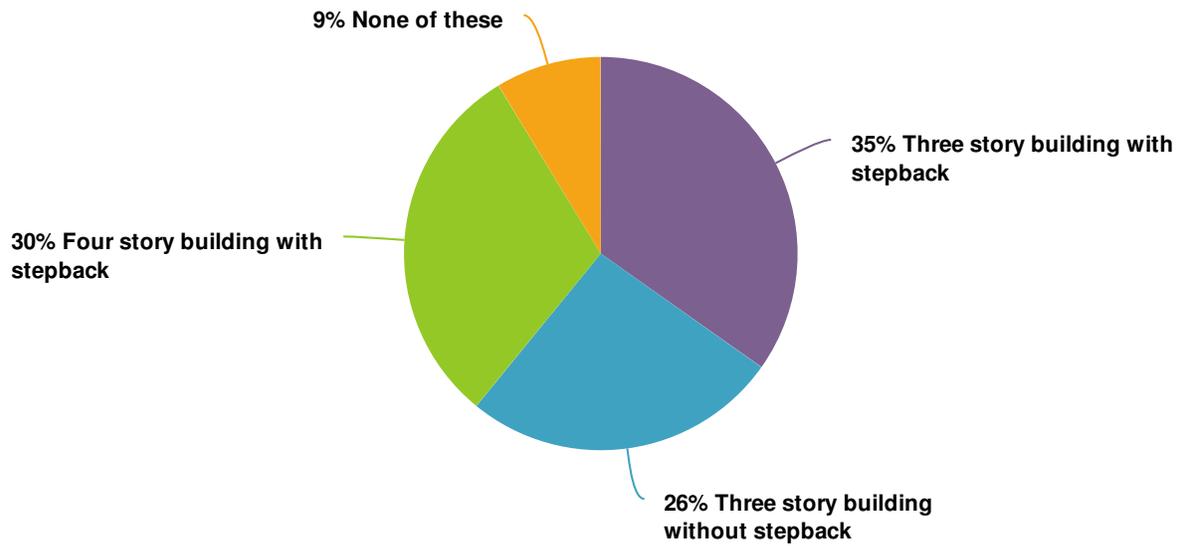
13. Which image do you like BEST?



Value		Percent	Responses
Three story building with stepback		27.3%	6
Four story building with stepback		27.3%	6
Four story building without stepback		31.8%	7
None of these		13.6%	3

Totals: 22

14. Which image do you like BEST?



Value		Percent	Responses
Three story building with stepback		34.8%	8
Three story building without stepback		26.1%	6
Four story building with stepback		30.4%	7
None of these		8.7%	2

Totals: 23