



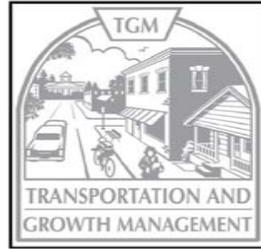
Work Task
6.3

Croman Mill Site Redevelopment Plan

DRAFT
December 2008

TGM Quick Response for the
City of Ashland

Crandall Arambula PC
DKS Associates



Transportation and Growth Management

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

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

Acknowledgements

Mayor and City Council

John W. Morrison, Mayor
David Chapman
Alice Hardesty
Cate Hartzell
Kate Jackson
Eric Navickas
Russ Silbiger

Planning Commission

Michael Church
Michael Dawkins
Thomas Dimitre
Dave Dotterer
Melanie Mindlin
Michael Morris
Pam Marsh
Deborah Miller
John Stromberg

Administration

Martha Bennett, City Administrator

Planning

Bill Molnar, Director of Community Development
Maria Harris, Planning Manager

TGM

Matt Crall, TGM Project Manager
David Pyles, ODOT Region 3 Regional Manager
John Renz, DLCDC Regional Representative

Consultants

Crandall Arambula PC, Prime Consultant
George Crandall, Principal
Don Arambula, Principal
Jason N Graf, Associate Principal
Jessie Maran, Urban Designer
DKS Associates, Transportation Analysis
Carl Springer, Principal
Alan Snook, Senior Transportation Planner

Table of Contents

Introduction

Why This Plan Was Prepared.....	8
Process and Schedule	9
Guiding Principles	10

Executive Summary

Overview.....	12
Fundamental Concept	13
Build-Out Plan.....	14
Priority Projects.....	16

Redevelopment Plan

Overview.....	20
Land Use Framework	21
Circulation Framework	34

Implementation

Overview.....	59
Transportation System Plan Update.....	60
Urban Renewal District Feasibility.....	61
Croman Mill District Overlay	63
Design Standards	73
Sustainable Development Guidelines	77

Introduction

Why this Plan was Prepared

The City of Ashland completed an Economic Opportunities Analysis in April of 2007 that **recognized the need to provide family-wage jobs on a regional scale**. The report recommended developing a master plan for the Croman Mill site that identifies the appropriate uses and sustainable development concepts that will draw family-wage jobs to the area. The Croman Mill site was identified as an ideal location for employment uses due to its:

- Ability to attract regional businesses and industries not currently located in Ashland
- Ability to accommodate the needs of businesses and industries currently located in Ashland that would like to move or expand their services
- Ability to serve uses that would complement rather than compete with downtown services
- Proximity to I-5
- Proximity to the Central Oregon & Pacific Railroad (CORP) line
- Proximity to downtown
- Easy auto and truck site access
- Ability to accommodate large parcels of up to 10 acres
- Ability to address and showcase Ashland's existing policies promoting sustainable practices

Plexis Healthcare Systems, a healthcare software manufacturer currently headquartered in Ashland, is looking to relocate and expand its facility. The Croman Mill site is an ideal relocation opportunity for Plexis. In addition, Plexis can serve as a development catalyst, attracting other similar uses to the site.

The City applied for and received a TGM Quick Response grant and moved forward with development of a plan for the Croman Mill site. The Croman Mill Site Redevelopment Plan outlines a strategy for creating appropriate regional scale family-wage jobs on the site while protecting the surrounding neighborhoods and Bellview school.



Project Study Area

Study Area

The project study area is located in the southeast portion of the city approximately two and a half miles from downtown and three quarters of a mile from I-5. The study area boundary includes the CORP line on the north, Crowson Road to the east, Siskiyou Boulevard (Highway 99) on the south and Tolman Creek Road on the west. The former Croman Lumber Mill—located in the center of the study area—is nearly

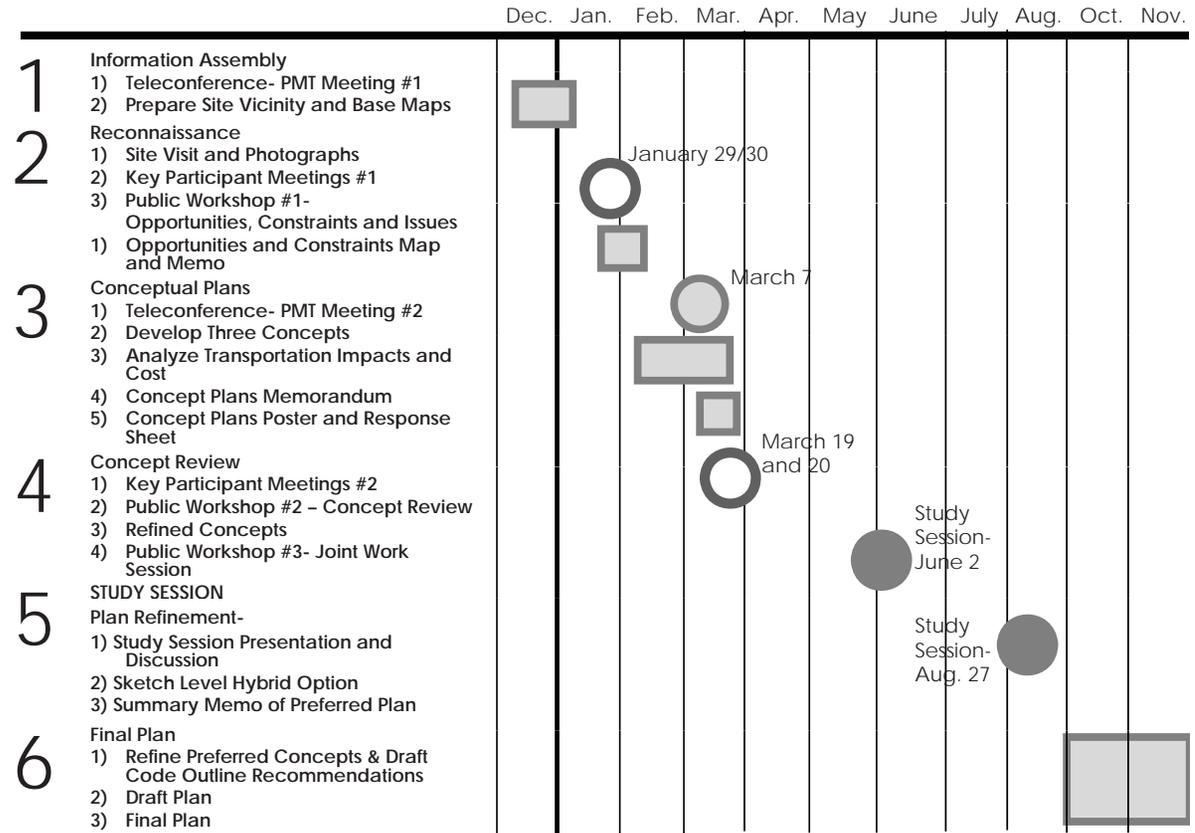
53 acres. Immediately surrounding the mill site are existing light industrial properties that are separated from residential uses and the Bellview Elementary School by open spaces and wetlands.

Process and Schedule

The project process included three public workshops, Planning Commission and City Council study sessions, and numerous stakeholder meetings with government agency representatives, property owners, neighborhood groups and nearby residents.

Process & Schedule

2007-2008



Guiding Principles

As the guide for future development, the plan must respond to the stakeholders' and community's goals. These goals form the basis for developing and evaluating plan alternatives.

The issues and opportunities identified during key participant meetings and public workshop #1 were used to create the project goals and objectives shown to the right.

Circulation

- **Create a local street network that provides balanced circulation for pedestrian, bikes, auto/truck and transit and is well connected to existing streets**
- **Improve visibility and identity for the study area**
- **Mitigate impacts of auto and truck traffic on Tolman Creek Road and Ashland Street**
- **Preserve rail access for commuters, passengers and freight**
- **Improve safety for autos and pedestrians at key intersections and rail crossings**
- **Provide for non-motorized trails linked to existing trails and parks system**
- **Create safe routes to Bellview School**
- **Manage traffic impacts on Exit 14 and Ashland Street**

Land use

- **Provide for a large number of family wage jobs**
- **Allow for light industrial and manufacturing**
- **Create parcels with the flexibility to support local new small business, existing business expansion and large employers**
- **Consider a range of housing options**
- **Allow for a mix of uses**
- **Do not create uses that compete with downtown**
- **Incorporate a public gathering space**
- **Preserve streams and wetlands**

Policies and Regulations

- **Recommend code changes to be adopted by the city**
- **Recommend commitment of funds for specific infrastructure improvements**
- **Mandate sustainable and green development codes**
- **Develop standards for "dark skies"**

Executive Summary

Overview

The Croman Mill Site Redevelopment Plan provides guidance for the development of a vital and viable employment hub within the study area. It is a practical, proactive plan that creates a unique identity based on existing community assets. The plan extends the boulevard street design of Ashland Street and Siskiyou Boulevard through the site, enhances adjacent neighborhoods, preserves safe access to Bellview School and maximizes the value of the site's proximity to the I-5 corridor, downtown and Southern Oregon University.

The executive summary describes three key components of the redevelopment plan.

- **Fundamental Concept**-a diagrammatic representation of the key plan elements
- **Build-out Plan**-an illustration of the potential character and intensity of future development guided by the plan
- **Priority Projects**-the next steps crucial to timely and successful implementation of the redevelopment plan

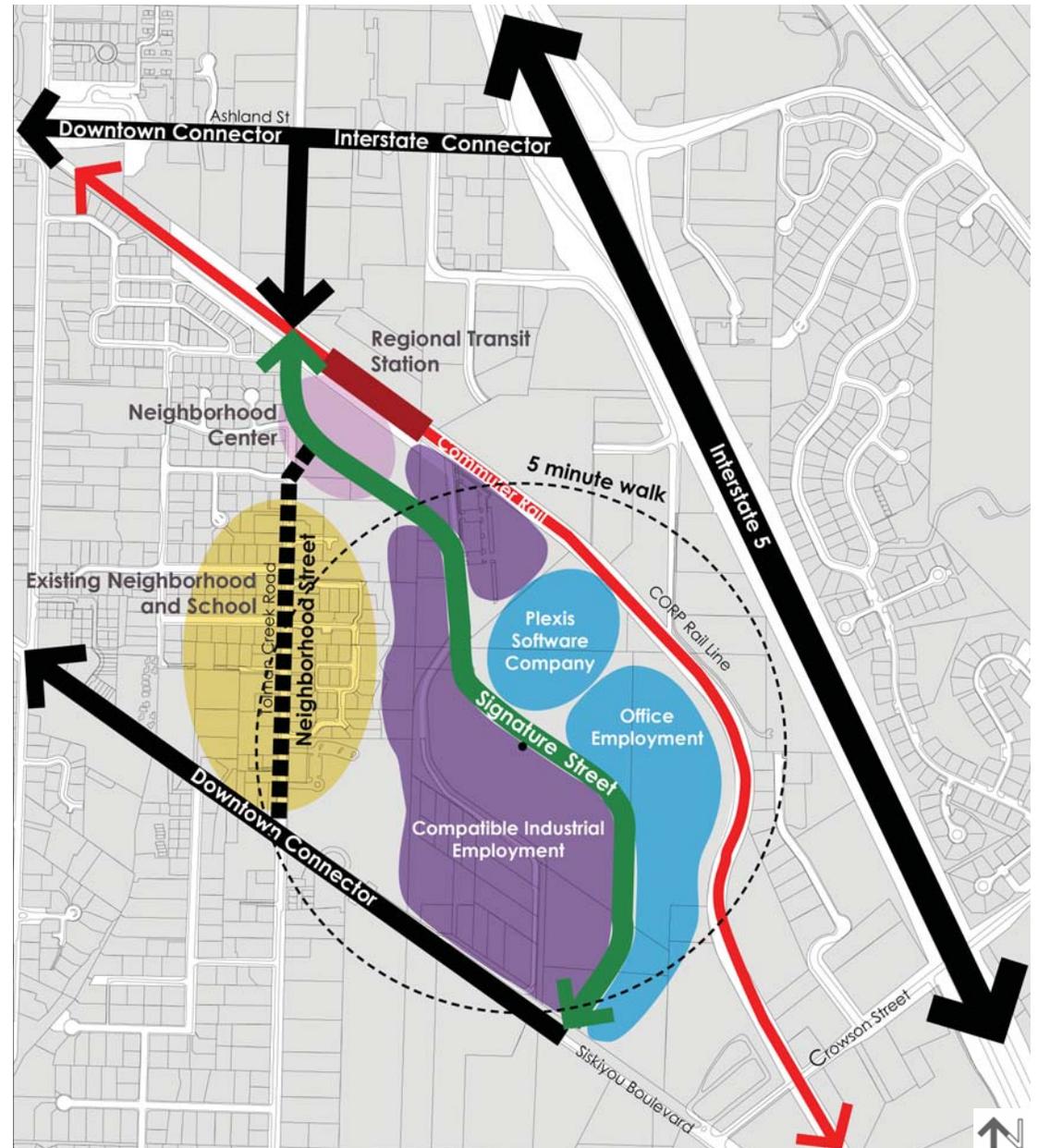


Building On Existing Assets to Create a Realistic Redevelopment Plan

Fundamental Concept

The fundamental concept describes the plan's response to the community-identified project objectives. The fundamental concept:

- **Locates an Office Employment District** that provides family-wage jobs by meeting the needs of a variety of employers, from local start-ups and incubator firms to mature and expanding companies
- **Locates a Compatible Industrial Employment District** that serves clean and sustainable industrial uses that are compatible with office uses
- **Identifies a Preferred Location for Plexis** adjacent to complementary office uses to form a unique and distinctive employment district
- **Links the Study Area to the City's Primary Street Network** by extending the existing street network through the district
- **Creates a Signature Street** that serves all transportation modes, preserves neighborhood livability by directing district traffic away from neighborhood streets, and creates a district 'front door,' providing businesses with a 'prominent address'
- **Accommodates a Future Regional Commuter Rail Line** along the existing CORP alignment
- **Links a complete network of bicycle and pedestrian connections** that encourage alternative modes of travel
- **Forms a Neighborhood Center** at the crossroads of the district and neighborhood that includes neighborhood-serving commercial uses, such as restaurants, dry cleaners and convenience stores, a location for a commuter rail station and park-and-ride facility, and residential uses above or adjacent to the commercial development



Fundamental Concept Diagram

Build-Out Plan

The build-out plan illustrates the character and intensity of new development that may be achieved through implementation of the Croman Mill Site Redevelopment Plan. The build-out plan shows:

- Fundamental infrastructure requirements necessary to attract investors
- A range of office and compatible industrial uses
- A mixed-use housing and commercial neighborhood center
- Public amenities that support the proposed land uses

Key Elements of the Plan

Signature Street with Protected Bikeway

The signature street is the district's primary vehicle, bicycle and pedestrian access route. It connects Siskiyou Boulevard to the neighborhood center at Tolman Creek Road and provides a buffer between the office employment district and the compatible industrial employment district

Tolman Creek Road Realignment

The realignment of Tolman Creek Road to the new Signature Street reduces traffic impacts on the adjacent neighborhoods and Bellview School.

Local Streets

Local streets provide direct access to and organize land uses within a traditional development pattern.

Accessways

Dedicated accessway easements provide pedestrian and bicycle circulation throughout the district.

Central Bike Path

The City's existing central bike path is extended along the CORP right-of-way on the northern edge of the district.

Neighborhood Center

A mixed-use center provides neighborhood commercial services, a future commuter rail station, a park-and-ride facility, and potentially residential uses.

Office and Employment District

This distinct district, organized around Central Park, supports office employment uses.

Compatible Industrial District

This distinct industrial and manufacturing district includes, and is compatible with, office employment uses.

Shared Parking Structure

This structure minimizes on-street parking impacts and reduces off-street parking requirements by transferring parking to a centrally-located shared structure.

Open Spaces

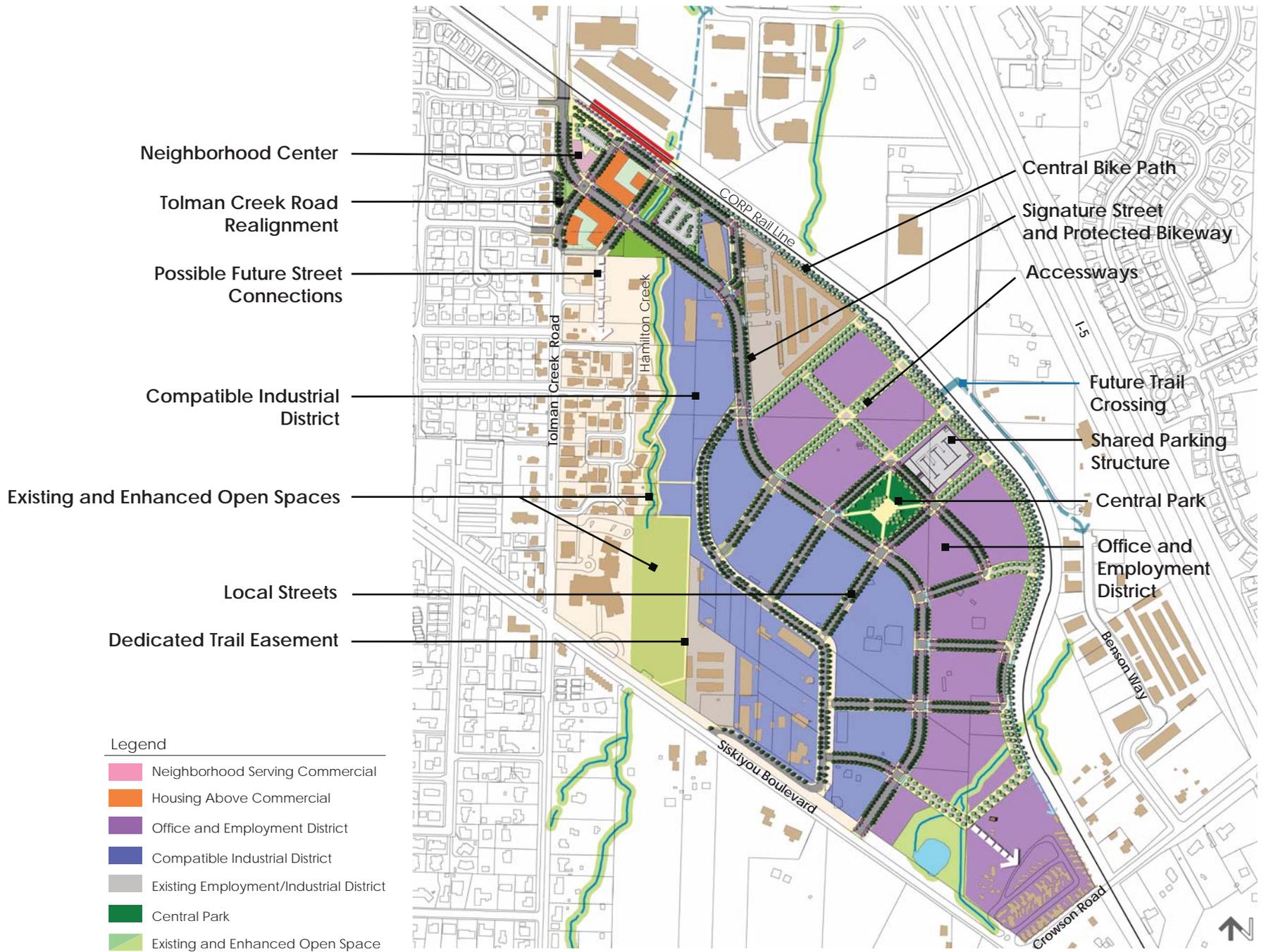
Public open-space amenities preserve and enhance existing open spaces and buffer employment uses from residential areas.

Possible Future Connections

Connections to be developed over time will improve area-wide circulation

Development and Job Summary

Land Use	Net Acres	FAR	SF/Units	Employee/Acre	Jobs
Office	32.0 AC	.5	700,000 SF	60 E/AC	1900
Industrial	38.0 AC	.375	610,000 SF	25 E/AC	950
Commercial	1.0 AC	.75	30,000 SF	20 E/AC	20
Housing	2.0 AC	2.5	190 Units	-----	-----
Open Space	4.5 AC	-----	-----	-----	-----
Park and Ride	100 Spaces				



- Neighborhood Center
- Tolman Creek Road Realignment
- Possible Future Street Connections
- Compatible Industrial District
- Existing and Enhanced Open Spaces
- Local Streets
- Dedicated Trail Easement

- Central Bike Path
- Signature Street and Protected Bikeway
- Accessways
- Future Trail Crossing
- Shared Parking Structure
- Central Park
- Office and Employment District

- Legend
- Neighborhood Serving Commercial
 - Housing Above Commercial
 - Office and Employment District
 - Compatible Industrial District
 - Existing Employment/Industrial District
 - Central Park
 - Existing and Enhanced Open Space

Illustrative District Plan

Priority Projects

Overview

Priority projects should be implemented first to create immediate development momentum. Two types of priority projects are identified.

Time-Sensitive Projects

Time-sensitive projects create the regulatory framework needed to implement the plan and indicate immediate progress.

Key Projects

Key projects are important for the plan's success over time and will be needed to support future development.

Time-Sensitive	Actions	Work Tasks
1) Adopt the Croman Mill Redevelopment Plan	<i>Prepare a schedule for plan adoption</i>	<p>City to arrange for a review process, hearing and adoption of the redevelopment plan:</p> <ul style="list-style-type: none"> City Council and Planning Commission study sessions Public hearing Plan adoption
2) Create and adopt a Croman Mill District Overlay Zoning Plan	<i>Prepare overlay district plan and code updates for adoption</i>	<p>City to arrange for a review process, hearing and adoption of the overlay zoning plan:</p> <ul style="list-style-type: none"> Draft the district plan and code language for attorney review, City Council and Planning Commission review City Council and Planning Commission study sessions Public hearing Plan adoption
3) Identify Feasibility of Creating an Urban Renewal District and Urban Renewal Plan	<i>Prepare an urban renewal feasibility study</i>	<p>Retain a consultant to identify the feasibility and process for creating an urban renewal agency, plan, and district for funding improvements identified in the redevelopment plan</p>
4) Update the City's Comprehensive Plan and Transportation System Plan	<i>Recommend updates to the Comprehensive Plan, TSP and CIP</i>	<p>City to identify recommended land use updates to the Comprehensive Plan, and key street improvements and priority projects for inclusion in the Capital Improvement Plan</p>
5) Develop a parking management strategy and financing plan for structured parking	<i>Prepare a parking management and funding strategy to build structured parking in the Croman Mill District</i>	<p>City to identify needed spaces and potential funding options for the creation of structured parking and to arrange for a review process, hearing, and adoption of a parking management plan</p> <ul style="list-style-type: none"> City Council and Planning Commission study sessions Public hearing Plan adoption

Key Projects	Actions	Work Tasks
Acquire ODOT property and relocate maintenance facility	<i>Negotiate with ODOT for relocation of the ODOT maintenance facility and City acquisition of the property</i>	City to initiate discussion with ODOT for: <ul style="list-style-type: none"> ▪ Relocation of ODOT maintenance facility ▪ City acquisition of property
Redevelopment of ODOT property	<i>Prepare a design framework for the neighborhood mixed-use commercial center and phase II primary access street alignment</i>	Retain a consultant to: <ul style="list-style-type: none"> ▪ Prepare a design program ▪ Develop a preferred alternative ▪ Prepare an implementation strategy and cost estimate for improvements ▪ Prepare a developer offering for redevelopment of the ODOT property and construction of the phase II- primary access street
Study the potential for future streetcar transit in downtown	<i>Initiate a study to identify the feasibility and economic impacts of a streetcar in Ashland; prepare design alternatives for gateway locations</i>	Retain a consultant to identify the feasibility and process for creating an urban renewal agency, plan and district for funding improvements identified in the redevelopment plan; prepare a design program
Annex county parcels within the study area and located in the City's Urban Growth Boundary into the City	<i>Annex county residential land within the study area to industrial uses identified in the Croman Mill District Zoning Plan</i>	City to request annexation of county rural residential lands within the Croman Mill study area. Update the comprehensive plan and zoning map consistent with the Croman Mill District Zoning Plan
Create new sustainable development guidelines for redevelopment of the Croman Mill site, including a discretionary review process for development projects	<i>Prepare Sustainable Neighborhood Development Guidelines as a discretionary tool for the approval of development projects</i>	Retain a consultant to: <ul style="list-style-type: none"> ▪ Prepare draft design guidelines, a guideline checklist, and a discretionary review process ▪ Identify a process for involvement that includes public review and comment periods ▪ Finalize guidelines, checklist and discretionary review process for City Council and Planning Commission adoption

Redevelopment Plan

Overview

The Economic Opportunities Analysis Report, completed by the City of Ashland in April of 2007, identified targeted employment sectors for Ashland that could be accommodated on the Croman Mill site. Identified sectors included specialty manufacturing, small food-processing companies, and headquarter and technology offices. The size of parcels needed to support these sectors vary from 20,000 sf. to 10 acres.

Although there is a fundamental difference in site requirements and quality of infrastructure needed between office users and light industrial users, it is the desire of the City to create a mixed-employment district that incorporates both of these potential employers.

The Redevelopment Plan identified on the following pages provides:

- Detailed analysis of the recommended land uses and development standards required to support the desired mix of employment, housing, and local-serving commercial uses
- A recommended circulation system and associated street standards that maximizes access and visibility, organizes the arrangement of land uses, and provides for all modes of travel

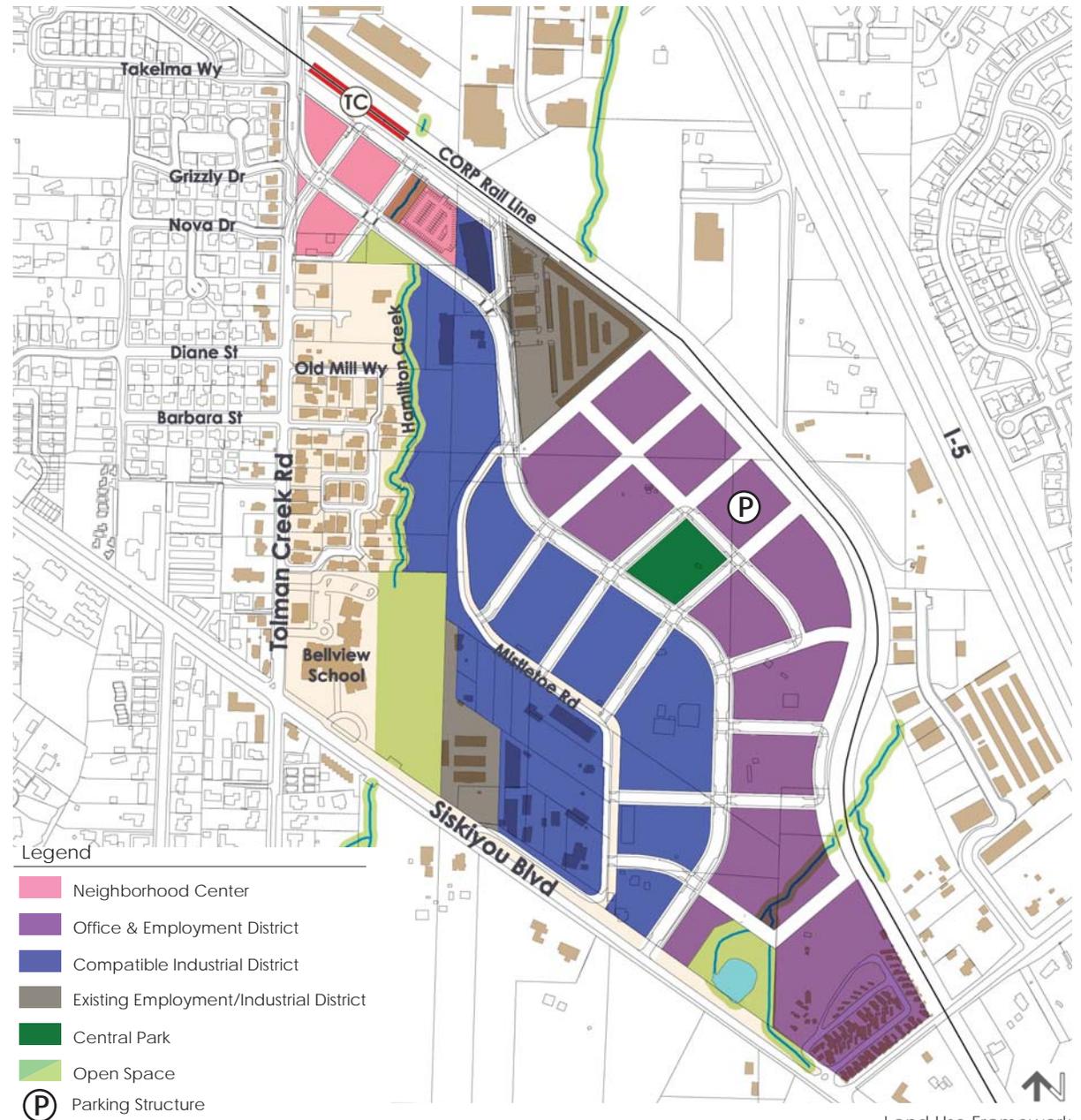


View Looking Southwest

Land Use Framework

The framework provides a blueprint for the type and location of industrial, office employment, workforce housing and neighborhood-serving uses. The land use framework includes:

- An office and employment district, emphasizing headquarter and technology companies situated to maximize views and visibility from the I-5 corridor
- A Central Park that provides as an amenity for employment uses and serves as a gathering space for the adjacent neighborhood and community
- An industrial district that supports existing industrial uses and is compatible with office uses and the adjacent neighborhood
- A neighborhood center located at the crossroads of the adjacent neighborhood and employment districts
- Open space preservation and enhancements along Hamilton Creek and around an existing pond that provide visual buffers between residential and industrial uses and public amenities



Land Use Framework

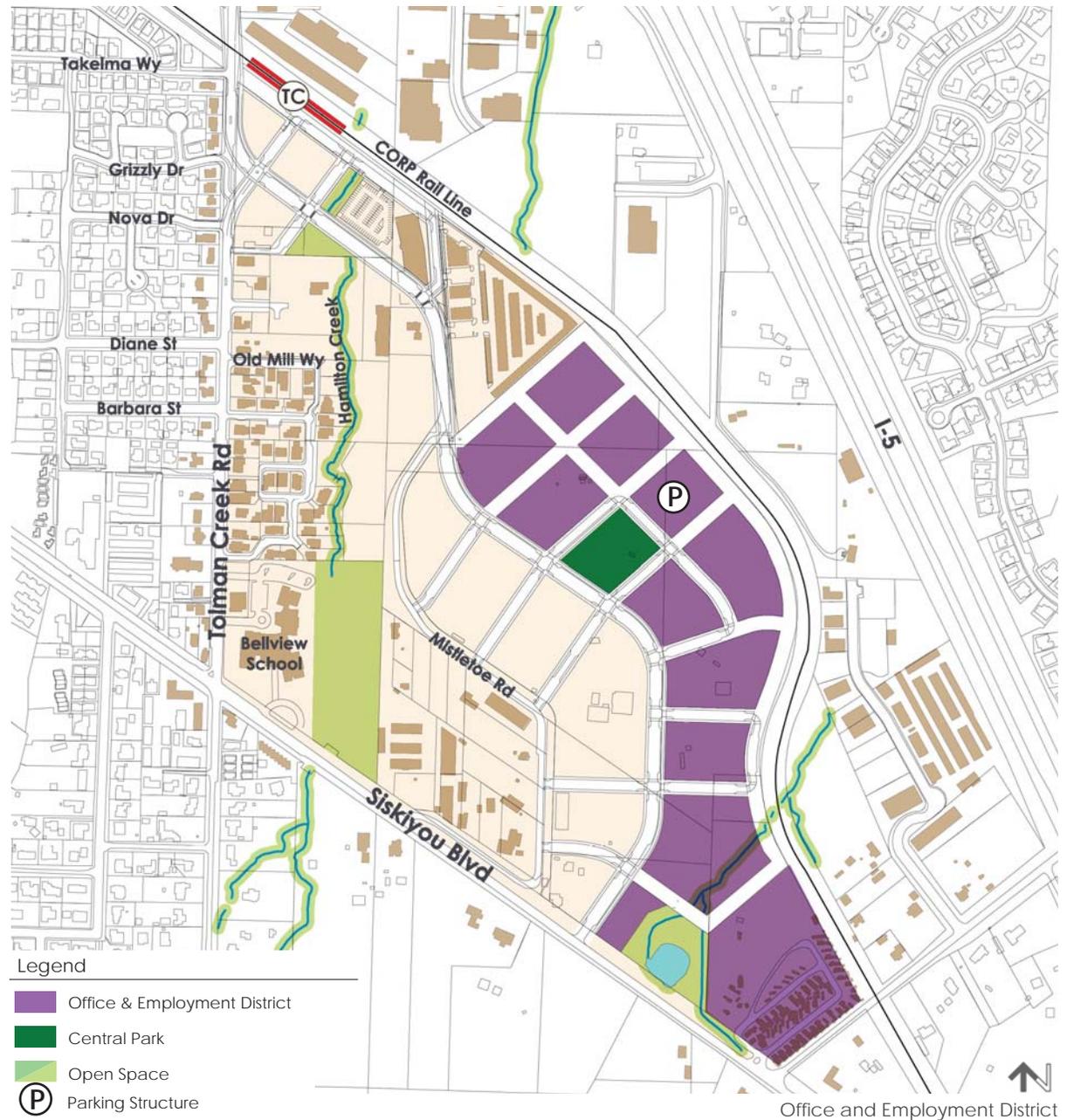
Office and Employment District

This district will encourage family-wage jobs, accommodate Plexis or a similar type user, and should be marketed toward retaining and expanding existing firms that target industry clusters of professional, scientific and technical services, including software design, engineering, and research.

A collection of complementary office employers within the district could create a unique and distinctive identity. An example of this would be a technology and innovation park, or a medical park. The site is large enough to accommodate both large-scale single-use buildings and buildings with multiple tenants.

Key elements include:

- Flexibility for site development to allow for a range of parcel sizes from 20,000 s.f. to 10 acres
- Central Park, an amenity that serves the public and employees within the district
- Location of parcels to maximize views to the surrounding valley and Siskiyou Mountains
- Good visibility from I-5
- Preservation of the existing pond and waterway to provide amenities for the adjacent parcels and to protect the wetlands



Office and Employment District

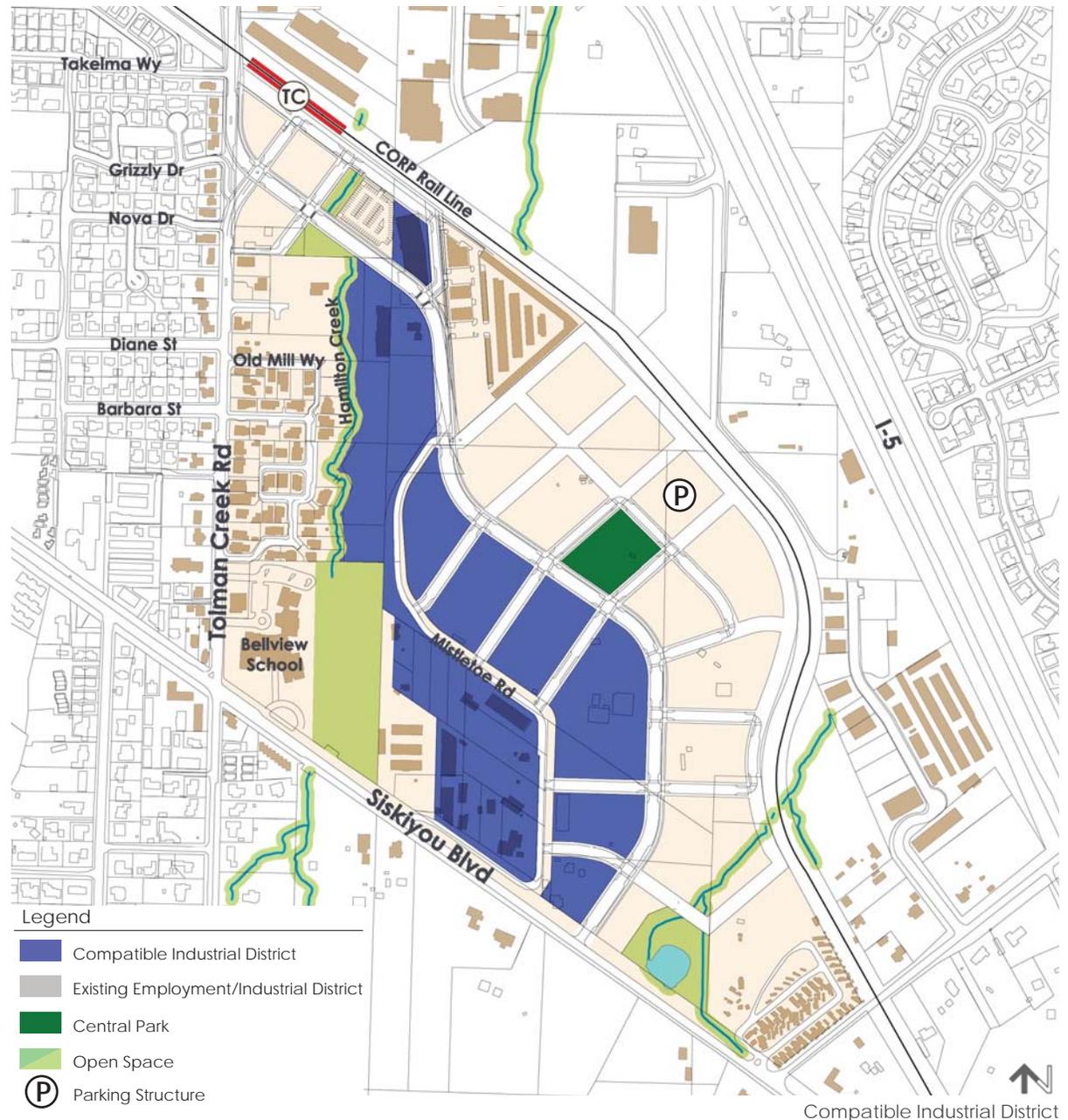
Compatible Industrial District

This district is as an ideal location for hybrid industries that include both office and industrial functions. Office- and neighborhood-compatible uses include 'clean' industries that do not emit unacceptable levels of pollutants (air, water, noise, and waste). Uses must be water and energy efficient and have an emphasis on creativity, craft and innovation.

The district's key elements include:

- Parcel sizes that range from 20,000 sf. to 5 acres
- A location adjacent to existing light industrial uses
- Preservation of the Hamilton Creek greenway to separate residential uses and the school from the district
- Proximity to downtown

To provide a transition between adjacent residences and the Hamilton Creek greenway, all loading docks, outdoor storage, and/or refuse areas adjacent to or facing the greenway and residential areas shall be screened or prohibited.



Compatible Industrial District

Neighborhood Center

This district provides the greatest opportunity to support pedestrian-scaled uses that serve nearby employees, neighborhoods and future transit commuters. Located on the existing ODOT maintenance facility site, the neighborhood center is strategically situated at the crossroads of adjacent neighborhoods and a future employment center. It benefits from exposure to drive-by and walk-up traffic, and serves office workers and cyclists.

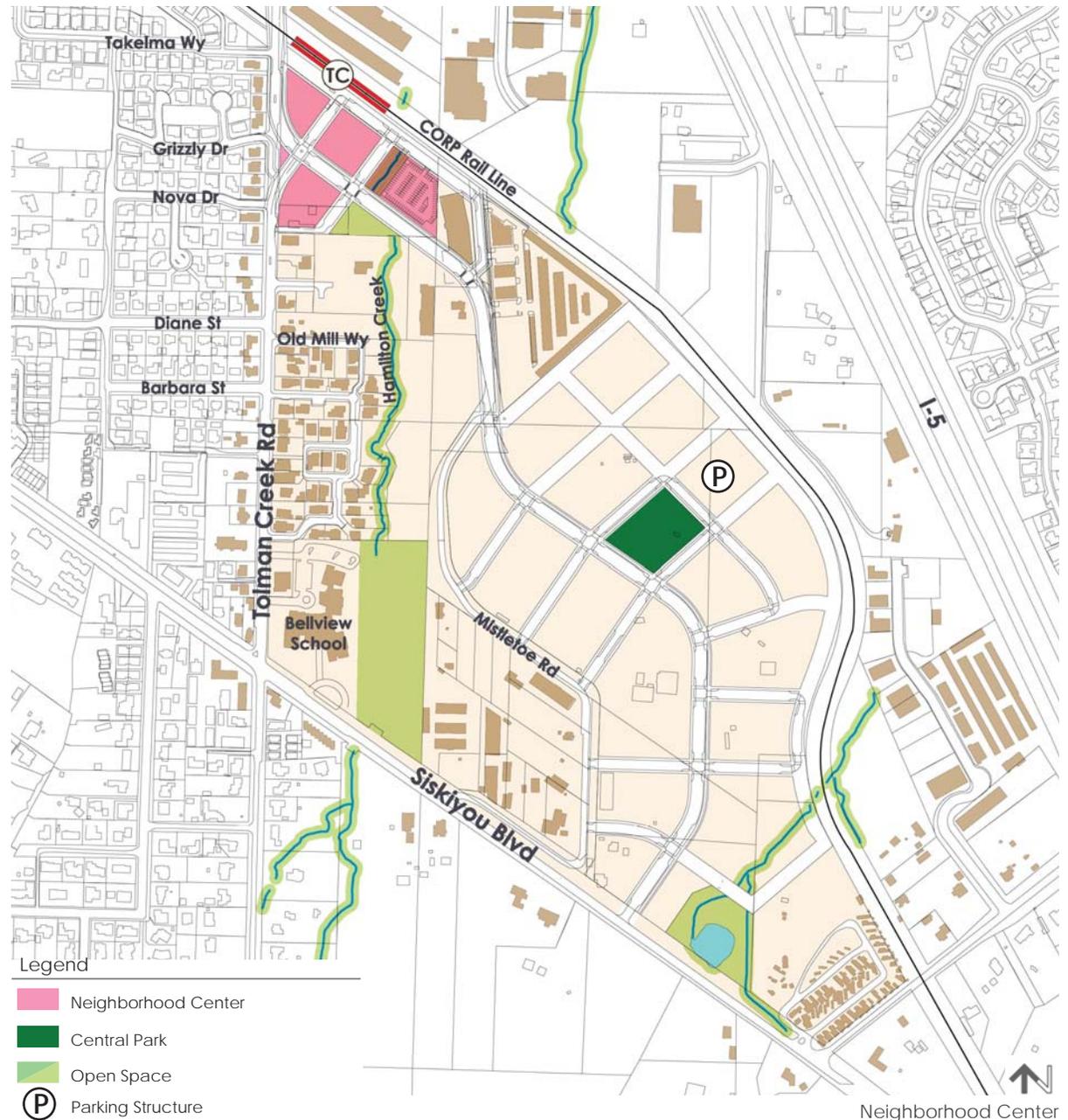
Key elements include:

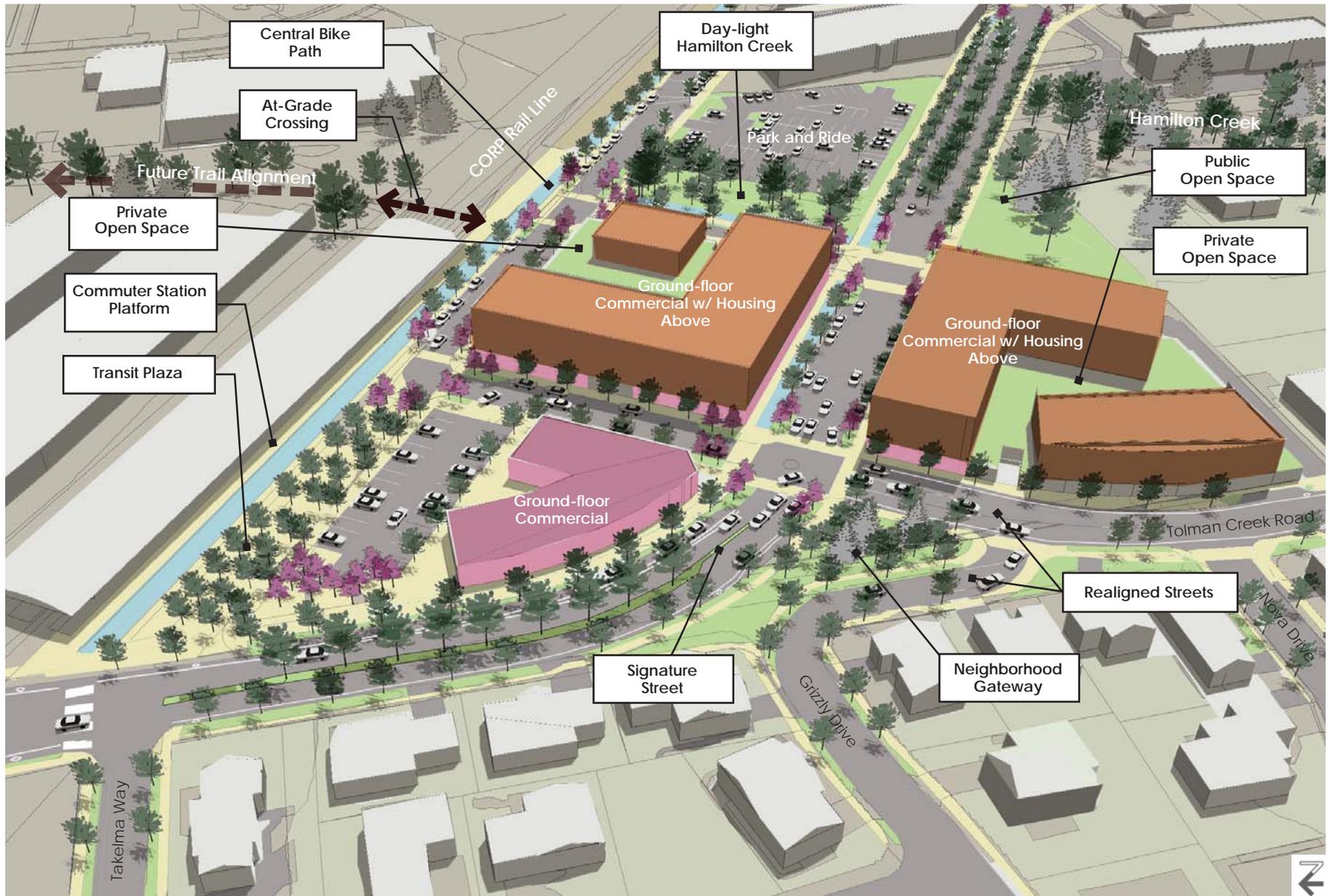
- Small-scale, street-oriented commercial spaces
- A future commuter rail station with a park-and-ride facility
- Multi-family housing such as apartments, extended-stay residential hotels or other similar uses on upper floors

Land Use Elements

Essential land use elements of the neighborhood center include:

- Ground-floor commercial uses oriented toward the roadway
- A day-lighted Hamilton Creek
- A transit plaza for use by commuters and the public that accommodates the alignment of a proposed central bike path
- Housing above ground-floor shops
- An at-grade crossing of the rail line that allows pedestrians and cyclists to access the train or continue north on the Hamilton Greenway Trail
- A reserved park-and-ride facility location





Neighborhood Center

Parking

The parking framework for the redevelopment area responds to the functional requirements of two very different users.

Mobile Employees

Employees associated with industrial uses:

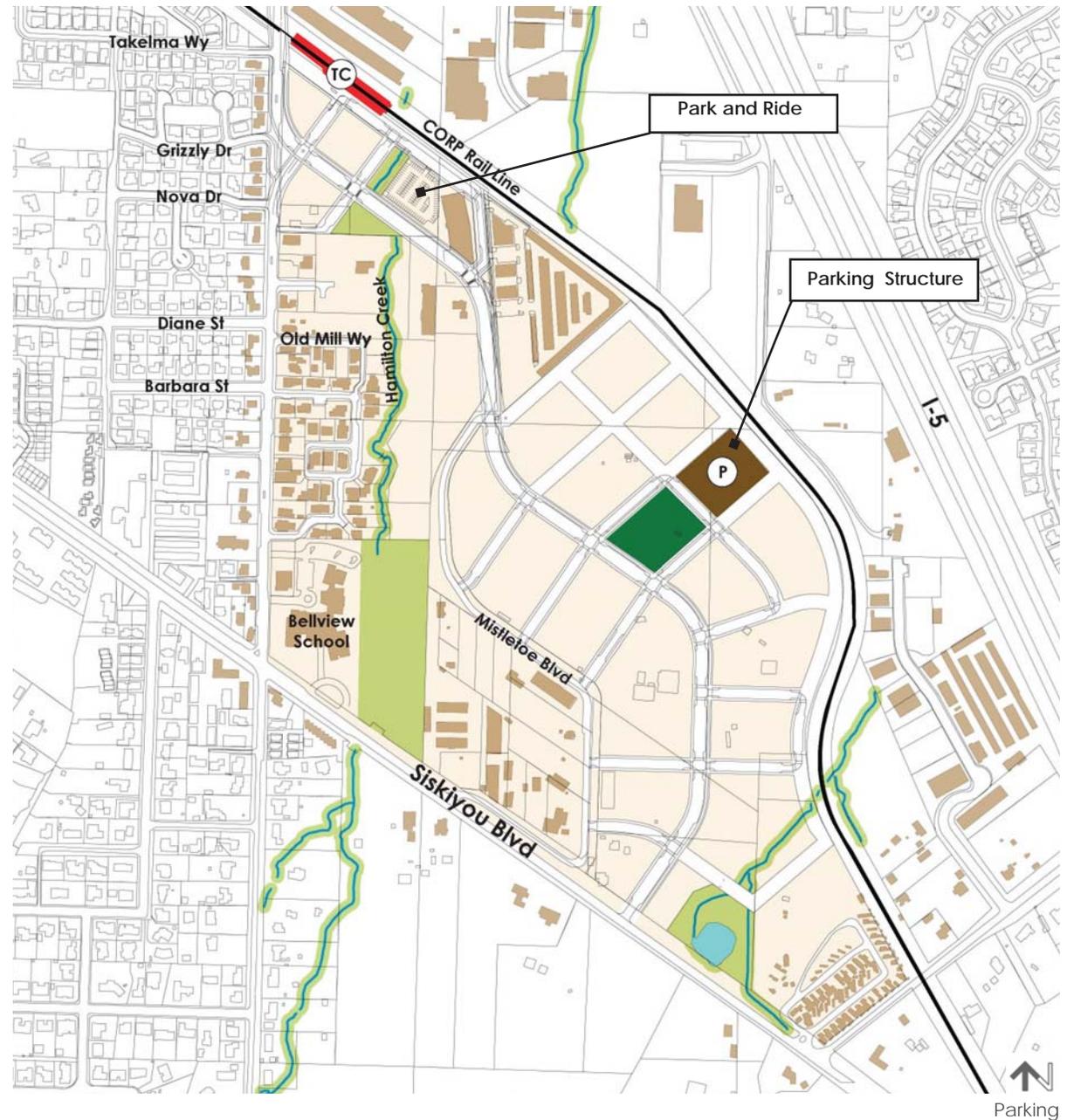
- Generally use larger vehicles such as trucks and vans
- May require service/loading bays as an essential component of their business function
- May need two vehicles—one for commuting and one for business functions
- Are less likely to use parking structures because of the need for easy access to their vehicle for deliveries and other business functions
- Generally comprise a smaller workforce than office employees in relation to building square footage
- Are less likely to use transit to commute to work

Stationary Employees

Employees associated with office functions:

- Are less likely to use their vehicles for day-to-day business functions
- Are more likely to use transit and parking structures
- Generally comprise a larger workforce than industrial employees in relation to building square footage

Based on the functional requirements of office employees, the office and employment district may require less on-site parking and more space in a parking structure. The light-industrial district may require more on-site parking and less space in a parking structure.



Parking Structure

The high cost of providing parking can limit development and contribute to inefficient use of land. Structured parking provides for parking demand while using less land area than surface parking.

The parking structure is centrally located within the office and employment district and should be efficiently designed for easy access with limited impact on the pedestrian environment. The parking structure design includes the following characteristics:

- Serves employees within the district
- Is large enough to accommodate visitors from across the city attending special events held on public open spaces
- Incorporates ground-floor active uses opposite the adjacent Central Park
- 10-ft. minimum landscaped setback around sides and rear
- Provides for auto access away from the pedestrian and bike way thereby reducing auto, pedestrian and bike conflicts

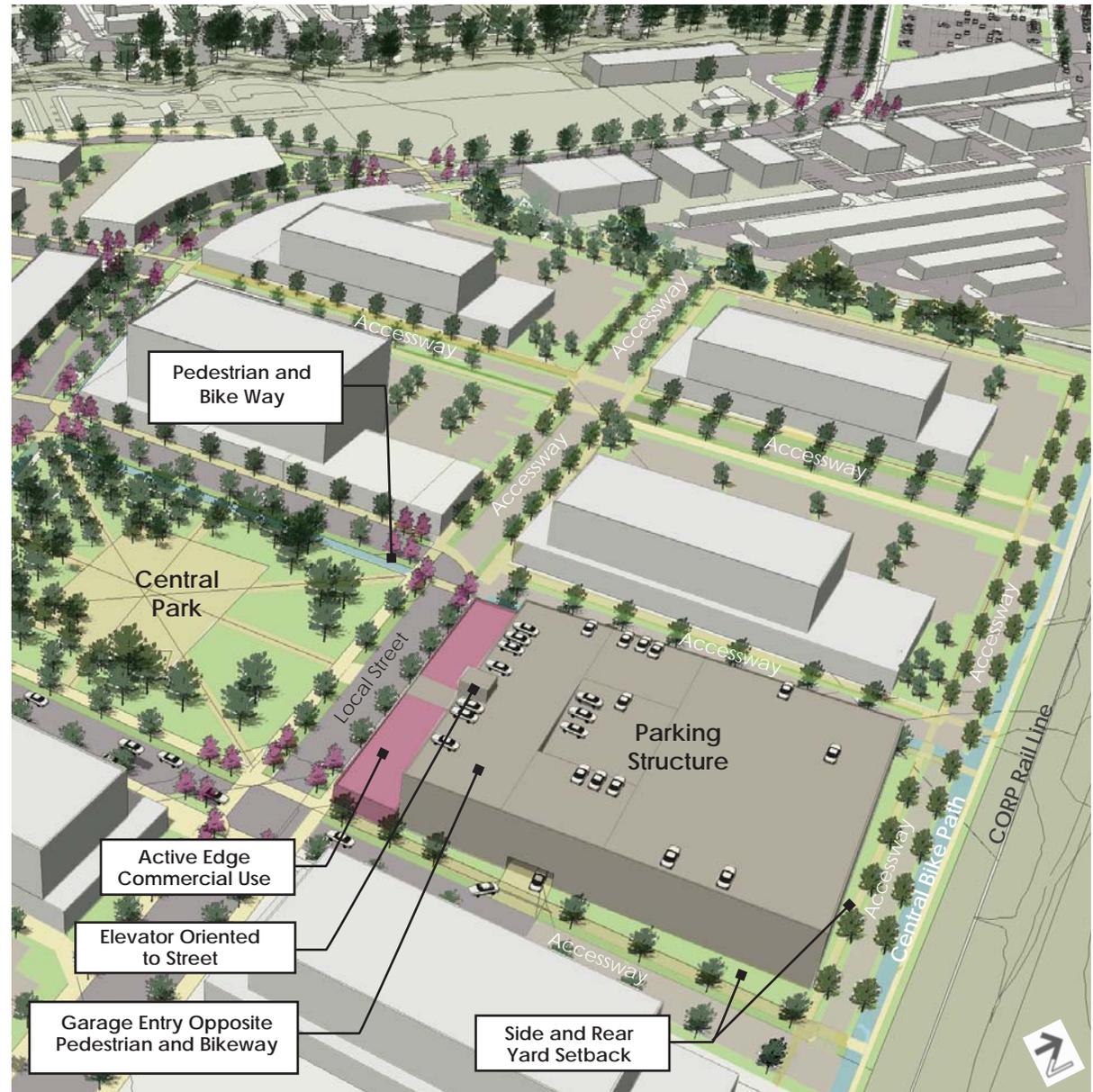
Surface Parking

Surface parking provided within individual parcels should be located behind buildings and screened from roadways. Designs should:

- Minimize impervious materials to decrease stormwater runoff and improve water quality.
- Reduce the dimension of parking stalls and encourage compact spaces
- Require landscaping to provide shade

Park-and-Ride Lot

A site has been reserved for a park-and-ride within the neighborhood center. The size and type—whether surface lot or parking structure—should be determined through a separate transit study.



Parking Structure

Parking Management Plan

Minimizing the area used for parking lots can improve district circulation and access to adjacent land uses and can allow for a greater density of employment uses within the district.

Managing district parking will require coordinated transportation-demand management and parking policies to:

- Decrease parking demand and reduce vehicle-miles traveled
- Create flexible parking requirements

▪ Fund the cost and operation of structured parking
A full parking study should be conducted by the City to identify district parking requirements and outline parking structure funding and operating strategies. The following recommendations provide a guide for decision-making.

Decrease Parking Demand

Parking demand can be reduced with the following transportation-demand management strategies:

- Design pedestrian-friendly streets by providing wide sidewalks, safe intersection crossings and on-street parking or landscaped planting strip to buffer pedestrians from auto traffic
- Provide a protected off-street bicycle system to increase local ridership
- Design off-street parking that provides preferred parking for car-pools and bikes
- Recommend that employers provide incentives such as transit passes, carpooling facilities, and flexible schedules
- Introduce a car-share program, such as Ashland Carshare (ACS), to the district

Flexible Parking Requirements

Incentives for reducing off-street parking requirements should include:

- Parking requirements reduced by 10-15% for employers with 35 or more employees per gross acre
- On-street parking spaces allowed to count toward minimum requirement
- Parking requirement reductions of 10% after frequent transit service is provided within the district
- Parking requirements reduced to .5 space per bedroom for residential uses within the neighborhood center
- Parking not required for commercial uses in the district
- Require a percentage of off-street spaces to be constructed within the parking structure based on determination of final structure size and number of spaces. The percentage could be up to 50%

The parking summary on the following page indicates the projected amount of parking needed in the district.

Funding the Cost and Operation of Structured Parking

The design, construction, cost and operations of a district parking structure are likely to require either a full public subsidy or a partial subsidy through a public/private partnership. The City should establish an entity such as a parking commission to coordinate a public/private partnership for building the parking structure, managing the operating costs, and leasing of the ground-floor commercial space.

Funding the Parking Structure

Parking construction costs can range from \$15,000 to \$30,000 per space for structured parking, not counting land costs. Possible sources for funding the district parking structure include:

- In-lieu-of parking fees required of property owners for the cost of those spaces located in the shared parking structure
- General obligation bonds
- A local improvement district with special assessments to property owners
- Transportation impact fees
- Tax increment financing bonds through a designated urban renewal area

Managing Operating Costs

Annual operation and maintenance costs for structured parking can run from \$400-500 per space. It is very difficult to structure a revenue stream that will cover the costs of operation and the debt service of bonds issued to construct the structure without a variety of revenue generating fees or subsidy by the city. A detailed parking study would be required to identify an adequate funding strategy.

Phased Parking Development and Sizing the Structure

Development of shared parking on the parking structure site could be phased in the short term to include a surface parking lot 200' x 300' that could accommodate approximately 185 spaces. As development increases, construction of upper decks could be built over time. The estimated number of spaces required to support parking in the district would be from 852 (this includes fifty percent of total required parking minus twenty-five percent) to 1173 (this includes fifty percent of total required parking under typical code standards). At 185 spaces per floor a five to six level structure would be required.

Development and Parking Summary

Land Use	Net Acres	FAR	SF/Units	Parking		Employee/Acre	Jobs
				Code Req'd	25% Reduction		
Office	32.0 AC	.5	700,000 SF	1400 Spaces	1050 Spaces	60 E/AC	1900
Industrial	38.0 AC	.375	610,000 SF	871 Spaces	654 Spaces	25 E/AC	950
Commercial	1.0 AC	.75	30,000 SF	75 Spaces	-----	20 E/AC	20
Housing	2.0 AC	2.5	190 Units	-----	-----		
Open Space	4.5 AC	-----	-----	-----	-----		
Park and Ride	100 Spaces						
			Total	2346 Spaces	1704 Spaces		
			50% of total required parking to be located in shared parking structure	1173 Spaces	852 Spaces		

Open Space

The open space framework establishes a district focal point, provides amenities for the redevelopment area, and completes the existing system of open space corridors in the study area.

Central Park

Central Park will serve as a redevelopment catalyst and a public amenity. It should be designed to accommodate the daily needs of lunch-time employees as well as special events that will attract residents citywide.

The central park should provide:

- Circulation through and around the park
- A centrally located flexible hardscape area to accommodate large gatherings
- Street furniture, including lighting, benches, low walls and trash receptacles along walkways and the park perimeter
- Simple and durable materials
- Lawn, trees, and landscaped beds that provide visual interest with a diversity of plant materials
- Irregular placement of large-canopy trees within passive areas adjacent to the signature street

Recommended design standards include:

- 10-ft. minimum sidewalks and a 7-ft. minimum planter between sidewalks and the roadway
- A central hard surface gathering space of no more 50% of the total park area

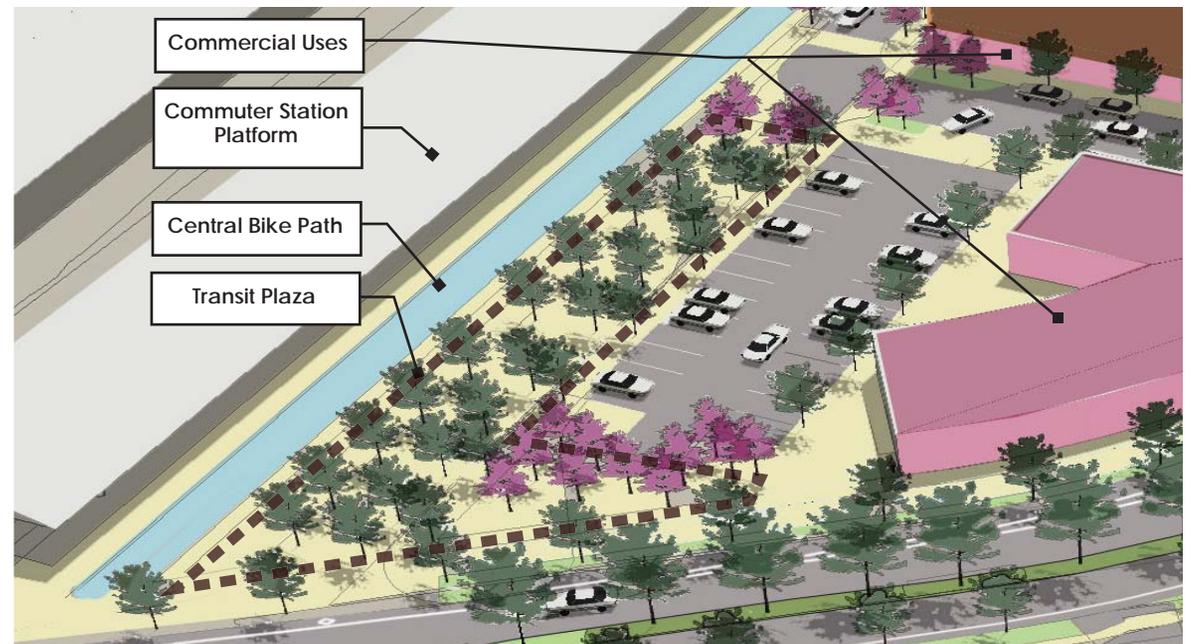
Transit Plaza

A transit plaza should be located between the commuter rail platform and commercial uses along the signature street. The design of the plaza should:

- Provide a waiting, loading and unloading area for commuter passengers
- Include outdoor gathering space adjacent to commercial uses
- Accommodate the central bike path
- Include conveniently located bike parking



Central Park



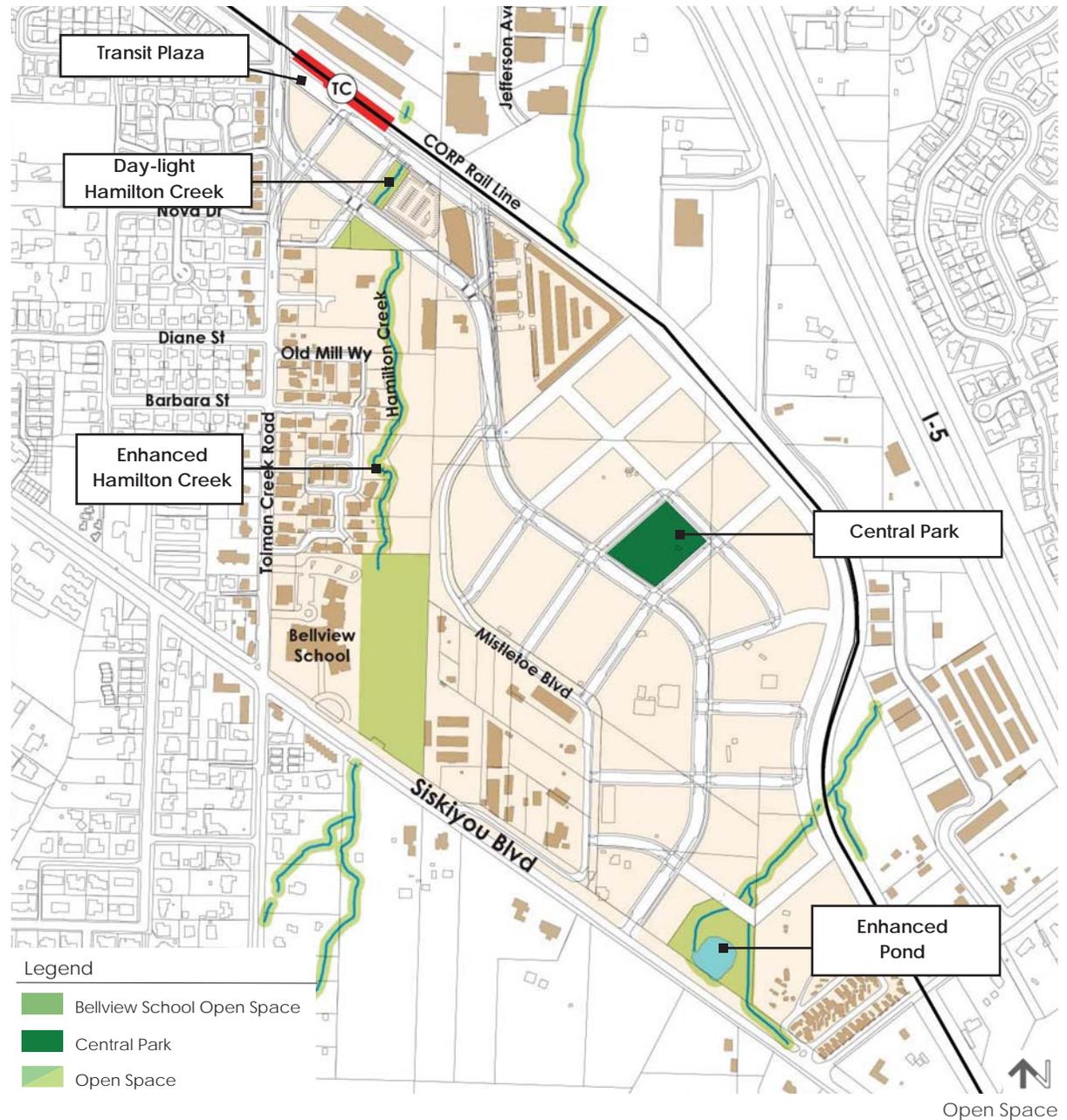
Transit Plaza

Corridor System

The open space corridors should be preserved and enhanced through regulated building setbacks, managed public access, and stormwater management consistent with the city's Stormwater and Drainage Master Plan. The corridor system enhancements should include:

- Preservation and enhancement of the Hamilton Greenway with monitoring for streambank erosion control, vegetated buffers, water quality, and enforcement of development standards for building setbacks and reducing pervious surfaces
- Evaluation of the existing pond along Siskiyou Boulevard for water quality, and potential enhancements such as increased vegetative cover
- Day-lighting of Hamilton Creek within the neighborhood center in an open landscaped and naturally engineered channel for approximately 200' which will support habitat and provide a development amenity and act as a buffer between the park and ride and mixed-use development
- Consider day-lighting the currently piped portion of Hamilton Creek between CORP rail line and Ashland Street
- Open spaces within private development parcels that are designed using appropriate sustainable practices, encourage drought-tolerant and native landscaping and minimizing impervious surfaces to decrease runoff and improve water quality.

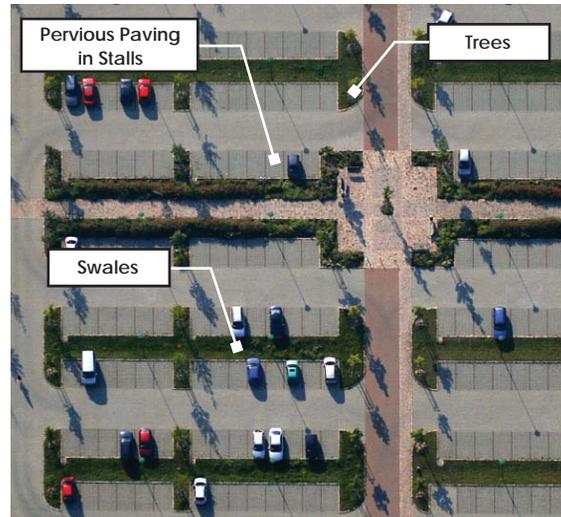
A recommendation for stormwater management is identified on the following page.



Managing Stormwater

The natural drainage flow and topography associated within the Croman Mill Site and study area allows for a high level of stormwater management, through landscaping and biofiltration, within public right-of-ways such as green street designs and on private property between buildings and along accessways. The diagram on the following page outlines a stormwater management strategy that:

- Allows for gradual infiltration of runoff into the ground and filters pollutants collected from the roadways, sidewalks and building surfaces
- Channels surface water along bioswales and vegetative conveyance swales to key locations for retention/detention ponds
- Manages outflow from discharge areas such as ponds and swales through rip/rap and other methods that reduces impacts on streams and natural drainage ways



Parking Lot Design



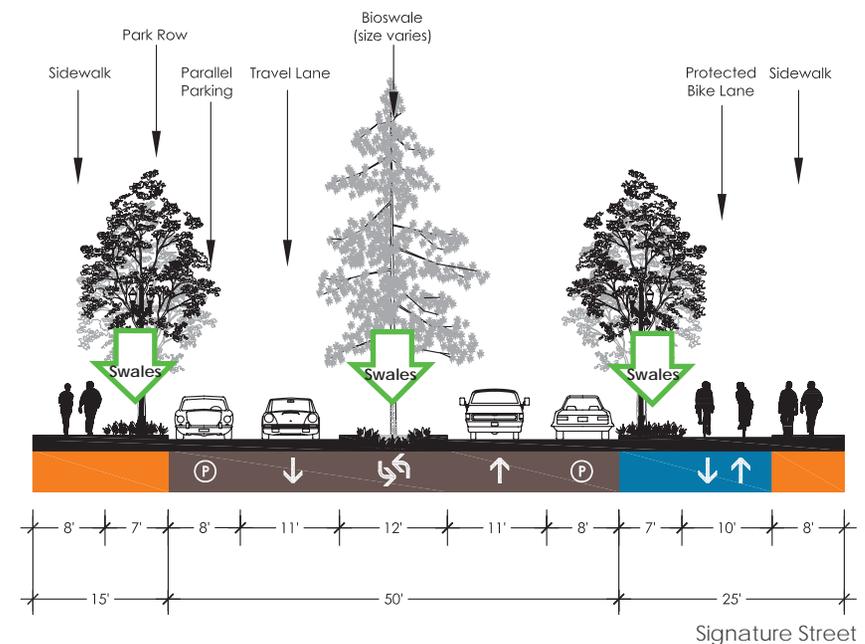
Swale Between Parking Stalls

Green Design of Streets and Parking Lots

Significant reduction in the long term costs of stormwater infrastructure through traditional methods of underground piping and paved parking surfaces can be mitigated through the construction of green streets and redesign of surface parking lots. The signature street, local streets, and accessways identified in this plan can accommodate surface management of stormwater run-off through the incorporation of biofiltration swales within medians and curb extensions

The design and construction of private surface lots should be required to:

- Locate swales between parking stalls and along perimeter
- Provide for at least 50% shade cover over the surface lot within 5 years of project occupancy
- Provide pervious surfacing on at least 50% of the parking area surface



Signature Street

Policies and Regulations

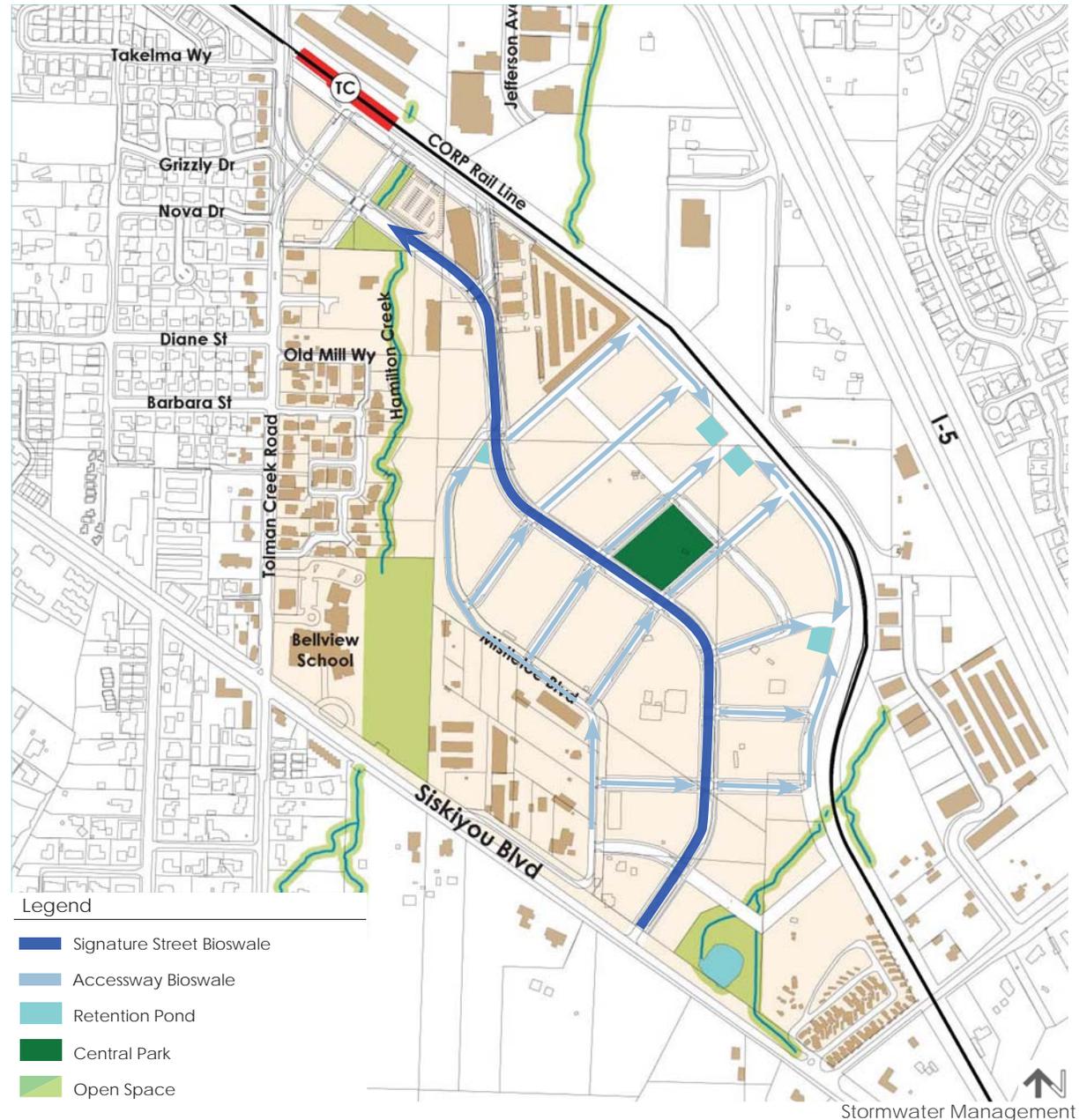
It is recommended that policies be developed through zoning and other mechanisms to encourage sustainable development citywide. A framework for guiding policies and regulations may consist of:

- High performance building guidelines with targeted goals for sustainable practices in the design and construction of buildings and sites
- Financial assistance such as reduced system development fees for green infrastructure and public/private partnerships
- Development of a sustainability checklist to review each aspect of design and construction
- City commitment to invest in infrastructure improvements, transportation, and development patterns that reduce dependency on the automobile

Sustainable Neighborhood Development Guidelines and a process for the review of development projects is discussed in the implementation section of this plan report.

For more information on green street design, visit these websites:

- website 1: <http://www.portlandonline.com/bes/index.cfm?c=31892>
- website 2: <http://www.portlandonline.com/bes/index.cfm?c=44407>



Circulation Framework

The circulation framework identifies street, pedestrian/bike, transit and rail improvements that support development and are well connected to the City's existing and planned transportation network.

Function

The circulation framework addresses three essential objectives:

- Auto access improvements
- Incorporation and strengthening of alternative transportation modes
- Neighborhood protection

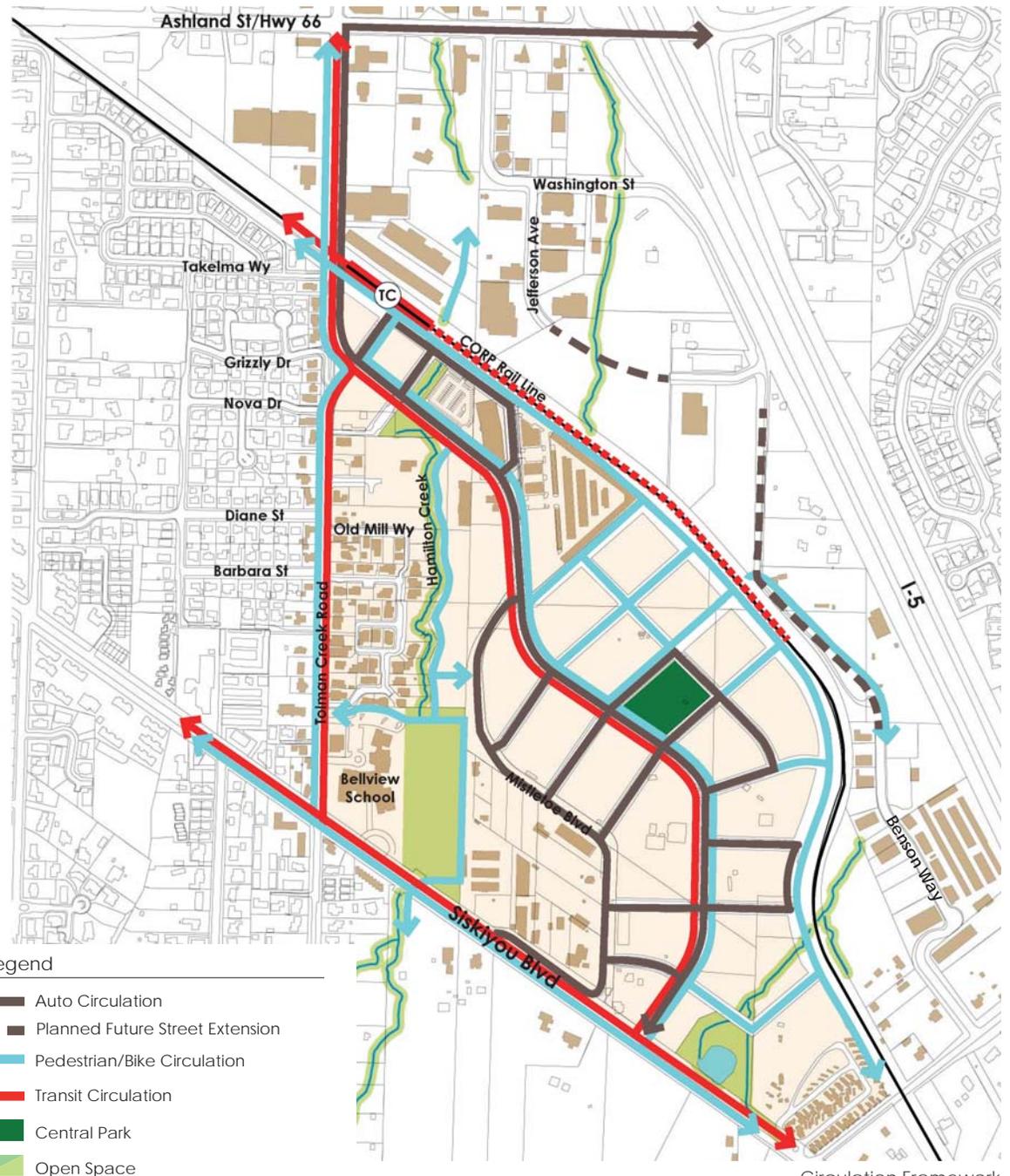
A preliminary transportation analysis of the district's existing land use and circulation has been completed as a part of the planning process. The circulation framework and design of the plan's roadways support the findings of this analysis.

Street Standards

Street standards that support the circulation framework can be found at the end of this section.

Identity

The recommended circulation improvements ensure that all components function as more than simple transportation corridors. Roadways have been designed to create a unique and distinctive district identity. The circulation system design reflects the community's desire for 'complete streets' where pedestrians, cyclists, and transit users are accommodated and, in some instances, become the priority.

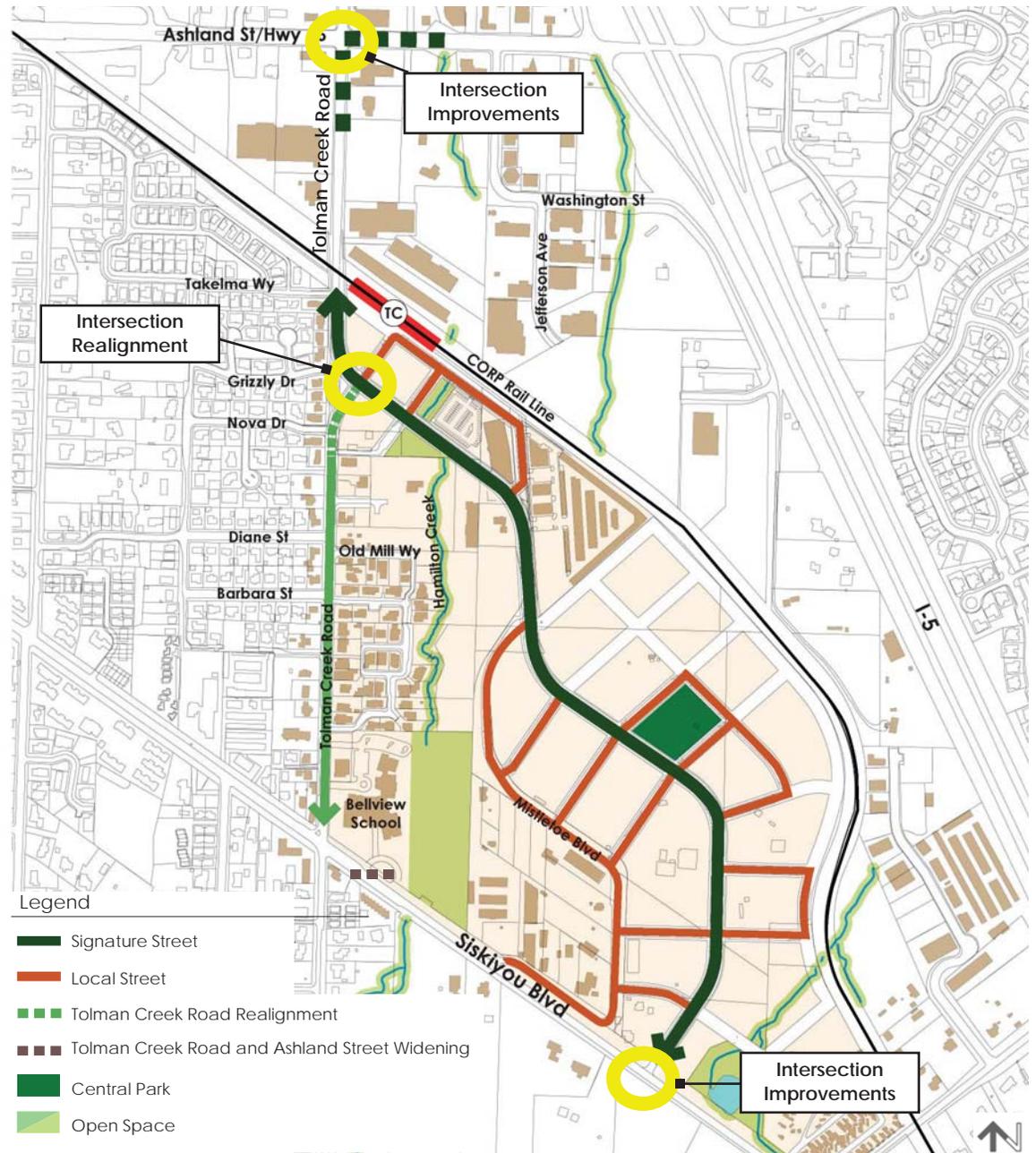


Circulation Framework

Auto Circulation Framework

The auto circulation framework recognizes that autos and trucks will be the primary modes of access into and out of the district. The following street improvements will ensure safe and efficient auto and truck movement without negatively affecting the pedestrian and bicycle environment. The improvements are identified below.

- **Tolman Creek Road and Ashland Street Improvements**-include ODOT recommended widening of the intersection at Ashland Street and Tolman Creek Road
- **Signature Street**-a new street providing primary access to employment
- **Tolman Creek Road Realignment**-preserves the existing road character and recent investments that provide safe routes to Bellview School and residences
- **Local Streets**-an interconnected local street network providing access to and between development parcels



Auto Circulation

Auto Access Improvements

The Croman Mill site is affected by and benefits from off-site improvements that will enhance its access to the citywide and regionwide transportation systems.

Consideration has been given to off-site projects that will improve the function and identity of the study area, including:

- ODOT Interchange 14 Improvements
- Tolman Creek Roadway Capacity Enhancements

ODOT Interchange 14 Improvements

A planning study for Interchange 14 improvements was conducted by ODOT. The study includes Ashland Street from the interchange to the intersection of Tolman Creek Road.

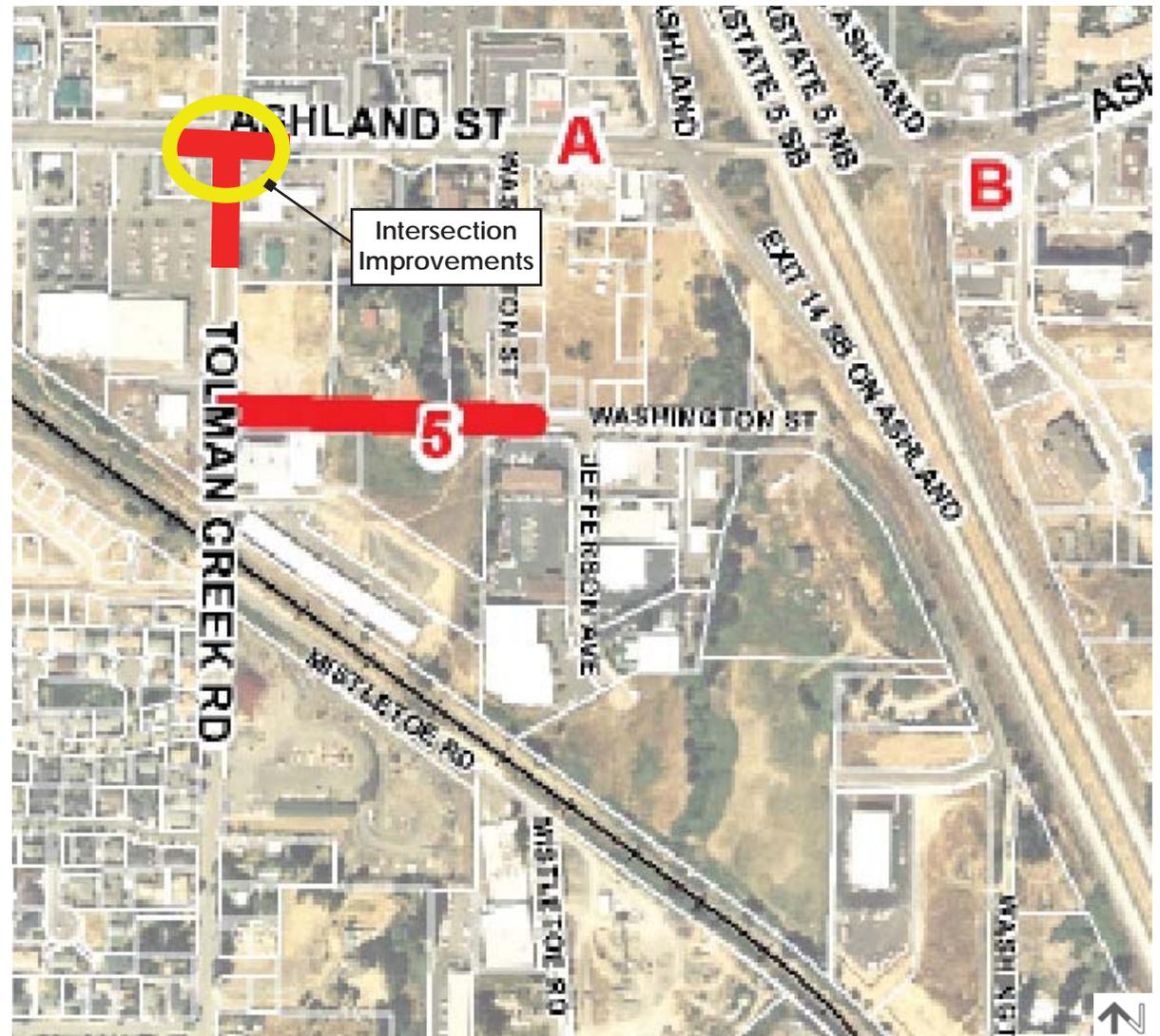
Improvements should consider the additional traffic that will be generated by the Croman Mill site redevelopment and its potential impact on the intersection of Ashland Street and Tolman Creek Road

Key Ashland Street elements include:

- Adding two westbound dedicated left-turn lanes onto Tolman Creek Road

Key Tolman Creek Road elements include:

- Widening the intersection from three lanes to five lanes
- Maintaining existing bike lanes
- Separating sidewalks from auto traffic with landscaping and trees



ODOT IAMP Recommendations

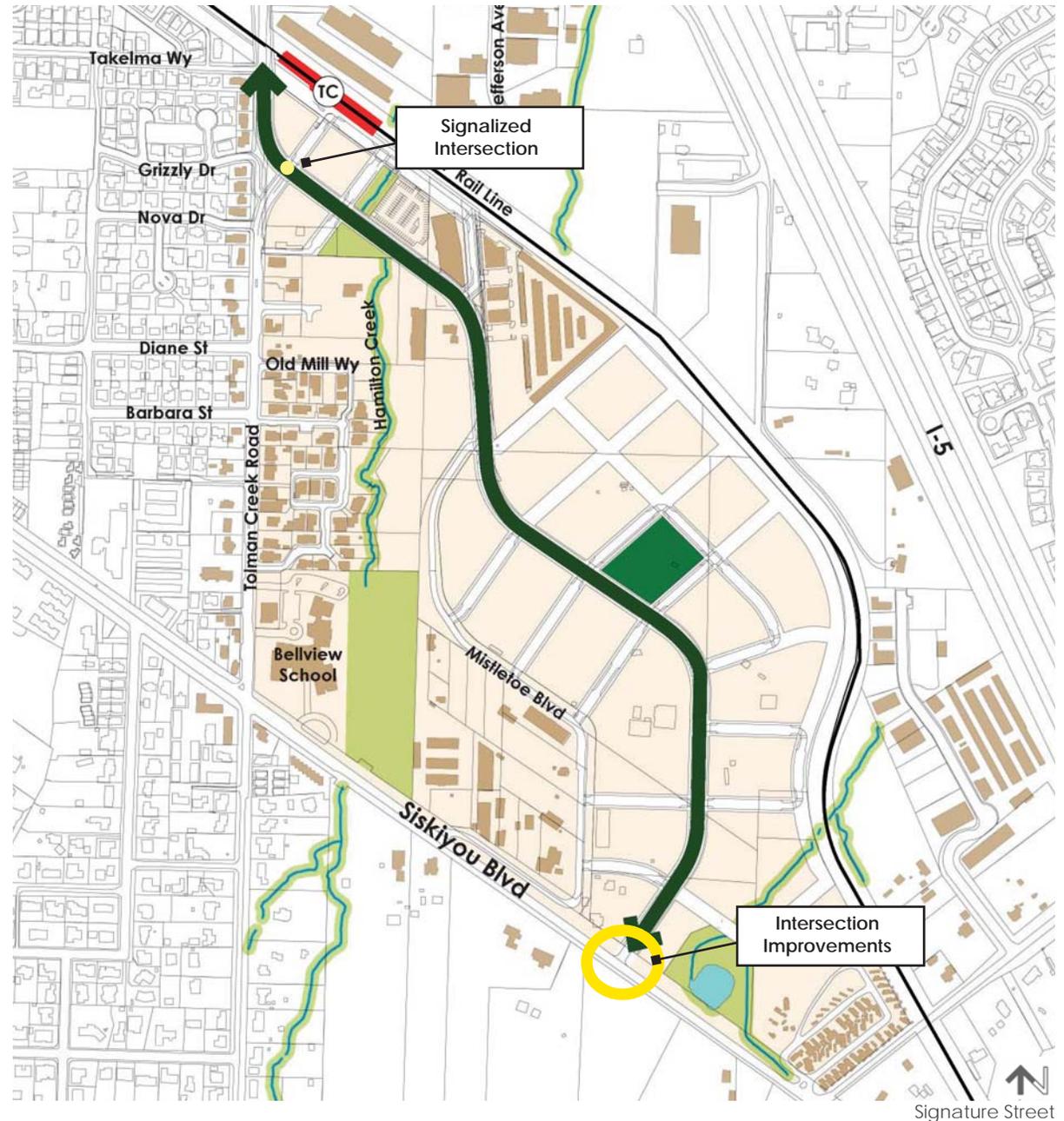
Signature Street

The tree-lined boulevards that currently exist along Ashland Street and Siskiyou Boulevard are an easily identifiable feature of Ashland's premiere street network. Application of this streetscape design to the Croman Mill Site signature street will create a seamless boulevard loop, linking this district with downtown Ashland.

The signature street also serves as a 'front door,' creating a positive first impression when entering the district.

Key elements of the signature street include:

- Two-way auto traffic, a left-turn median and on-street parking
- A roadway lined with canopy trees
- A protected bike lane along the north side
- Sidewalks buffered from roadway traffic by landscaping
- Safe pedestrian crossings at all intersections



Neighborhood Protection

Recent traffic calming improvements have been completed to enhance the pedestrian and bicycle environment along Tolman Creek Road. In addition, access to Bellview School has been markedly improved. Additional auto traffic will be generated by the intensification of the Croman Mill site. Without action to address traffic impacts on the neighborhood, Tolman Creek Road will become a barrier that separates the school from the neighborhood and degrades neighborhood livability. Because of this, the following Tolman Creek road improvements will need to be made.

- Direct traffic away from the neighborhood and toward Croman Mill district, where the majority of the trips will be made
- Allow neighborhood-generated trips to access Tolman Creek Road

These actions will ensure that the valuable recent improvements to Tolman Creek Road are not lost and the neighborhood is protected.

Key elements of the realigned Tolman Creek Road include:

- Two through traffic lanes and a northbound turn lane
- New traffic signal
- Bike lanes
- Sidewalks separated from auto traffic by landscaping and canopy trees
- Landscaped neighborhood gateway
- No change to the Takelma Way and Nova Drive intersections with Tolman Creek Road
- Grizzly Drive realigned and extended south to a new intersection at Tolman Creek Road



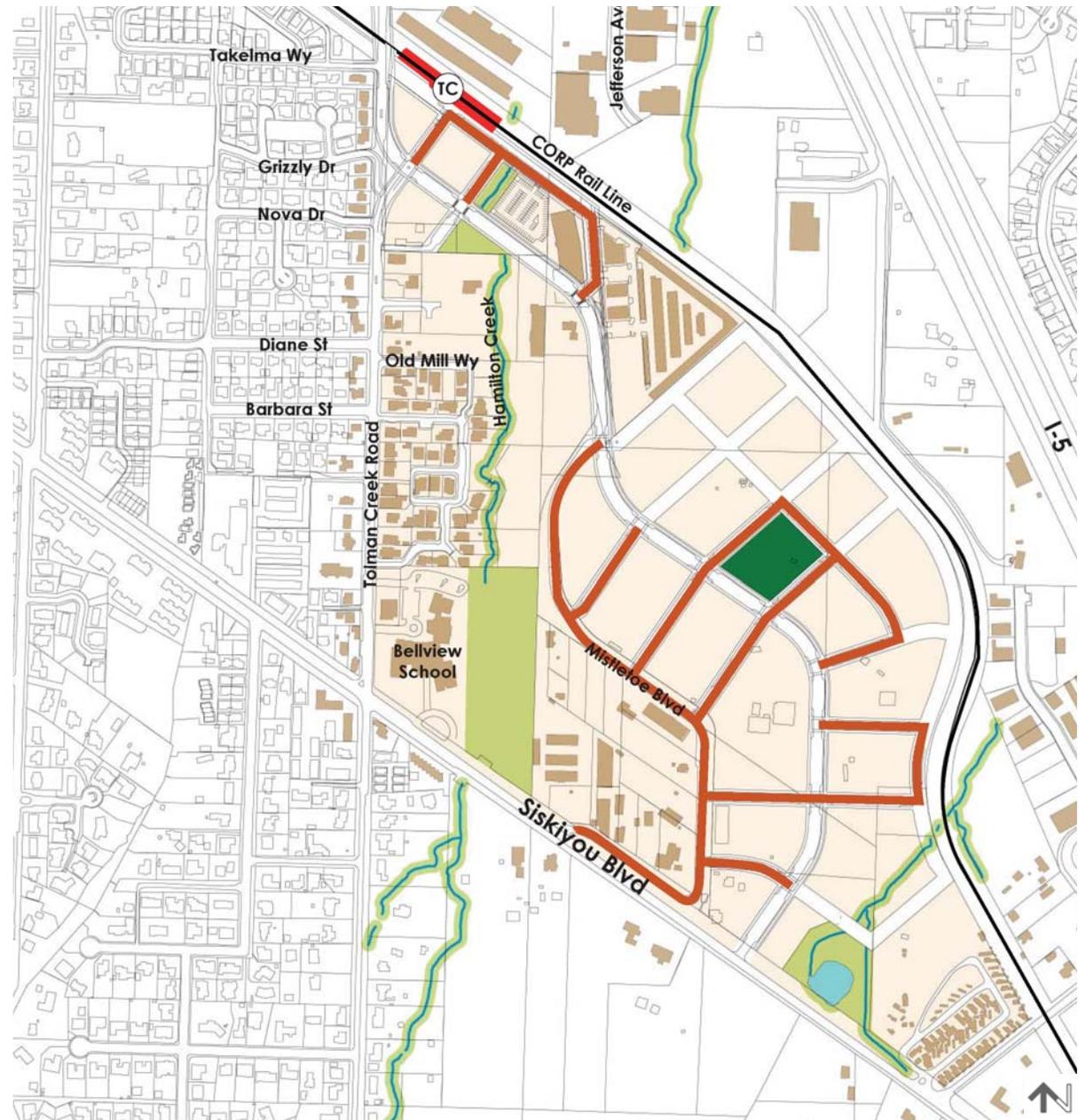
Tolman Creek Road Realignment

Local Streets

Local streets provide district circulation to and from employment uses, Central Park, and the neighborhood center. Local streets include the minimum streets needed to provide access to parcels throughout the district. Mistletoe Road, between Siskiyou Boulevard and the signature street, should be improved to the level of standard consistent with the new local streets.

Key elements of the local streets include:

- Two-way auto traffic
- Optional parallel parking
- Sidewalks buffered from parking or roadway traffic by landscaping

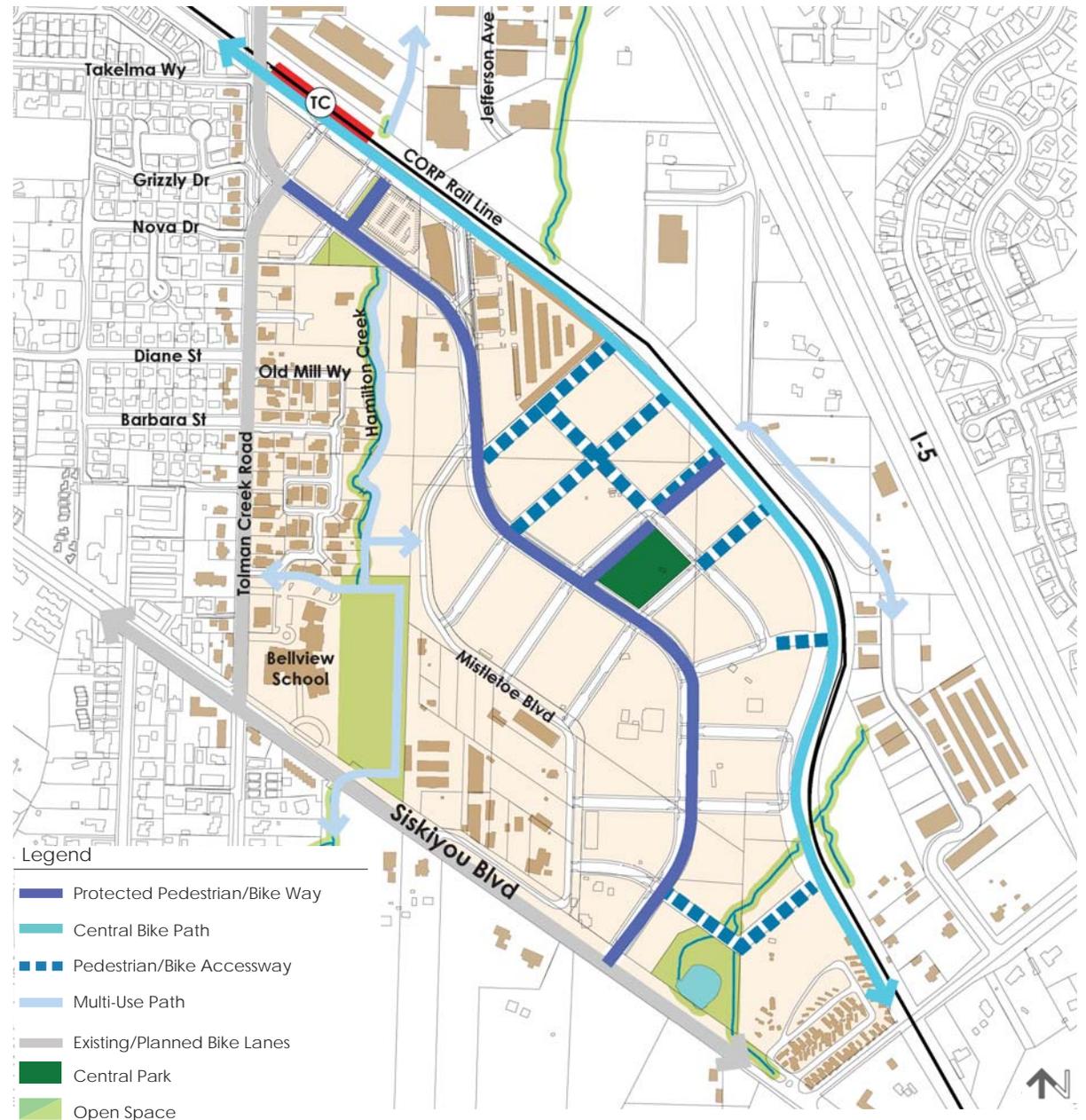


Local Streets

Pedestrian and Bicycle Framework

This framework provides for a safe and interconnected system of multi-use paths, accessways and pedestrian and bike ways that are fundamental to increasing ridership and reducing reliance on the automobile as the primary mode of transportation to and from the district.

Recommendations for design considerations of the protected pedestrian/bikeway can be found at http://www.altaplanning.com/App_Content/files/pres_stud_docs/Cycle%20Track%20lessons%20learned.pdf



Pedestrian and Bicycle Diagram

Protected Pedestrian and Bicycle Ways

Significant reductions in auto travel can be accomplished by linking protected bike lanes to mixed-use centers and key destinations. In the United States, on-street bike systems have the potential to capture up to 10 percent of all daily trips. Model European bike systems can capture 35 to 50 percent of all daily trips. This mode split is directly attributable to Europe's practice of separating the bikes from autos. The protected pedestrian/bike lane identified to the right will:

- Reduce dependency on the automobile
- Provide a safe alternative to on-street bike lanes
- Be well-connected to existing on-street bike lanes and multi-use trail system

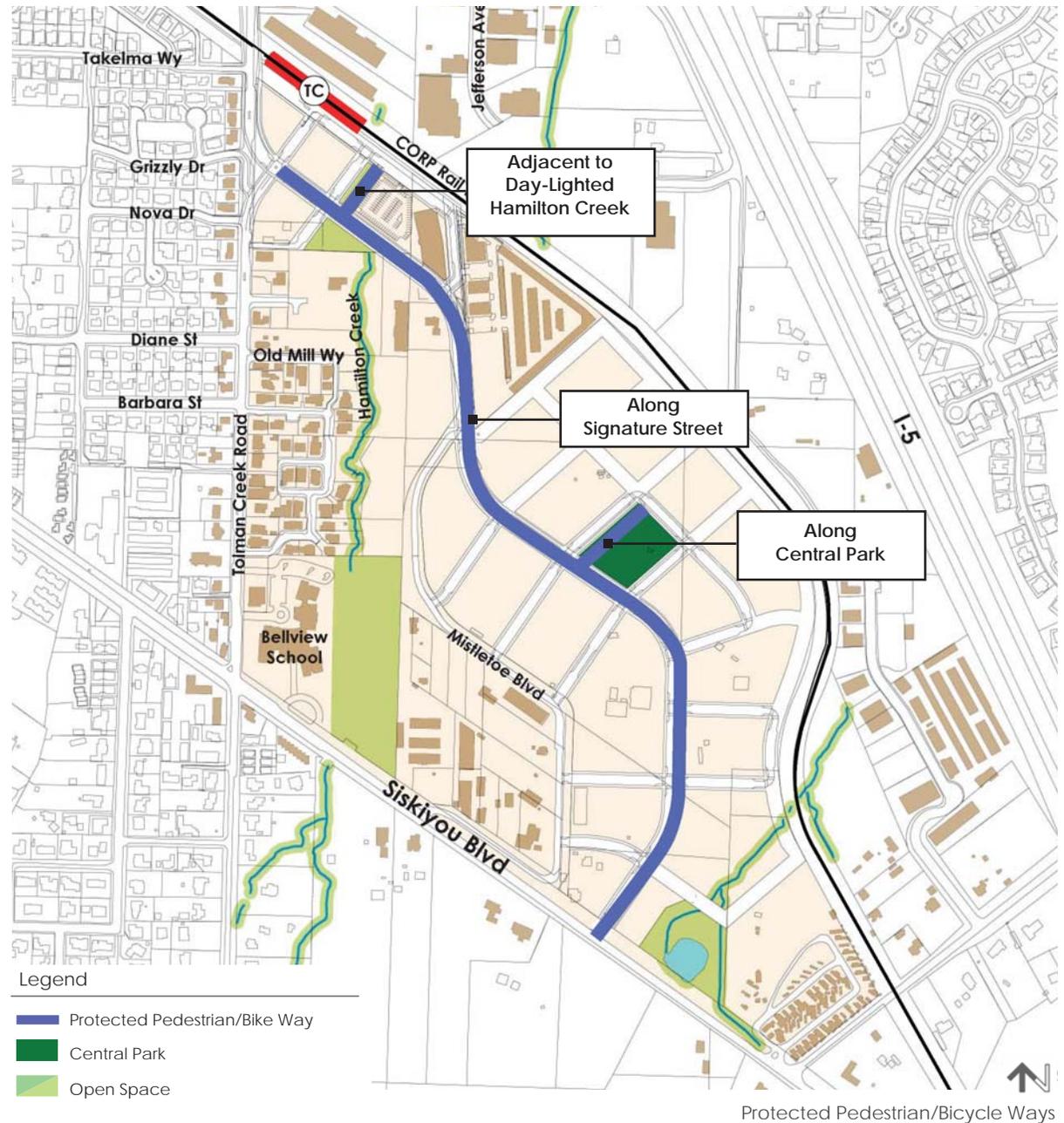
Connecting to Key Destinations

The protected pedestrian/bike way runs parallel to the signature street and connects with the City's existing central bike path and planned Hamilton Creek Trail at two locations:

- On the east side of the new street adjacent to the day-lighted Hamilton Creek
- On the east side of the street running along the western border of Central Park

The design of the protected bikeway should include:

- A grade-separated two-way colored bicycle path buffered from parking by landscaping
- A sidewalk separated from the bicycle path by striping, bollards or a grade separation
- Tabled intersections
- Elimination of auto right turns on red at intersections
- Incorporate rumble strips along the bikeway at the approaches to all intersections
- Signage to alert drivers, pedestrians and riders approaching intersections
- Consideration of a bikes-only signal phase at signalized intersection



Multi-Use Trails

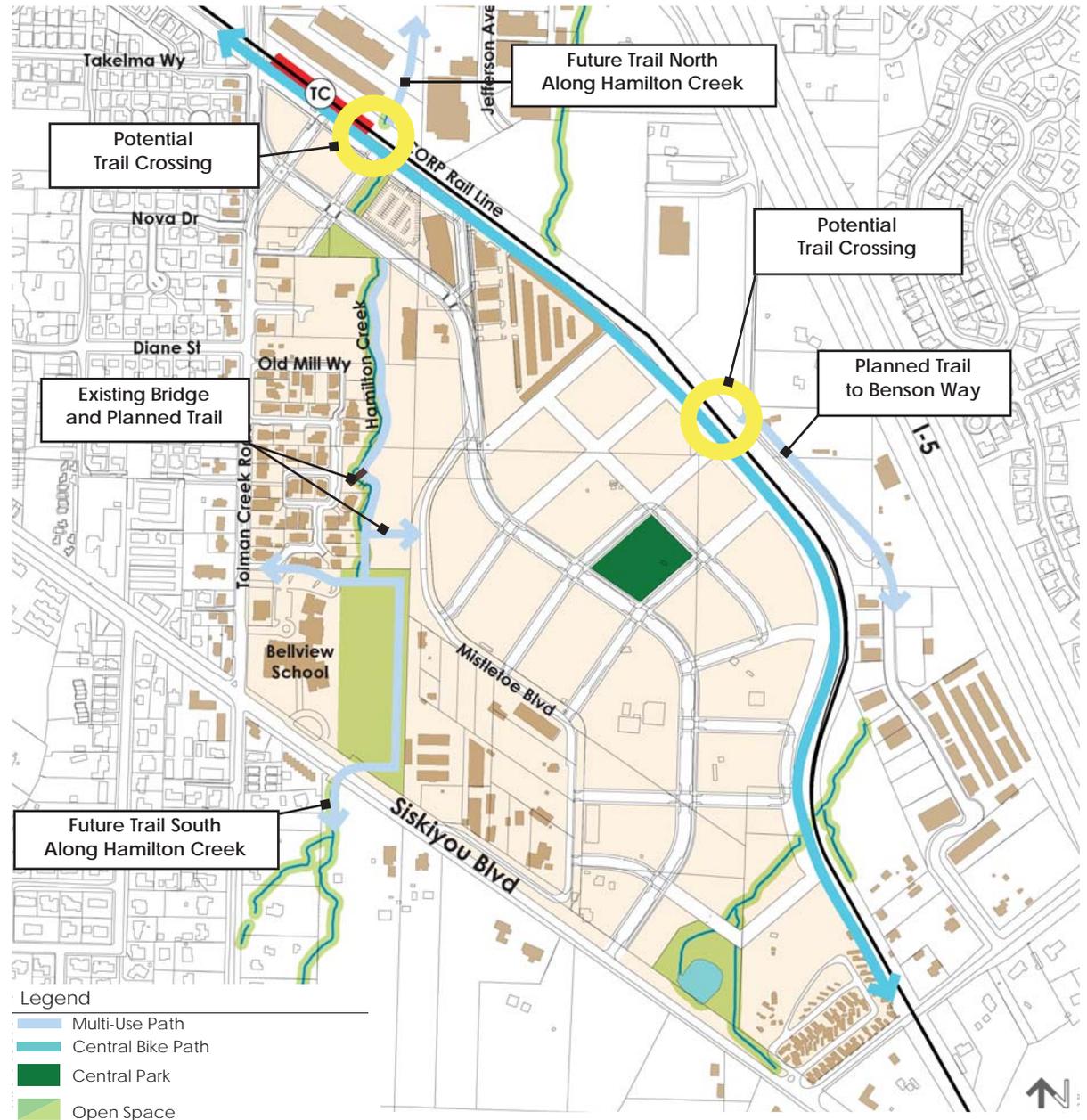
Proposed multi-use trails provide pedestrian and bicycle connections between the district and adjacent neighborhood, employment and commercial areas. The plan includes the Hamilton Creek Greenway trail and an extension of the City's central bike path.

The Hamilton Creek trail will:

- Link Ashland Street and areas to the north with the neighborhood center and Bellview School to the south via an at-grade crossing at the commuter rail platform
- Accommodate pedestrian and bikes within a dedicated trail easement
- Meet optimum required standards for multi-use paths as identified by AASHTO and illustrated in the street section at the end of this chapter
- Connect to the existing bridge crossing at the Hamilton Place Subdivision and a proposed east/west trail along the north side of the Grange from Tolman Creek Road to Mistletoe Road

The central bike path extension will:

- Link downtown Ashland to the district
- Serve as a viable commuter route
- Extend the City's existing trail east along the southern edge of the CORP rail line within a 20-ft. dedicated easement
- Intersect the Hamilton Creek Greenway trail, providing direct and safe access to routes north across the CORP rail line and south to Bellview School and adjacent neighborhoods
- Require modification to the existing path design standard to provide a clear distinction between the pedestrian and bicyclist
- Potentially include crossings of the CORP rail line to connect to a planned trail along Benson Way and Hamilton Creek north

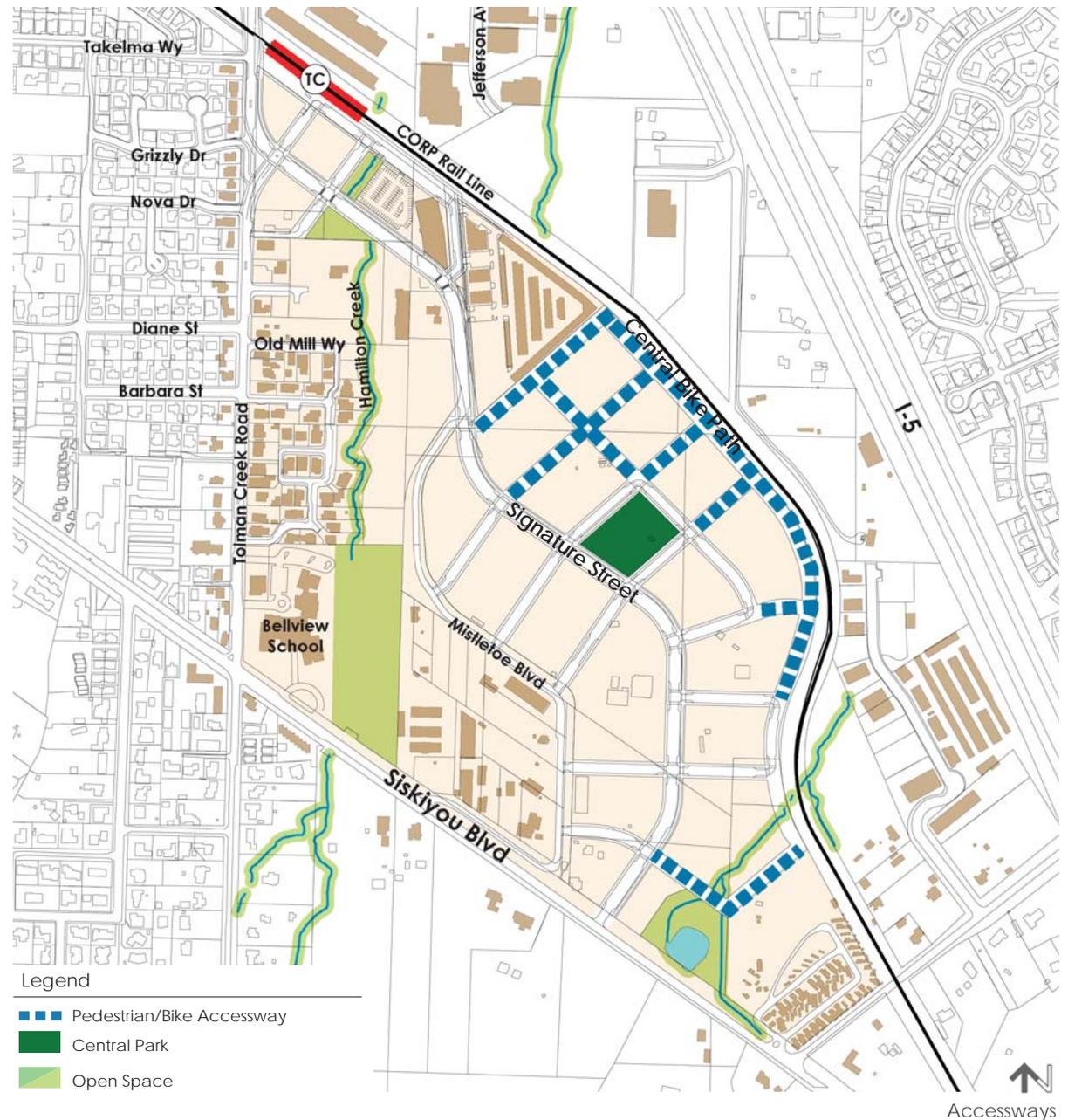


Multi-Use Trails

Accessways

The accessways are intended to provide circulation primarily for pedestrian and bikes and to preserve the grid that dictates the form of land uses. The accessways would:

- Require a dedicated easement of up to 60 ft. regularly spaced within or between development parcels
- Connect the signature street to the City's central bike path
- Allow for shared bicycle, travel lanes and temporary loading zones as necessary to serve development sites

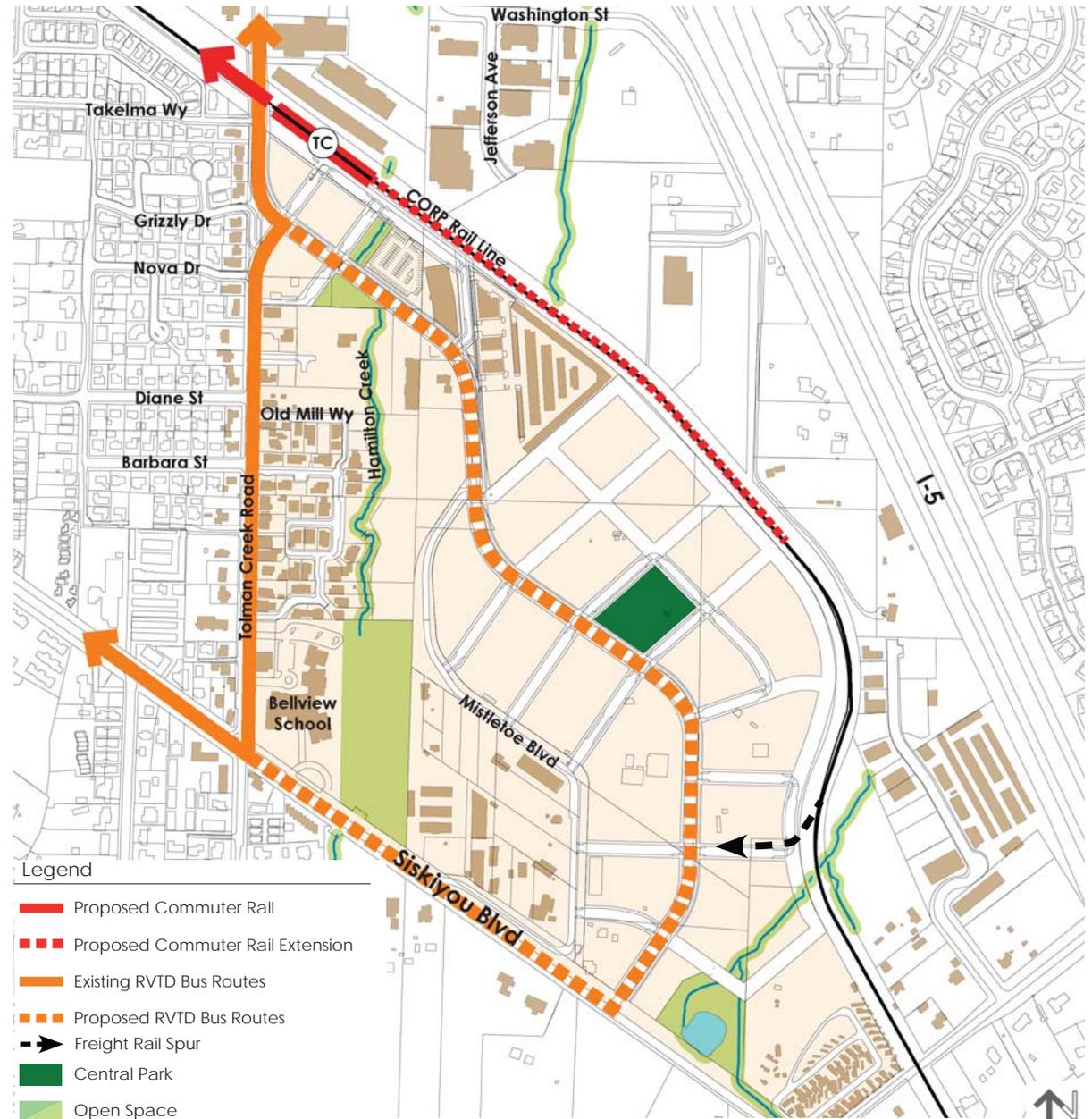


Transit Framework

The transit framework identifies a comprehensive local and regional plan for commuter rail, bus, and freight that supports access to employment, light industrial uses, neighborhood services and housing. The feasibility of linking the district and downtown with a streetcar line should be studied in the near future.

The goal of the framework is to:

- Reduce vehicle miles traveled by providing viable transportation alternatives
- Identify a preferred commuter rail location that serves existing and future employment centers
- Locate future bus routes serving district employment
- Allow for a future freight rail spur to industrial sites

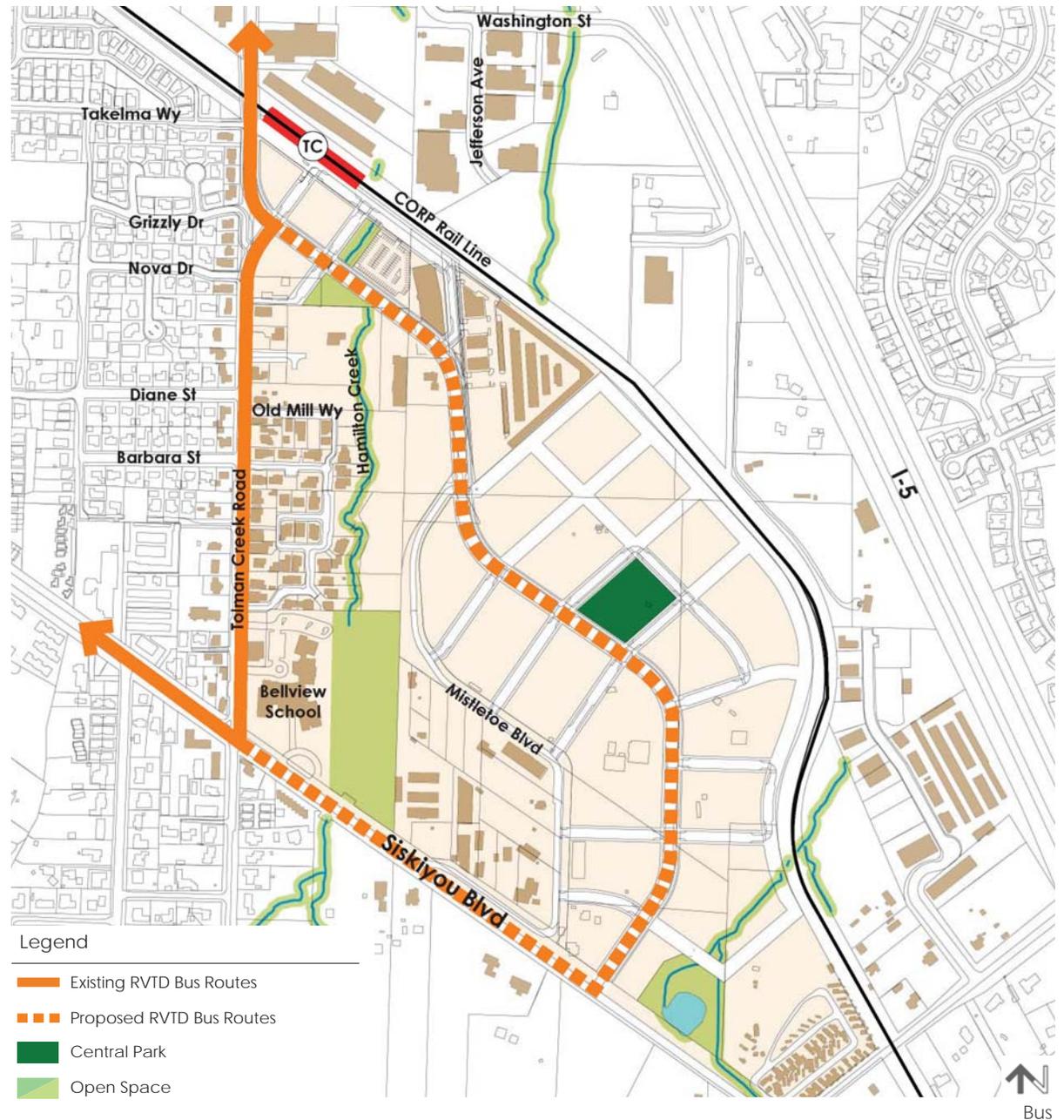


Transit Diagram

Bus

The district is currently served by RVTB bus service along Tolman Creek Road. The City and RVTB should plan for the potential relocation of the bus route further east along Siskiyou Boulevard and the signature street to serve future employment. At a minimum, bus facilities along these streets should include:

- Bus stops spaced approximately 1000-ft. apart along the Signature Street with stops located at high pedestrian areas such as the intersection of Tolman Creek Road and the Signature Street, and the Central Park
- Shelters, seating, trash receptacles and waiting areas that conform to City and RVTB standards

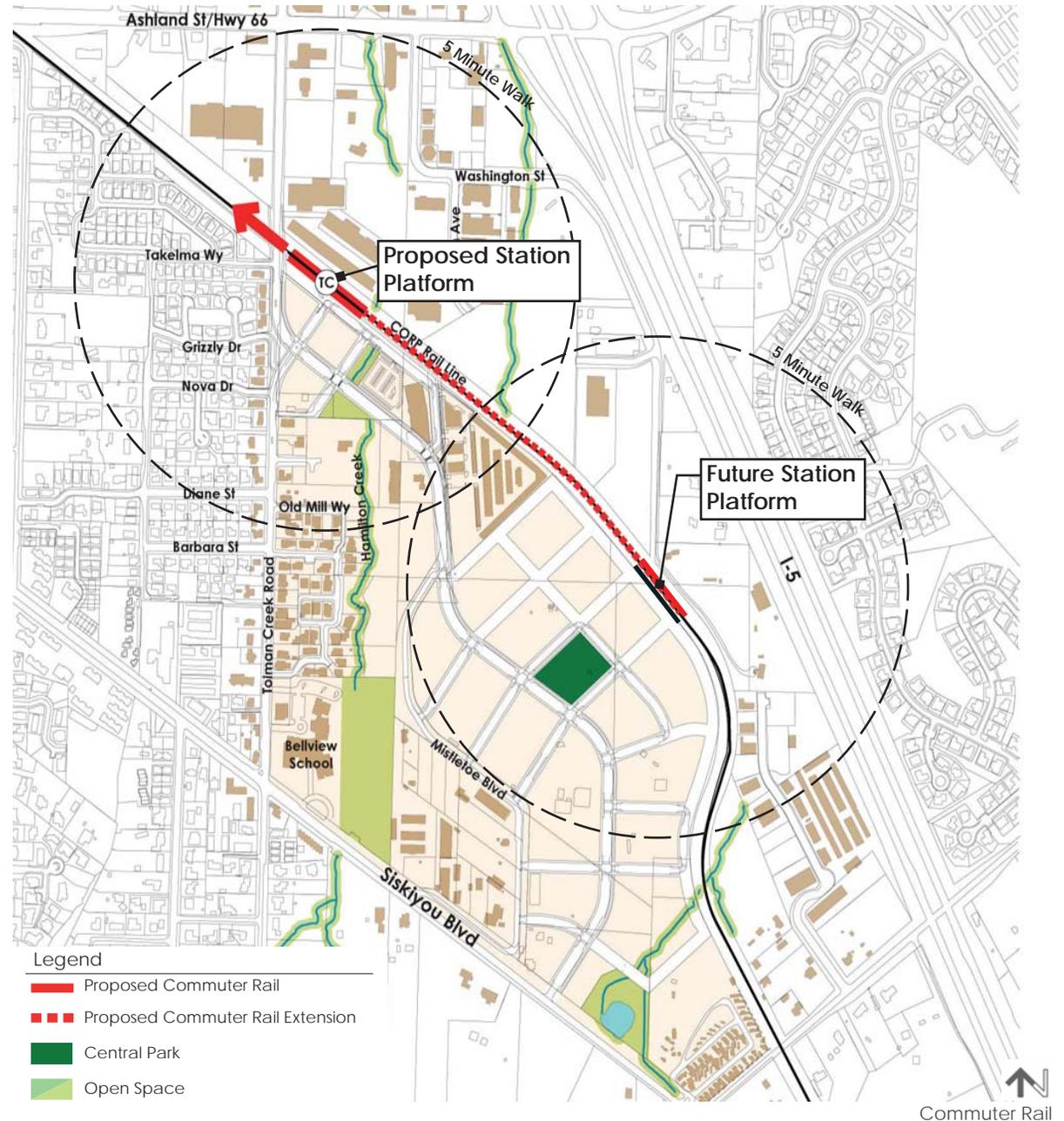


Commuter Rail

The commuter rail station is safe, accessible and conveniently located within walking distance of other transportation modes, the neighborhood center and employment areas. These attributes will maximize ridership. The station:

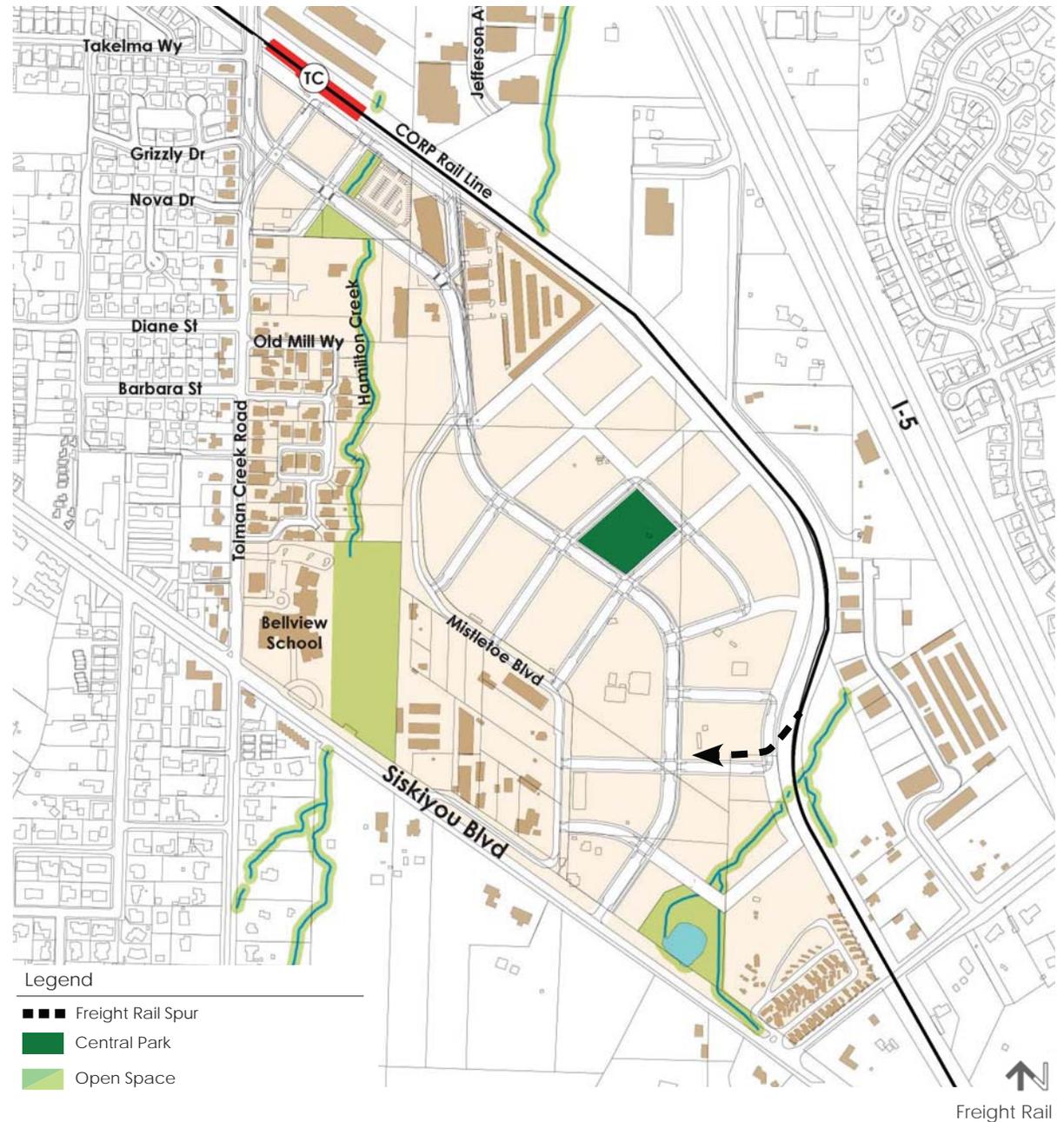
- Serves existing employment, commercial and residential uses within a ¼ mile radius of the station
- Is strategically located adjacent to the proposed neighborhood center
- Is highly visible from Tolman Creek Road
- Is linked to existing streets, the central bike path, and proposed and existing RVTD bus service
- Includes a 400-ft. platform that will accommodate anticipated commuter rail cars and commuter amenities

Over time, the potential for a second station platform should be considered to maximize service to employment areas as indicated to the right.



Freight

Existing freight service will remain on the CORP rail line. Access to rail should be allowed as needed for access to industrial uses within the district. A rail spur should be located within general proximity of the existing spur located in the southeast portion of the Croman Mill Site. The alignment should run parallel to the local access street within a minimum 14-ft. easement as per ODOT rail standards. At-grade rail crossings at the signature street, pedestrian and bike paths, or other streets should provide advance warning signs, pavement markings, and or traffic control devices.



Circulation Standards

The following pages identify proposed sections for the following streets, trails, and protected bike lanes identified in the circulation framework and include:

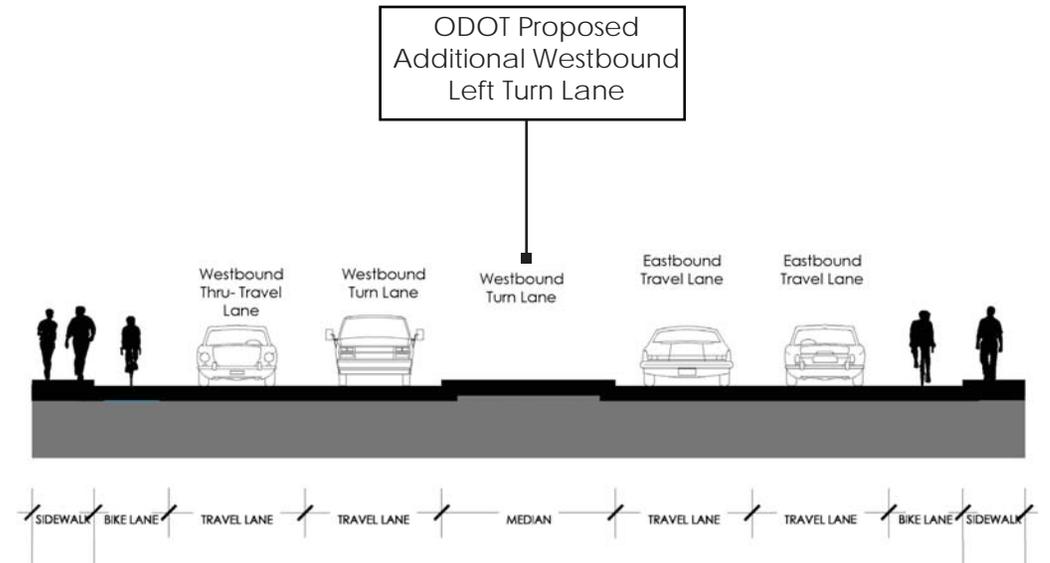
Auto Circulation Sections

- Ashland Street and Tolman Creek Road Intersection Improvements
- Signature Street
- Tolman Creek Road Realignment
- Siskiyou Boulevard and Signature Street Intersection Improvements
- Local Streets

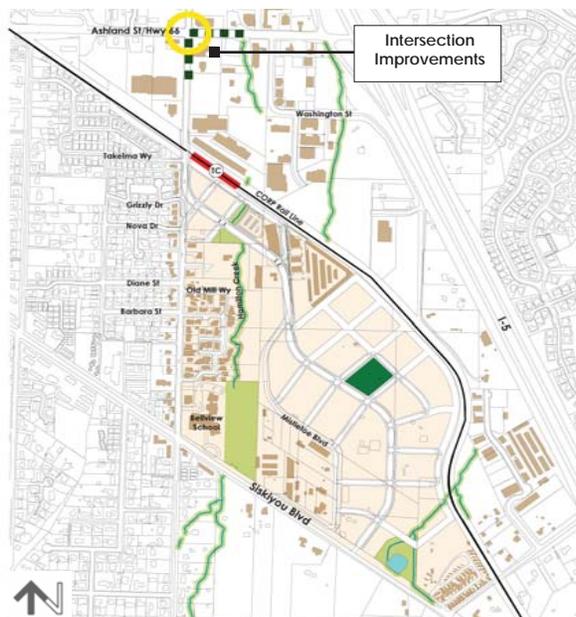
Pedestrian and Bicycle Sections

- Protected Pedestrian and Bike Way
- Hamilton Creek Trail
- Central Bike Path
- Accessway

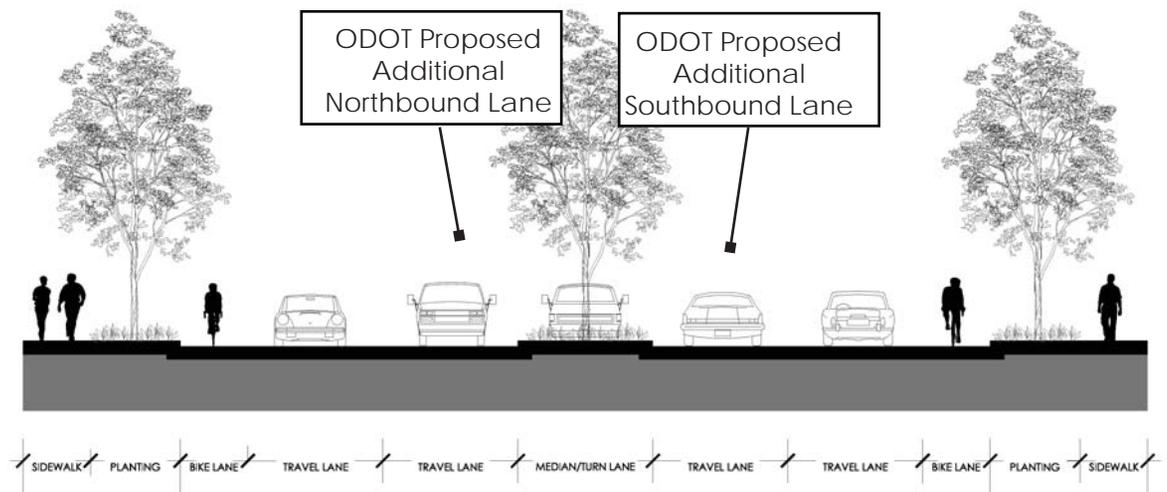
Ashland Street and Tolman Creek Road Intersection Improvements



Ashland Street Improvements



Location

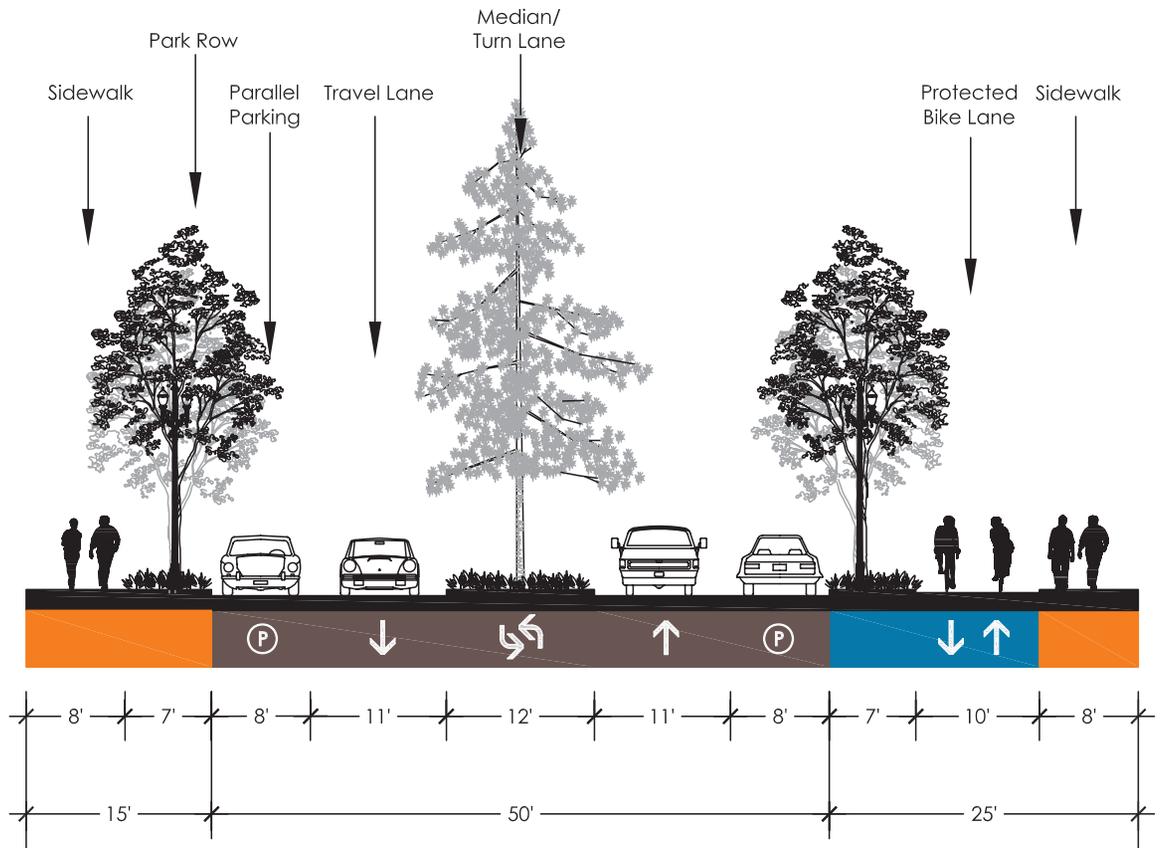


Tolman Creek Road Improvements

Signature Street



Location



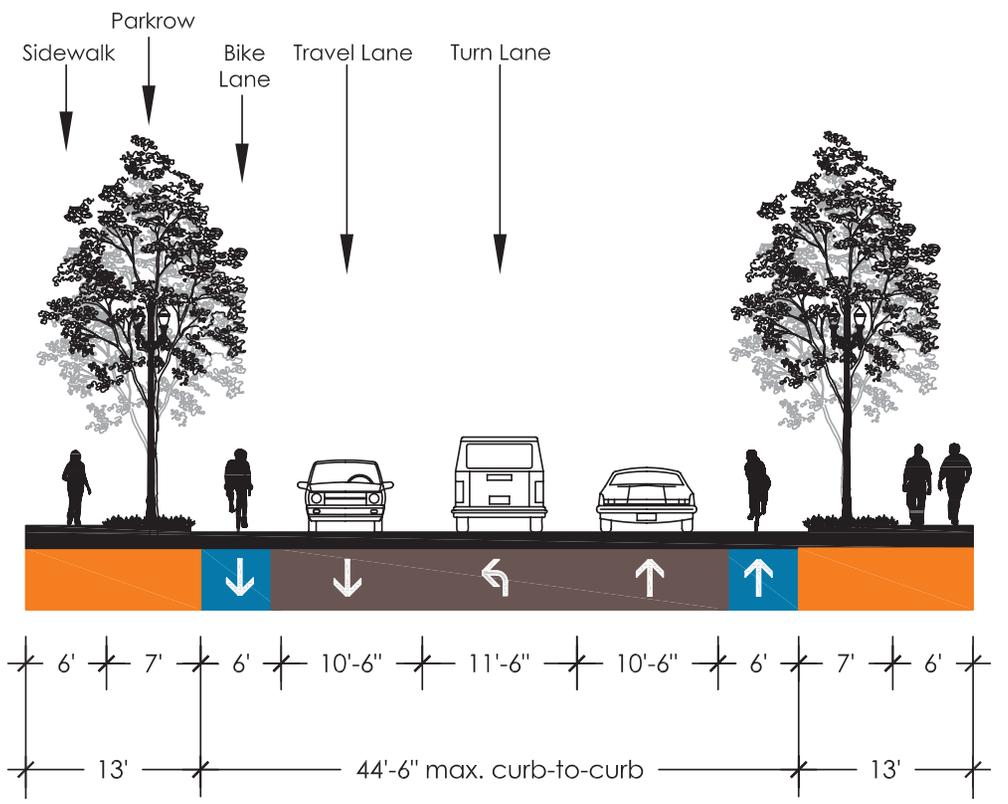
Signature Street

Tolman Creek Road Realignment



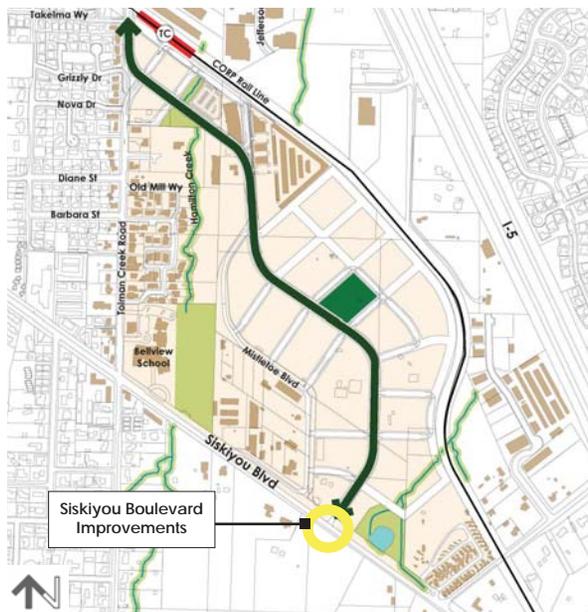
Tolman Creek Road Realignment

Location

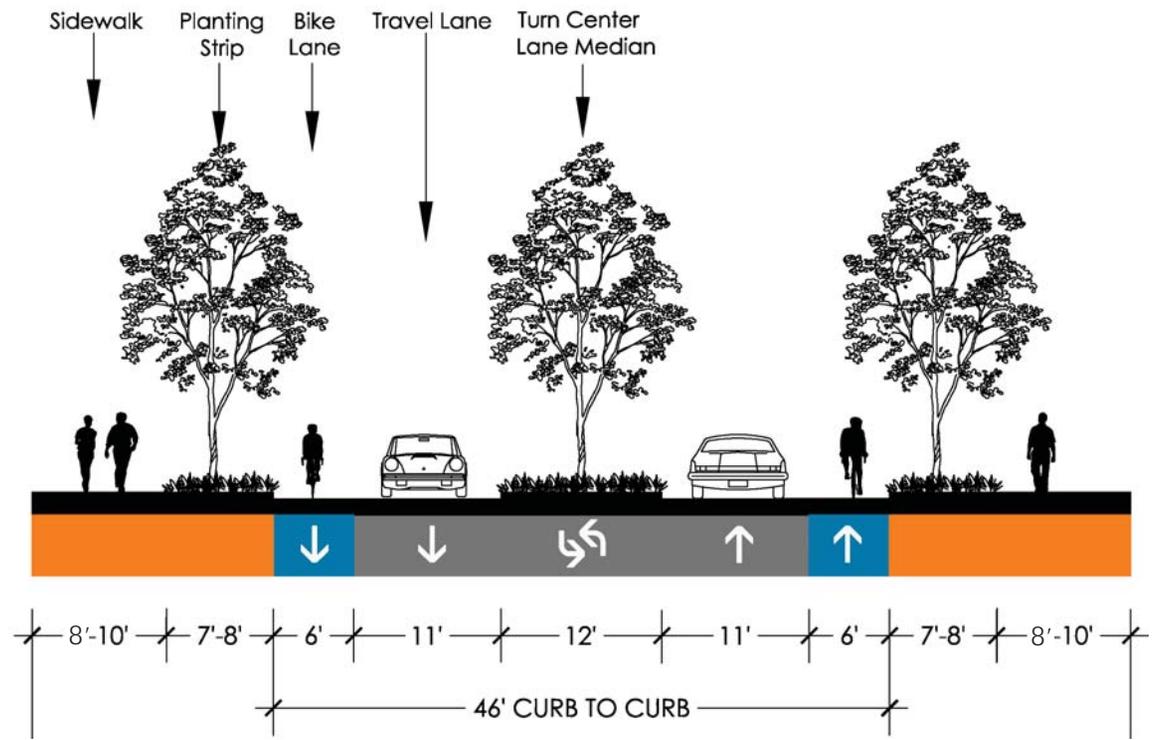


Tolman Creek Road Realignment

Siskiyou Boulevard at the Signature Street Intersection

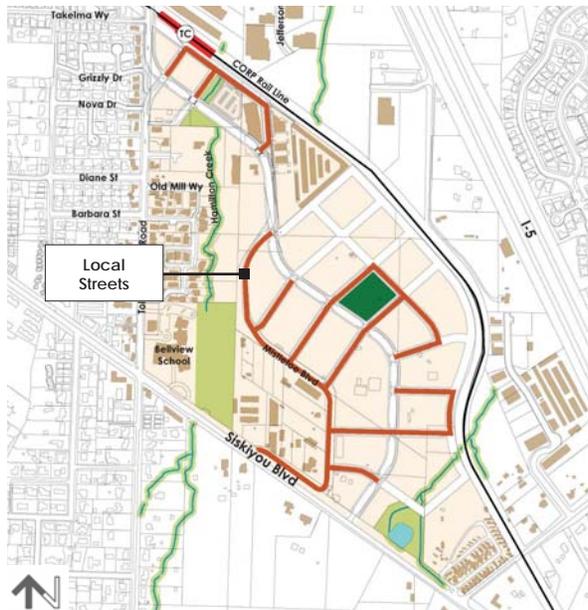


Location

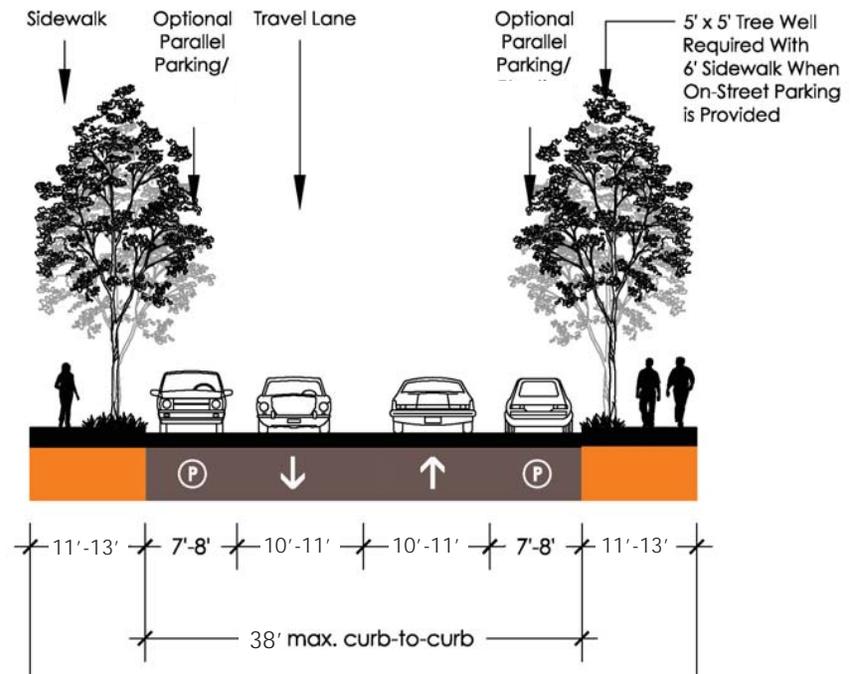


Siskiyou Boulevard

Local Streets

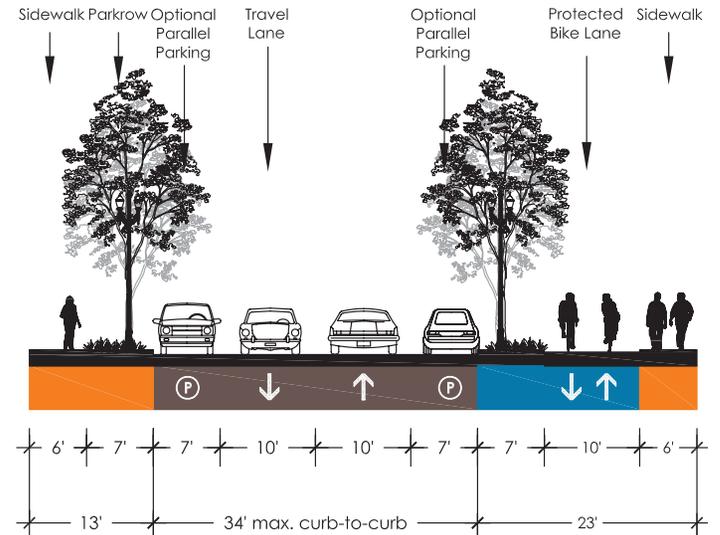


Location

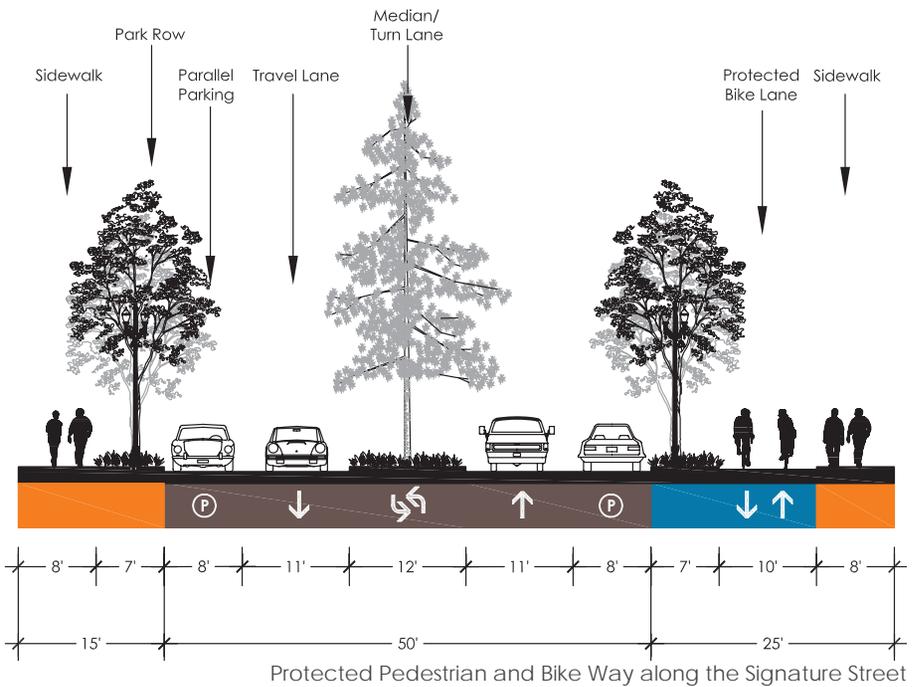
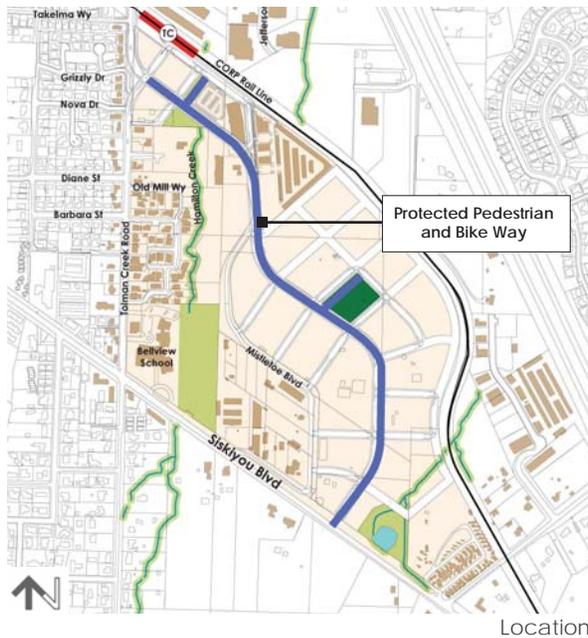


Local Street

Protected Pedestrian and Bike Way

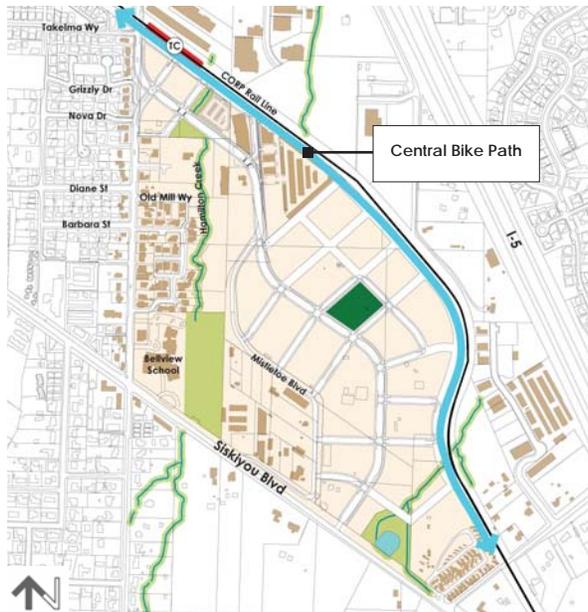


Protected Pedestrian and Bike Way along the Central Park and Day-lighted Hamilton Creek

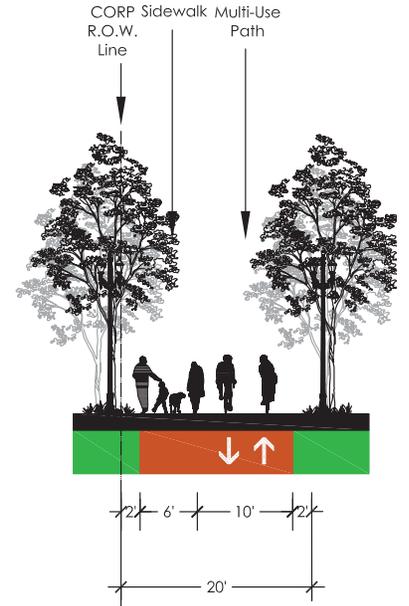


Protected Pedestrian and Bike Way along the Signature Street

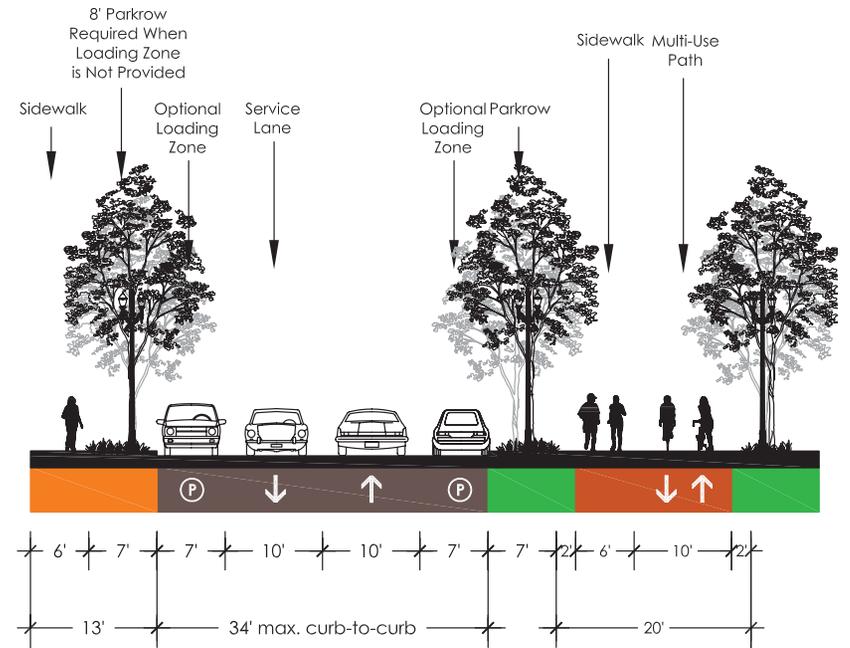
Central Bike Path



Location

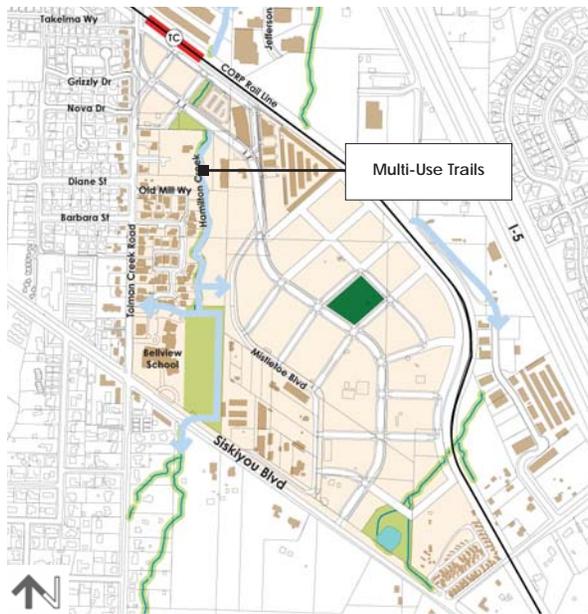


Typical Central Bike Path

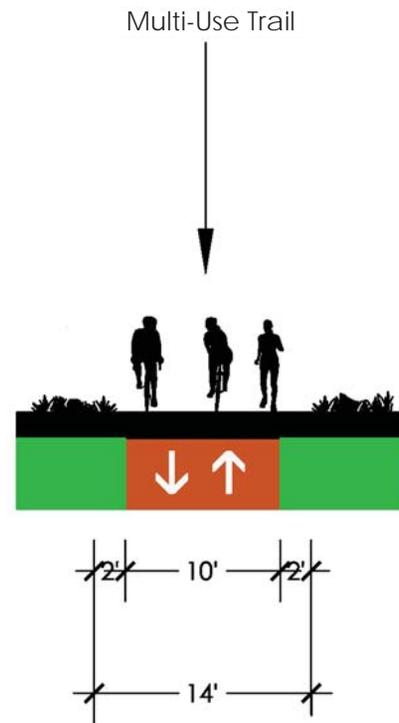


Central Bike Path at Accessway

Multi-Use Trail



Location

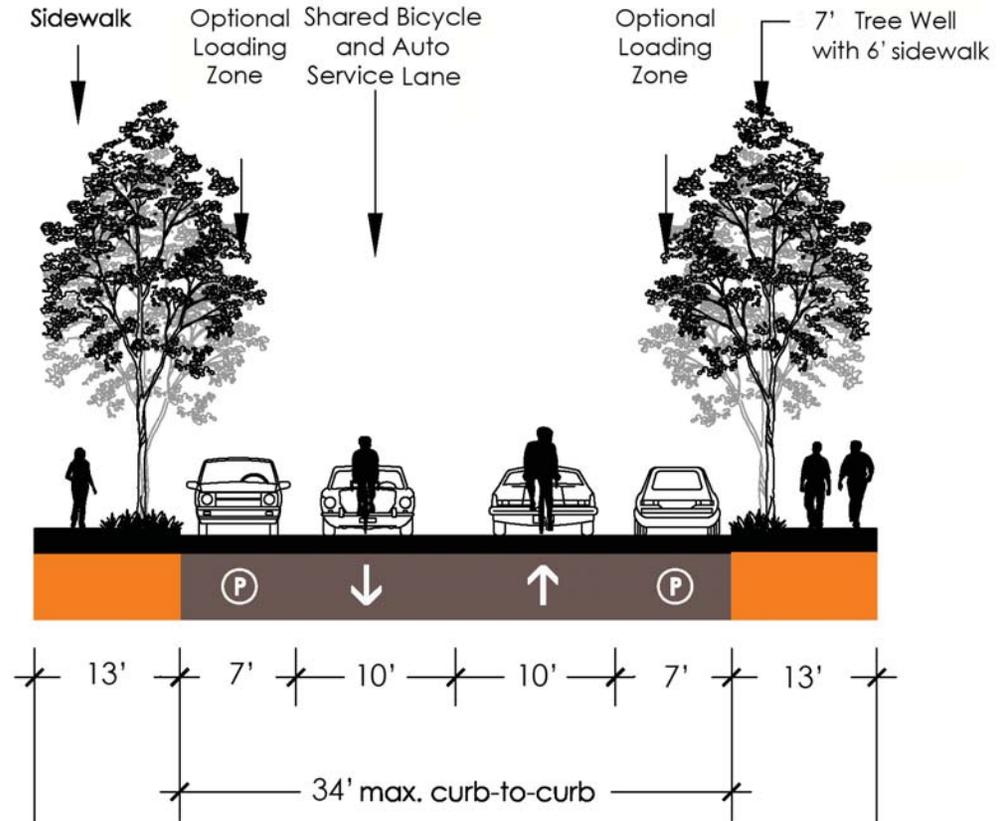


Multi-Use Trail

Accessways



Location



Accessway

Implementation

Overview

Priority projects crucial to the successful implementation of the redevelopment plan have been identified and described in detail in the executive summary.

There are two types of priority projects: time-sensitive and key. Time-sensitive projects create the regulatory framework needed to implement the plan and indicate timely progress. Key projects are important to the plan's success over time and will support future development. Time-sensitive projects include:

- Adopt the Croman Mill Site Redevelopment Plan
- Create and adopt a Croman Mill District Overlay Zoning Plan
- Identify feasibility of creating an Urban Renewal District and Urban Renewal Plan
- Update the City's Comprehensive Plan and Transportation System Plan
- Develop a parking management strategy and financing plan for structured parking

Key projects include:

- Acquire ODOT property and relocate maintenance facility
- Redevelop ODOT property
- Study the potential for future streetcar transit in downtown
- Annex county parcels within the study area and located in the City's Urban Growth Boundary into the City
- Create new sustainable development guidelines for redevelopment of the Croman Mill site; include a discretionary review process for development projects

Detailed recommendations for the following priority projects are outlined in this section.

Update the City's Comprehensive Plan

- Amend study area uses identified within the Comprehensive Plan to be consistent with the Croman Mill Redevelopment Plan, as shown at right

Update the City's Transportation System Plan

- Incorporate recommendations for improvements to Tolman Creek Road, phased improvements to the signature street, and creation of the future commuter rail station

Identify Urban Renewal District Feasibility

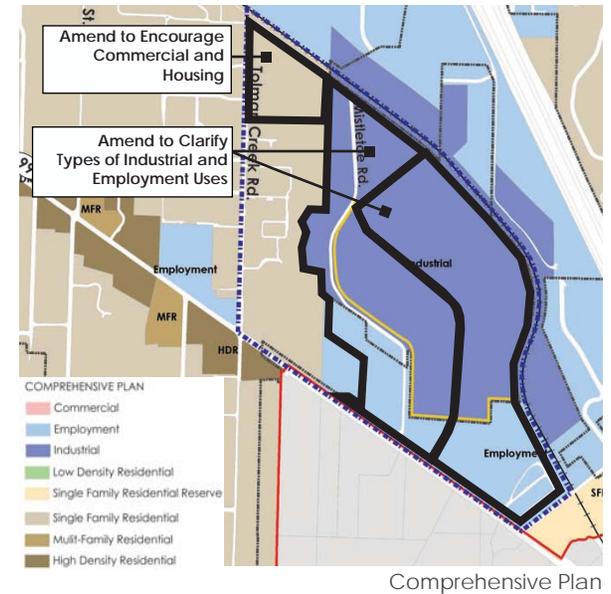
- Create an urban renewal district and/or a local improvement district to fund strategic public improvements within the study area. A summary of urban renewal, tax increment financing and the process for creating a district are outlined later in this section

Create a Croman Mill District Overlay Zoning Plan

- Write and adopt language which codifies a Croman Mill District Overlay into the City of Ashland Zoning Ordinance

Create Sustainable Development Guidelines

- Create new sustainable development guidelines for redevelopment of the Croman Mill site, including a discretionary review process for development projects



Transportation System Plan Update

Updates to the Transportation System Plan should include Tolman Creek Road improvements, the future commuter rail station outlined in the redevelopment plan, and the phased improvements to the signature street identified here.

A Phased Street Plan

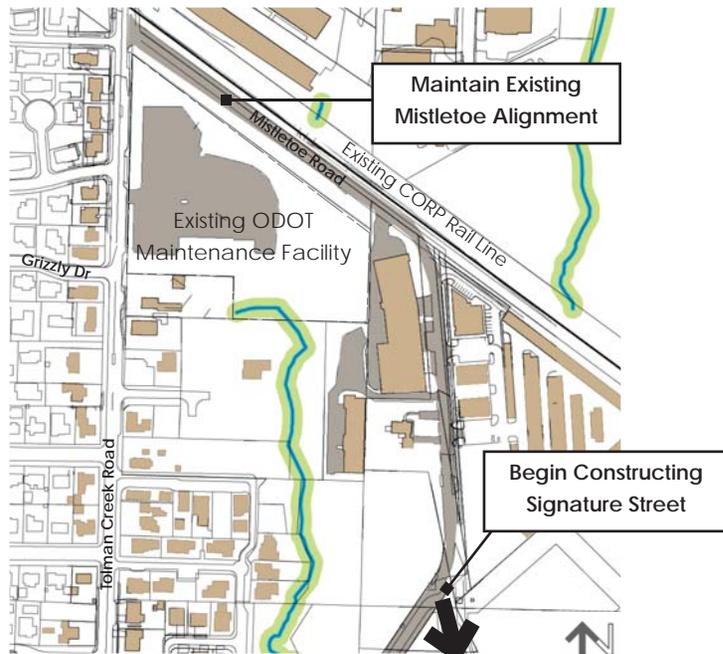
Build-out of the signature street can be accommodated through a phased development plan. The first phase:

- Maintain the existing Mistletoe Road alignment from Tolman Creek Road to the northwest corner of the Croman Mill site
- Include minor developer-constructed improvements to the existing portion of Mistletoe Road: a minimum 6-ft. sidewalk on the north side of the street, two 12-ft. travel lanes, and add a left-turn pocket at the intersection with Tolman Creek Road

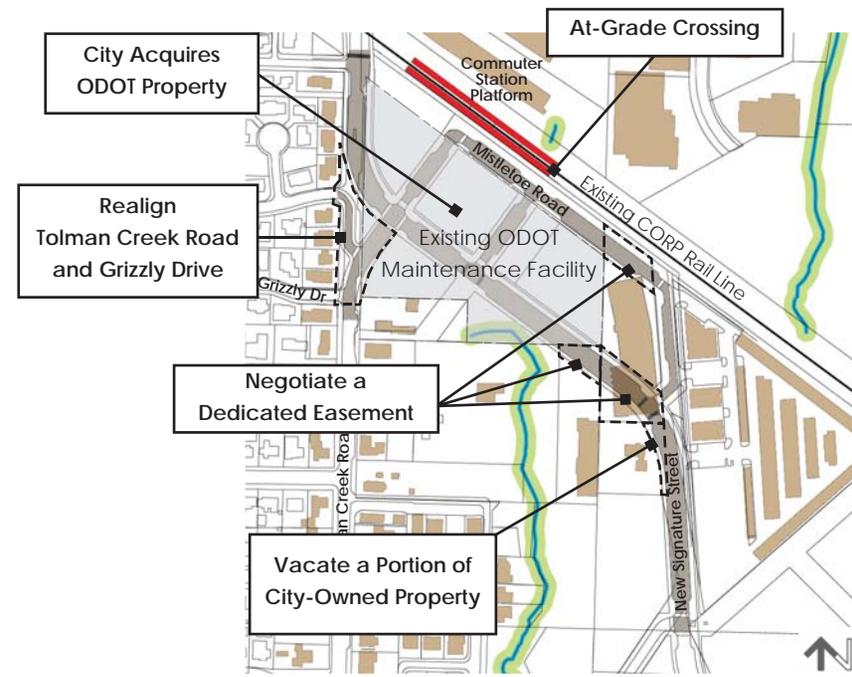
- A developer-constructed three-lane signature street from the northwest corner of the district to Siskiyou Boulevard

Phase two implementation will require:

- City acquisition of the ODOT maintenance facility
- Negotiating a dedicated easement through two existing properties
- Vacating a portion of City-owned property
- A new at-grade crossing on the west end of the platform to allow commuter access to the train, and a pedestrian and bike crossing to the multi-use trail along Hamilton Creek greenway
- Realignment of Grizzly Drive and Tolman Creek Road



Phase 1- Signature Street Improvements



Phase 2- Signature Street Improvements

Urban Renewal District Feasibility

The following information describes the purpose and intent of urban renewal and tax increment financing as a tool for funding public improvements within the study area. It is the recommendation of this plan that the City pursue the creation of an urban renewal district to allow for full utilization of an urban renewal program.

As a first step in downtown revitalization, many communities create an urban renewal program. Coupled with tools such as tax increment financing (TIF), urban renewal provides the necessary mechanisms to revitalize an area.

The theory behind urban renewal is that strategic public improvements (parking, streets, sidewalk improvements, etc.) built using urban renewal funds within a specified area will stimulate private development and economic revitalization that would not have otherwise occurred.

Typical Urban Renewal Program

Urban renewal is a state-authorized redevelopment and financing program designed to help communities improve physically deteriorating, economically stagnant or poorly planned areas. Municipalities use urban renewal as a tool to focus public attention and resources on blighted or underused areas to promote private investment and improve neighborhood livability. Temporary in nature, urban renewal programs are dissolved upon successful revitalization or an established time period. Any municipality can use urban renewal, but it must:

- Establish an urban renewal agency
- Adopt an urban renewal plan

Urban Renewal Agency

Urban renewal agencies are created by state law; however, they are authorized by the municipality's governing body. It is the urban renewal agency's mandate to propose and oversee the successful implementation of the urban renewal plan.

Urban Renewal District

An urban renewal agency proposes an urban renewal district to the municipality and asks that the municipality designate it as such.

Urban Renewal Plan

The urban renewal plan is developed to successfully revitalize the urban renewal district. The plan needs to be a comprehensive, sustainable guide that identifies strategic projects and potential funding mechanisms, such as TIF (see following page) that, when implemented, will revitalize and strengthen the economic vitality of the district. The urban renewal plan is usually required to contain:

- Goals and objectives
- Authorized urban renewal projects
- Limit on the expenditures
- Specific provisions regarding acquisitions and disposition of land
- Provisions regarding amendments to the plan

An urban renewal plan is accompanied by an urban renewal report containing:

- Analysis on conditions of 'blighted' areas
- Detailed proposed financing and schedule information

Adoption of an Urban Renewal Plan

When a governing body or urban renewal agency decides that it wants to consider an area for a possible plan, it must:

- Conduct a feasibility study of the designated area. The study will typically include information regarding property values, development conditions, infrastructure conditions and other key factors
- Present the urban renewal plan to the planning commission for recommendations
- Obtain plan approval through a public hearing led by the local authorizing municipal body (city council/borough assembly)

Urban Renewal Plan Projects

Urban renewal agencies can approve certain projects and activities under an adopted urban renewal plan, including:

- Construction improvements of streets, utilities and other public uses
- Rehabilitation or conservation of existing buildings
- Acquisition and improvement of property
- Resale or lease of property

Tax Increment Financing

Tax increment financing can work within an urban renewal area or as a separate district. A TIF district is drawn so that it includes properties that will increase in value as a result of public investments.

The public invests in community purpose improvements that support existing development and encourage private investment. These improvements are funded by the tax increment generated within the TIF district. The municipality issues a bond that is used to pay for the improvements and is repaid by the increment.

The property owners within the district pay the same tax rate as other property owners.

How TIF Works

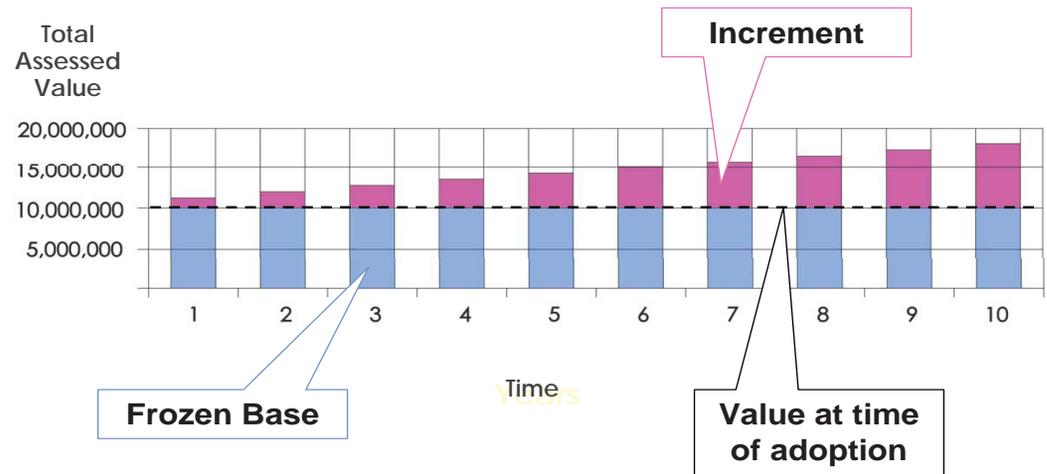
Public improvements are funded by the tax increment generated within the tax increment district.

- Assessed value in a designated district is “frozen” at a point in time
- Each taxing jurisdiction continues to collect revenue calculated by multiplying their respective tax rates times the frozen assessed value base

Frozen Base = Assessed value at time plan is adopted

Increment = Growth above the equalized base

This “increment” is multiplied by the total tax rate and credited to the TIF district until the bond is retired.



Source : Urban Renewal in Oregon, Association of Oregon Redevelopment Agency

Croman Mill District Overlay

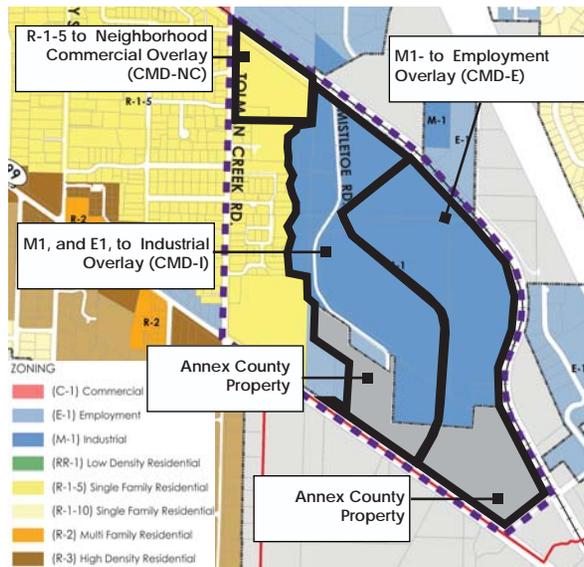
To ensure the intent of this plan is implemented, the City should:

- Create an overlay district with sub-zones and design standards that codify the proposed land uses identified in the land use framework
- Annex existing county properties identified below into City jurisdiction

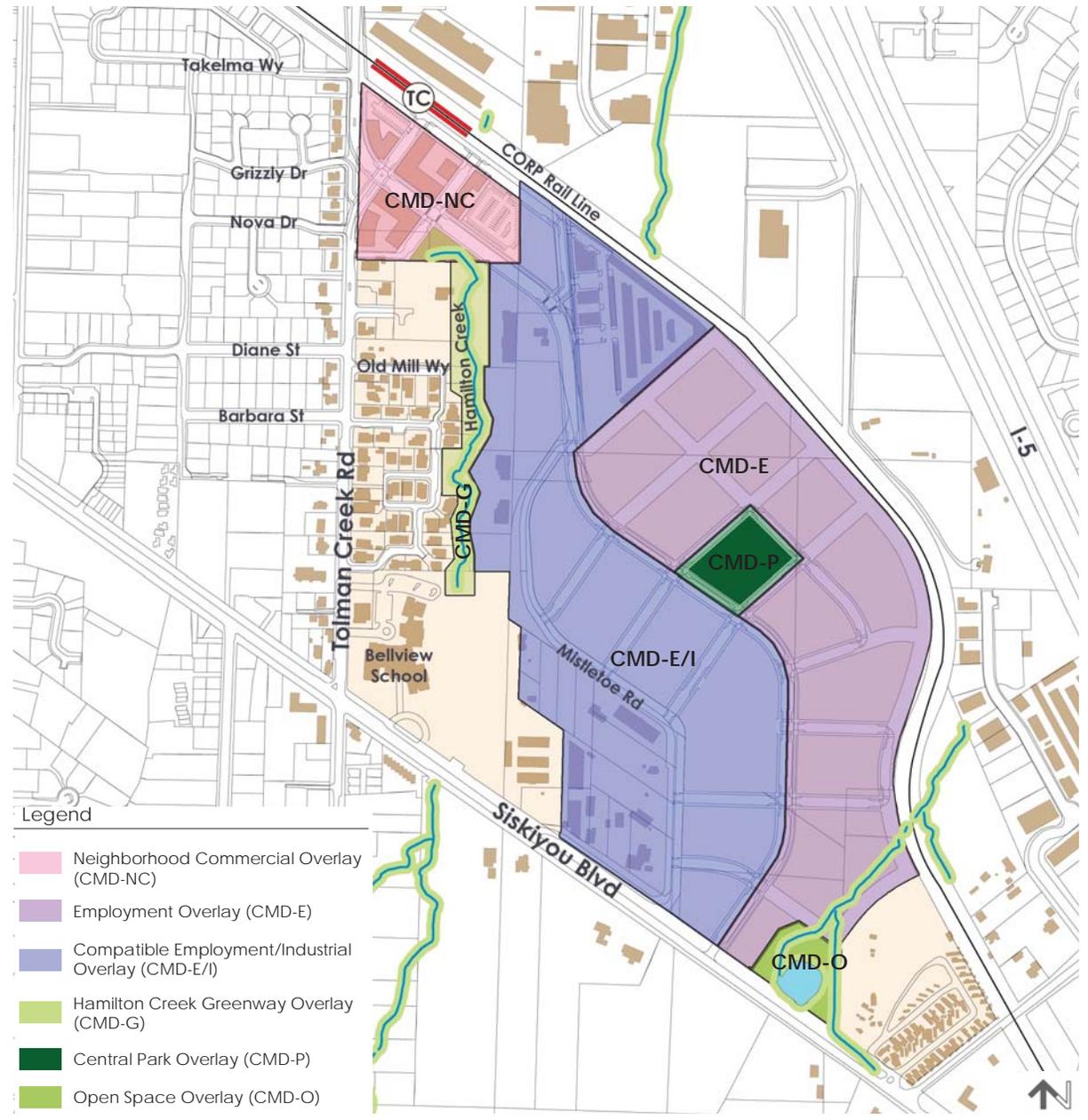
The Croman Mill Overlay District will be comprised of six sub-zones as identified on the right, including:

- Neighborhood Commercial Overlay (CMD-NC)
- Employment Overlay (CMD-E)
- Industrial Overlay (CMD-I)
- Hamilton Creek Greenway Overlay (CMD-G)
- Central Park Overlay (CMD-P)
- Open Space Overlay (CMD-O)

The following pages provide an outline code and design standards for the Croman Mill Overlay District.



Existing Zoning



Croman Mill District Overlay

18.00 CMD- Croman Mill District Plan

18.00.010 Purpose

This district is designed to provide an environment suitable for living, working, and recreation. The **CMD zoning district and District Plan** is a blueprint for promoting **family-wage jobs**, mixed-use developments, neighborhood-oriented businesses and community services **adjacent to transit** in a manner which enhances property values, preserves open spaces and significant natural features, **and reduces energy consumption**.

18.00.020 General Regulations

A. Conformance with **Croman Mill District Plan**.

Land uses and **development**, including buildings, parking areas, streets, greenways and pedestrian/bicycle accessways, shall be located in accordance with those shown on the **Croman Mill District Plan** adopted by Ordinance No. 0000.

B. Conformance with **Croman Mill District Design Standards**

The following design standards apply throughout the Croman Mill District.

1. Development Standards

- a. **Required Build-to-Lines and Active Edges:** All new developments abutting the signature street and local streets surrounding the Central Park shall conform to the standards indicated on the Required Build-to-Lines and Active Edges diagram
- b. **Required On-Street Parking:** On-street parking is required along the signature street and local streets surrounding the Central Park as indicated on the Required On-Street Parking diagram
- c. **Limited Access Streets:** All new developments abutting the signature street and local streets surrounding the Central Park shall limit the

number of curb cuts to one per block as indicated in the Limited Access Streets diagram

d. **Building Heights:** Maximum building heights for new development shall conform to the heights allowed in the Building Heights diagram

e. **Off-street Parking Requirements:** Standards apply to the location and supply of off-street parking in the district. Minimum off-street parking requirements for the following uses shall be:

Industrial–1 space per 1000 SF
Office Employment–2 spaces per 1000 SF
Residential–1 space per .5 dwelling units
Ground-floor commercial– no requirements

A maximum of 50 percent of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met either within an on-site structure or through payment of in-lieu-of-parking fees to the City to fund shared parking structure(s) serving the district.

f. **Building Length and Articulation:** No requirements

2. **Street Standards:** New developments shall provide streets, traffic calming, and pedestrian/bicycle improvements in conformance with the circulation framework and street standards of the Croman Mill Redevelopment Plan. The standards apply to:

- a. Signature Street
- b. Tolman Creek Road Realignment
- c. Local Streets
- d. Protected Bikeway and Pedestrian Path
- e. Central Bike Path
- f. Multi-use Path
- g. Accessways

C. Major and minor amendments to the Croman Mill District Plan shall comply with the following procedures:

1. Major and Minor Amendments

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

- (1) A change in land use.
- (2) A change in the street layout plan that requires a street to be eliminated or to be located in such a manner as to not be consistent with the **district** plan.
- (3) A change in the **Croman Mill District Development and Street Standards**
- (4) A change in planned residential density.
- (5) A change not specifically listed under the major and minor amendment definitions.

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

- (1) Changes related to street trees, street furniture, fencing, or signage.
- (2) A change in the street layout that requires a local street, alley, easement, pedestrian/bicycle accessway or utility to be shifted more than 50 feet in any direction, as long as the change maintains the connectivity established by the neighborhood plan.

2. **Major Amendment Type II Procedure.** A major amendment to the **district** plan shall be processed as a Type II planning action concurrently with specific development proposals. In addition to complying with the standards of this section, findings must demonstrate that:

- a. The proposed modification maintains the connectivity established by the **district** plan;
- b. The proposed modification furthers the design and access concepts advocated by the **district** plan, including but not limited to pedestrian access, bicycle access, **development of the greenway trail system and vehicle access from the signature street and local streets**
- c. The proposed modification will not adversely affect the purpose, objectives, or functioning of the **district** plan.
- d. The proposed modification is necessary to adjust to physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, **greenways**, wetlands, or similar natural features, or to adjust to existing property lines between project boundaries.

3. Minor Amendment Type I Procedure. A minor amendment to the **district** plan may be approved as a Type I planning action concurrently with specific development proposals. The request for a minor amendment shall include findings that demonstrate that the change will not adversely affect the purpose, objectives, or functioning of the **district** plan.

D. Utilities shall be installed underground to the greatest extent feasible.

Where possible, accessways shall be utilized for utility location, including transformers, pumping stations, etc.

~~**E. Lots With Accessways.**~~

~~If the site is served by an accessway, access and egress for motor vehicles shall be to and from the accessway. In such cases, curb openings along the street frontage are prohibited.~~

E. Drive-Up Uses.

Drive-Up uses are not permitted within the **Croman Mill District Plan** area.

F. Performance Standards Overlay.

All applications involving the creation of three or more lots shall be processed under the Performance Standards Option chapter 18.88.

G. Fencing.

No fencing ~~exceeding three feet in height~~ shall be allowed in the front lot area between the structure and the street. No fencing shall be allowed in areas designated as Floodplain Corridor.

H. Adjustment of Lot Lines.

As part of the approval process for specific development proposals, adjustments to proposed lot lines may be approved consistent with the density standards of the district plan zoning district.

(ORD 0000, 2009)

~~18.32 C-1 Retail Commercial District~~ **18.0.030 Neighborhood Commercial Overlay- CMD-NC**

~~18.32.010 A. Purpose~~

This district is designed as a mixed-use area providing for residential uses, commercial commodities and services that serve the immediate area.

~~18.32.020 B. Permitted Uses~~

The following uses and their accessory uses are permitted outright:

1. Professional, financial, business and medical offices, and personal service establishments such as beauty and barber shops, launderette, and clothes and laundry pick-up stations.
2. Stores, shops and offices supplying commodities or performing services, **except that retail uses shall be limited to no greater than 10,000 sf of gross leasable space per lot.** ~~such as a department store, antique shop, artists supply store, and including a regional shopping center or element of such center, such as a major department store.~~
3. Restaurants. (Ord 2812, S2 1998)
4. Theaters, but not including a drive-in.
5. Manufacture or assembly of items sold in a permitted use, provided such manufacturing or assembly occupies six hundred (600) square feet or less, and is contiguous to the permitted retail outlet.
6. Mortuaries and crematoriums.
7. Printing, publishing, lithography, xerography, copy centers.
8. Temporary tree sales, from November 1 to January 1.

9. Public and quasi-public utility and service buildings, and public parking lots, but excluding electrical substations.

10. Kennels and veterinary clinics, with all animals housed within structures.

11. Nightclubs and Bars.

~~18.32.025 C. Special Permitted Uses~~

The following uses and their accessory uses are permitted outright subject to the requirements of this section and the requirements of Chapter 18.72, Site Design and Use Standards.

~~A. Commercial laundry, cleaning and dyeing establishments:~~

1. All objectionable odors associated with the use shall be confined to the lot upon which the use is located, to the greatest extent feasible. For the purposes of this provision, the standard for judging "objectionable odors" shall be that of an average, reasonable person with ordinary sensibilities after taking into consideration the character of the neighborhood in which the odor is made and the odor is detected.
2. The use shall comply with all requirements of the Oregon Department of Environmental Quality.

~~B. Bowling alleys, auditoriums, skating rinks, and miniature golf courses.~~

~~If parking areas are located within 200' of a residential district, they shall be shielded from residences by a fence or solid vegetative screen a minimum of 4' in height.~~

~~C. Automobile fuel sales, and automobile and truck repair facilities.~~

~~These uses may only be located in the Freeway Overlay District as shown on the official zoning map.~~

1. Residential uses.

a. At least 65% of the total gross floor area of the ground floor, or at least 50% of the total lot area if there are multiple buildings shall be designated for permitted or special permitted uses, excluding residential.

b. Residential densities shall ~~not exceed 30 dwelling units per acre in the C-1 District, and 60 dwelling units per acre in the C-1-D District.~~ 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.

c. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying C-1 or C-1-D District.

d. Off-street parking shall ~~not be required per~~ **CMD design standards for off-street parking (18__)**. ~~required for residential uses in the C-1-D District as per the Overall District Standards- Parking Requirements (18__).~~

e. If the number of residential units exceeds 10, then at least 10% of the residential units shall be affordable for moderate income persons in accord with the standards established by resolution of the Ashland 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.

~~E. Drive-up uses as defined and regulated as follows:~~

~~1. Drive-up uses may be approved in the C-1 District only, and only in the area east of a line drawn perpendicular to Ashland Street at the intersection of Ashland Street and Siskiyou Boulevard.~~

2. Drive-up uses are prohibited in Ashland's Historic Interest Area as defined in the Comprehensive Plan.

3. Drive-up uses are subject to the following criteria:

a. The average waiting time in line for each vehicle shall not exceed five minutes. Failure to maintain this average waiting time may be grounds for revocation of the approval.

b. All facilities providing drive-up service shall provide at least two designated parking spaces immediately beyond the service window or provide other satisfactory methods to allow customers requiring excessive waiting time to receive service while parked.

c. A means of egress for vehicular customers who wish to leave the waiting line shall be provided.

d. The grade of the stacking area to the drive-up shall either be flat or downhill to eliminate excessive fuel consumption and exhaust during the wait in line.

e. The drive-up shall be designed to provide as much natural ventilation as possible to eliminate the buildup of exhaust gases.

f. Sufficient stacking area shall be provided to ensure that public rights-of-way are not obstructed.

g. The sound level of communications systems shall not exceed 55 decibels at the property line and shall otherwise comply with the Ashland Municipal Code regarding sound levels.

h. The number of drive-up uses shall not exceed the 12 in existence on July 1, 1984. Drive-up uses may be transferred to another location in accord with all requirements of this section. The number of drive-up window stalls shall not exceed 1 per location, even if the transferred use had greater

than one stall.

~~F. Kennel and veterinary clinics where animals are housed outside, provided the use is not located within 200' of a residential district. (ORD 2951, 2008)~~

18.32.030 D. Conditional Uses

The following uses and their accessory uses are permitted when authorized in accordance with the chapter on Conditional Use Permits:

A. Electrical substations

~~B. Automobile fuel sales, and automobile and truck repair facilities, except as allowed as a special permitted use in 18.32.025.~~

~~C. New and used car sales, boat, trailer, and recreational vehicles sales and storage areas, except within the Historic Interest Area as defined in the Comprehensive Plan.~~

D. Hotels and motels.

E. Temporary uses.

~~F. Outdoor storage of commodities associated with a permitted, special permitted or conditional use.~~

G. Hostels, provided that the facility be subject to an annual Type I review for at least the first three years, after which time the Planning Commission may approve, under a Type II procedure, a permanent permit for the facility.

~~H. Building material sales yards, but not including concrete or asphalt batch or mixing plants.~~

~~I. Churches or similar religious institutions.~~

~~J. Wireless Communication Facilities not permitted outright and authorized pursuant to Section 18.72.180.~~

~~K. Structures which are greater than forty (40) feet in height, but less than fifty-five (55) feet, in the "D" Downtown Overlay District.~~

~~(ORS 2951, 2008)~~

18.32.040 E. General Regulations

A. Area, Width, Yard Requirements.

There shall be no lot area, width, coverage, front yard, side yard, or rear yard, except as required under the Off-Street Parking and Solar Access Chapters; where required or increased for conditional uses; where required by the Site Review Chapter or where abutting a residential district, where such setback shall be maintained at ten feet per story for rear yards and ten feet for side yards. (Ord 2859-51, 2000)

B. Maximum Building Height.

Heights are restricted as per CMD design standards for building heights (18__). No structure shall be greater than 40 feet in height.

~~18.40 E-1~~ Employment District

18.00.040 Employment Overlay – CMD-E

~~18.40.010~~ A. Purpose

The district is designed to provide for a variety of uses such as office, commercial, or manufacturing in an aesthetic environment and having a minimal impact on surrounding uses.

~~18.40.020~~ B. Permitted Uses

The following uses and their accessory uses are permitted outright, subject to the requirements of Chapter 18.72, Site Design and Use Standards:

1. Professional, financial, and business and medical offices, and personal service establishments.
2. Stores, shops and offices supplying commodities or performing services, except that retail uses shall be limited to no greater than ~~20,000 sq.~~ **10,000 sq.** ft. of gross leasable floor space per lot.
3. Restaurants. (Ord 2812, S4 1998)
4. Electrical, furniture, plumbing shop, printing, publishing, lithography or upholstery.
5. Light manufacturing, assembly, fabricating, or packaging of products from previously prepared materials, such as cloth, plastic, wood (not including saw, planing, or lumber mills or molding plants), paper, cotton, precious or semi-precious metals or stone.
6. Manufacture of electric, electronic, or optical instruments and devices.
7. Administrative or research establishments.
8. Motion picture, television, or radio broadcasting studios operating at an established or fixed location.

9. Mortuaries and crematoriums.

~~J. Building material sales yards, but not including concrete or asphalt batch or mixing plants.~~

10. Kennels and veterinary clinics, with all animals housed within structures.

11. Bakeries- **Maximum size?**

12. Public and quasi-public utility and service buildings and yards, structures, and public parking lots, but excluding electrical substations.

13. Manufacture of pharmaceutical and similar items.

14. Wireless Communication Facilities permitted outright pursuant to Section 18.72.180. (ORS 2951, 2008)

~~18.40.030~~ C. Special Permitted Uses

The following uses and their accessory uses are permitted outright subject to the requirements of this section, including all requirements of 18.72, Site Design and Use Standards.

1. Bottling plants, cleaning and dyeing establishments, laundries and creameries.
 - a. All objectionable odors associated with the use shall be confined to the lot upon which the use is located to the greatest extent feasible. For the purposes of this provision, the standard for judging “objectionable odors” shall be that of an average, reasonable person with ordinary sensibilities after taking into consideration the character of the neighborhood in which the odor is made and the odor is detected.
 - b. The use shall comply with all requirements of the Oregon Department of Environmental Quality.

~~B. Wholesale storage and distribution establishments.~~

~~Provided, however, that for the uses specified in subsection A and B above, no deliveries or shipments shall be made from 9pm to 7am where the property on which the use is located is within 200 feet of any residential district.~~

~~C. Recycling depots, provided the use is not located within 200' of a residential district.~~

~~D. Kennels and veterinary clinics where animals are housed outside, provided the use is not located within 200' of a residential district.~~

~~E. Residential uses:~~

- ~~1. At least 65% of the total gross floor area of the ground floor, or at least 50% of the total lot area if there are multiple buildings shall be designated for permitted or special permitted uses, excluding residential.~~
- ~~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. Residential uses shall only be located in those areas indicated as R-Overlay within the E-1 District, and shown on the official zoning map.~~
- ~~5. If the number of residential units exceed 10, then at least 10% of the residential units shall be affordable for moderate income persons in accord with the standards established by resolution of the Ashland 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.~~

2. Cabinet, carpentry, machine, and heating shops, if such uses are located greater than 200' from the nearest residential district.

3. Manufacture of food products, but not including the rendering of fats or oils. For any manufacture of food products with 200' of a residential district:

a. All objectionable odors associated with the use shall be confined to the lot upon which the use is located, to the greatest extent feasible. For the purposes of this provision, the standard for judging "objectionable odors" shall be that of an average, reasonable person with ordinary sensibilities after taking into consideration the character of the neighborhood in which the odor is made and the odor is detected. Odors which are in violation of this section include but are not limited to the following:

1. Odors from solvents, chemicals or toxic substances.
2. Odors from fermenting food products.
3. Odors from decaying organic substances or human or animal waste.

b. Mechanical equipment shall be located on the roof or the side of a building with the least exposure to residential districts. Provided, however, that it may be located at any other location on or within the structure or lot where the noise emanating from the equipment is no louder, as measured from the nearest residential district, than if located on the side of the building with least exposure to residential districts. Mechanical equipment shall be fully screened and buffered.

H. Cold Storage Plants, if such uses are located greater than 200' from the nearest residential district:

~~I. Automobile and truck repair facilities, excluding auto body repair and paint shops.~~

All cars and trucks associated with the use must be screened from view from the public right-of-way by a total sight obscuring fence. Facilities of 3 bays or larger shall not be located within 200' of a residential district.

(ORD 2951, 2008)

18.40.040 D. Conditional Uses

The following uses and their accessory uses are permitted when authorized in accordance with the chapter on Conditional Use Permits:

1. Electrical substations.

~~B. Mini-warehouses and similar storage areas:~~

~~C. Contractor equipment storage yards or storage and rental of equipment commonly used by a contractor:~~

~~D. Automobile fuel sales:~~

~~E. New and used car sales, boat, trailer and recreational vehicles sales and storage areas, provided that the use is not located within the Historic Interest Area as defined in the Comprehensive Plan:~~

2. Hotels and motels.

~~G. Any use which involves outside storage of merchandise, raw materials, or other material associated with the primary use on the site:~~

3. Private college, trade school, technical school, or similar school.

4. Cabinet, carpentry, machine, and heating shops, if

such uses are located less than or equal to 200' from the nearest residential district.

~~J. Cold storage plants, if such uses are located less than or equal to 200' from the nearest residential district:~~

~~K. Automotive body repair and painting, including paint booths:~~

~~1. The use shall not be located within 200' of the nearest residentially zoned property.~~

~~2. All objectionable odors associated with the use shall be confined to the lot, to the greatest extent feasible. For the purposes of this provision, the standard for judging "objectionable odors" shall be that of an average, reasonable person with ordinary sensibilities after taking into consideration the character of the neighborhood in which the odor is made and the odor is detected.~~

~~3. The use shall comply with all requirements of the Oregon Department of Environmental Quality.~~

5. Churches and similar religious institutions

6. Nightclubs and Bars.

7. Theaters (excluding drive-in) and similar entertainment uses.

8. Temporary uses.

9. Wireless Communication Facilities not permitted outright and authorized pursuant to Section 18.72.180.

(Ord 2052, Entire Chapter Replaced, 12/18/1979)

(Ord 2228, Entire Chapter Replaced, 11/02/1982)

(Ord 2688, Entire Chapter Replaced, 10/02/1992)

(Ord 2812, Amended subsection K, 02/18/1998)

(Ord 2894, Amended subsection N, 03/04/2003)

(Ord 2951, 2008)

18.40.050 D. General Regulations

1. There shall be no area or width requirement except as may be required for conditional uses.
2. There shall be no yard requirement except when a lot or parcel adjoins a residential district, in which case a side and rear yard of at least ten feet per story shall be required, and except as required in the Site Review and Solar Access chapters.
3. ~~Maximum building heights are restricted as per CMD design standards for building heights (18__). No structure shall be greater than 40 feet in height.~~
4. There shall be no manufacturing, retailing, or other activity on the site which is not entirely conducted within a building, except as specifically permitted in Section 18.40.040.” (Ord. 2688-1992)

18.00.050 Industrial Overlay – CMD-I

A. Purpose

This district is designed to encourage sound industrial development ~~that is compatible with office and employment uses within the Croman Mill District~~ by providing a protective environment exclusively for such development.

B. Permitted Uses

The following uses and their accessory uses are permitted outright:

1. Any manufacturing, processing, assembling, research, wholesale or storage use.
2. ~~Railroad yards and freight stations, trucking and motor freight stations and facilities.~~
3. Public and public utility service buildings, structures and uses.
4. Conditional uses in the Employment District listed in Section 18.40.030 and 18.40.040 of this Chapter, except residential uses. (Ord. 2389 S1, 1986)
5. Building materials sales yards. (Ord. 2887 S1, 2002)
6. Permitted uses in the Employment ~~Overlay~~ District listed in Section ~~18.00/040~~ of this Chapter. (Ord. 0000)

C. Conditional Uses

The following uses and their accessory uses are permitted when authorized in accordance with the chapter on Conditional Use Permits:

1. ~~Junkyard and auto wrecking yards.~~
2. Kennels and veterinary clinics.
3. Banks, restaurants or other convenience establishments designed to serve persons working in the zone only.

~~4. Concrete or asphalt batch or mixing plants.~~

5. Temporary uses.

6. Wireless Communication Facilities not permitted outright and authorized pursuant to Section 18.72.180.

D. General Regulations

1. Minimum Lot Area, Width, Depth. There is no minimum lot area, lot width, or lot depth.
2. Minimum Front Yard. ~~The minimum front yard shall be 25 feet. There is no minimum front yard.~~
3. Minimum Side Yard. There is no minimum side yard requirement, except twenty (20) feet where adjoining a residential district.
4. Minimum Rear Yard. There is no minimum rear yard requirement, except twenty (20) feet where adjoining a residential district.
5. Maximum Building Height. ~~Building heights are restricted as per CMD design standards for building heights (18__). No building shall be greater than forty (40) feet in height.~~
6. Solar Setback. The solar setback shall apply in this district. (Ord. 2228, 1982F)

~~18.30.070 Civic Spaces Overlay --
NM-Civic~~

**18.00.060 Central Park Overlay-
CMD-P**

A. General Requirements:

~~Park~~ Civic spaces identified on the ~~District~~
~~Neighborhood~~ Plan map shall be developed as part of
a specific project approval.

B. Permitted Uses of Civic Spaces.

1. Community Services.
2. Recreation and Open Space.

~~18.30.080 Open Spaces Overlay --
NM-O~~

**18.00.070 Open Spaces Overlay-
CMD-O**

A. General Requirements:

Open spaces identified on the Neighborhood Plan
map shall be developed as part of a specific project
approval.

B. Permitted Uses of Civic Spaces.

1. Recreation and Open Space.
2. Agriculture, including community garden space.

~~18.30.090 North Mountain Greenway
Overlay -- NM-G~~

**18.00.080 Hamilton Creek Greenway
Overlay- CMD-G**

A. Applicability.

All projects containing land identified on the ~~Croman~~
~~Mill District~~ North Mountain Neighborhood Plan
Map as part of the ~~Hamilton Creek Greenway~~ North
Mountain/Bear Creek Greenway shall dedicate
that area so designated to the City of Ashland for
park purposes. It is recognized that the upzoning
of properties as part of the North Mountain
Neighborhood Plan imparted significant value to
the land, and the required dedication of those lands
within the North Mountain/Bear Creek Greenway for
park purposes is proportional to the value bestowed
upon the property through the change in zoning
designation.

B. Dedication on Final Survey Plat.

The dedication of lands within ~~Hamilton Creek~~
~~Greenway~~ North Mountain/Bear Creek Greenway shall
be indicated on the final survey plat accompanying all
partitions, subdivisions and Performance Standards
developments.

C. Development Restrictions.

It is recognized that lands within the ~~Hamilton Creek~~
~~Greenway~~ North Mountain/Bear Creek Greenway are
identified as part of Ashland's Floodplain Corridor
Lands, and are prohibited from further development,
except as outlined in the Physical and Environmental
Constraints chapter.

D. Density Transfer: ~~Density may be transferred out of~~
~~unbuildable areas to buildable areas of a lot provided~~
~~as per standards outlined in 18.62.110 Prohibition~~
of Density Transfer. No transfer of density from lands
identified within the North Mountain/Bear Creek
Greenway shall be permitted.

~~18.30.100 Site Plan and Architectural Review Procedure~~

18.00.090 Site Plan and Architectural Review Procedure

A. Project Applicability.

The following planning applications shall comply with applicable ~~Croman Mill District North Mountain Neighborhood~~ Design Standards and all other requirements outlined in the Site Design and Use Standards chapter 18.72.

1. Performance Standards Option Developments.
 - a. For applications processed under the Performance Standard's Option, the following additional information shall be provided:
 - i. Typical elevations incorporating the architectural elements described in the ~~Croman Mill District North Mountain Neighborhood Design Standards~~ shall be included for all proposed buildings as part of the application for Final Plan.
2. Partitions.
3. All Development Requiring Site Plan Approval under the Site Design and Use Chapter 18.72.

B. Review and Approval Procedure.

All land use applications shall be reviewed and processed in accordance with the requirements described in the Procedures chapter 18.108.

C. Supplemental Approval Criteria.

In addition to the criteria for approval required by other sections of the land use ordinance, applications within the ~~CMD NM~~ land use district shall also address the following criteria:

1. That a statement has been provided indicating how the proposed application conforms with the general design requirements of the ~~Croman Mill District~~

~~North Mountain Neighborhood~~ Plan, including density, transportation, building design, and building orientation.

2. That the proposed application complies with the specific design requirements as provided in the ~~Croman Mill District North Mountain Neighborhood~~ Design Standards.

18.30.110 Applicability of Other Sections of the Land Use Ordinance

A. Interpretation.

Where the provisions of this Chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the ~~Croman Mill District North Mountain Neighborhood~~ zoning district shall govern.-

(ORD 2800, 1997)

Design Standards

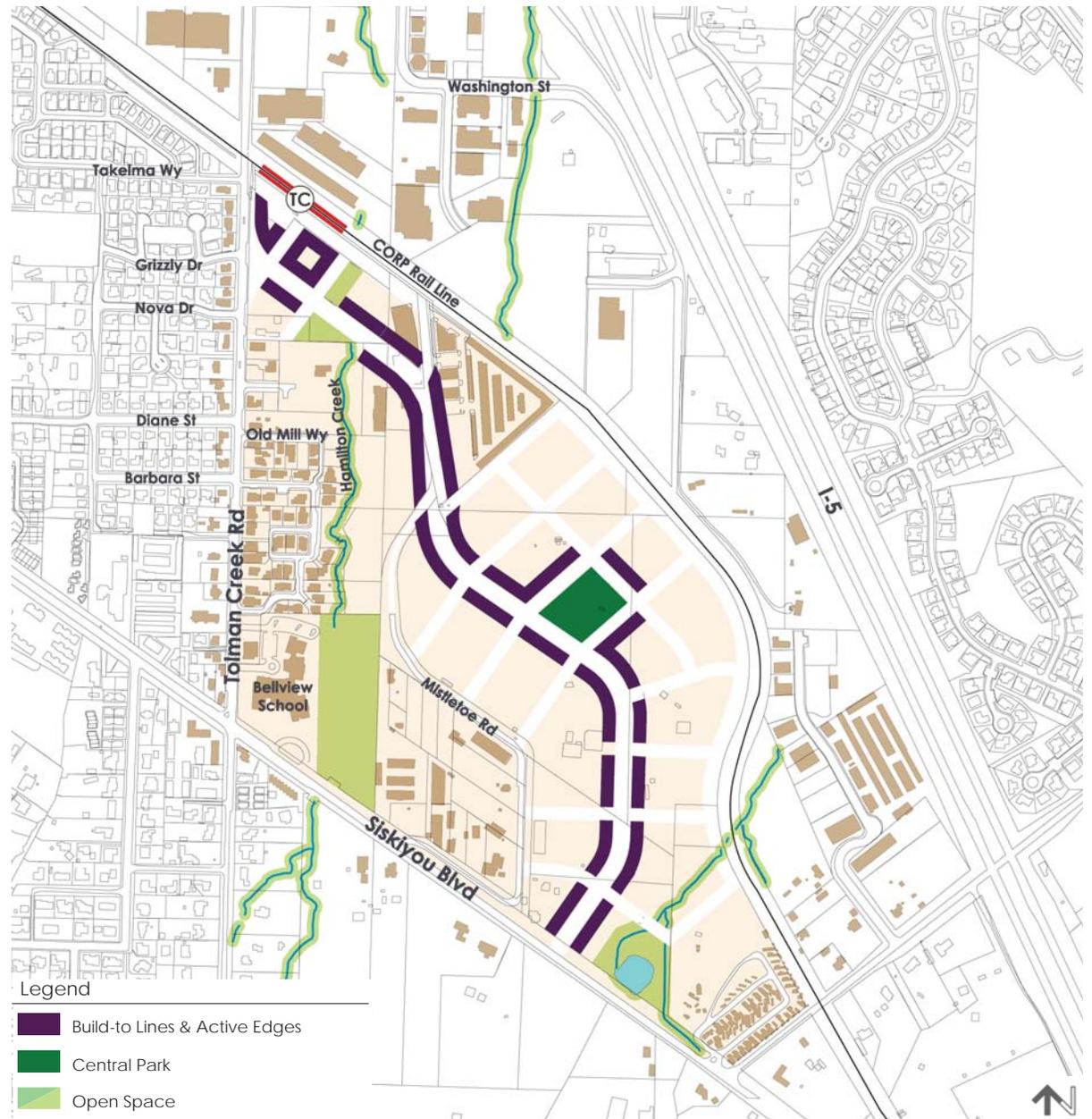
The Croman Mill District Design Standards provide specific requirements for the physical orientation, uses, and arrangement of buildings; the management of parking; and access to development parcels. These standards include:

- Required Build-to Lines and Active Edges
- Building Height Requirements
- Required Ground-Floor Commercial Uses
- Parking Requirements
- Limited Auto Access Streets

Required Build-to Lines and Active Edges

Buildings built flush with the sidewalk, with doors and windows facing the street, provide for pedestrian-level features of interest, improve safety, and ensure that buildings are oriented toward adjacent parks and open spaces.

- All buildings must be built up to the sidewalk along the streets identified on the right
- Front doors must face streets and walkways
- At least 50% of the buildings' first-floor façades must be comprised of transparent openings (windows and doors)



Required Build-to Lines and Active Edges

Building Height Requirements

The Croman Mill District provides a unique opportunity within the City of Ashland to create a mixed-use neighborhood center and dense employment district without the constraints presented by the City's historic downtown and with very little impact on adjacent uses.

Typical standards for building heights include:

Mixed Use Commercial and Residential

- Minimum 15-ft. height groundfloor commercial or retail
- Minimum 10-ft. height per upper residential floors, 2-ft. to 5-ft. for a parapet or enclosure of HVAC/ equipment
- Typical mixed use developments include groundfloor commercial and 3 to 4 floors above

Office/Employment Centers

- Minimum 18' groundfloor lobby, commercial and office uses
- Typical 13-ft. height per upper office floors
- 3-ft. to 5-ft. for a parapet or enclosure of HVAC/ equipment
- Typical employment center developments include 4 to 11 stories

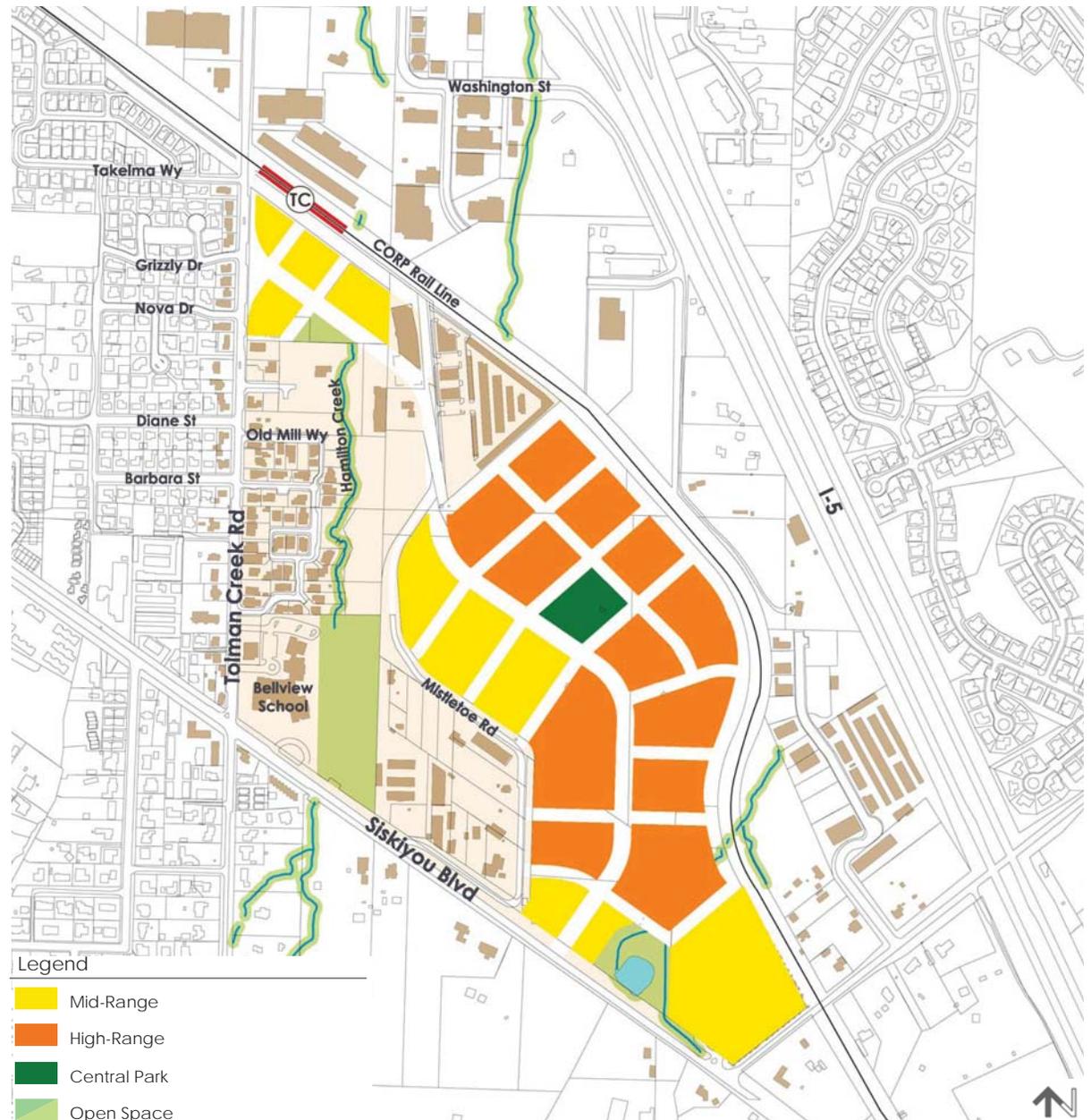
Manufacturing/Flex Centers

- Minimum 18-ft. open plan groundfloor
- Typical 10-ft. upper floor office uses
- 2-ft. to 5-ft. for parapet or enclosure for HVAC
- Typical manufacturing/flex uses include a minimally partitioned groundfloor and 2 to 3 stories above

A range of recommended heights include:

Mid-range – 50-ft. (4 Stories)- 70-ft. (6 Stories)

High-range- 75-ft. (5 Stories)- 170-ft. (12 Stories)

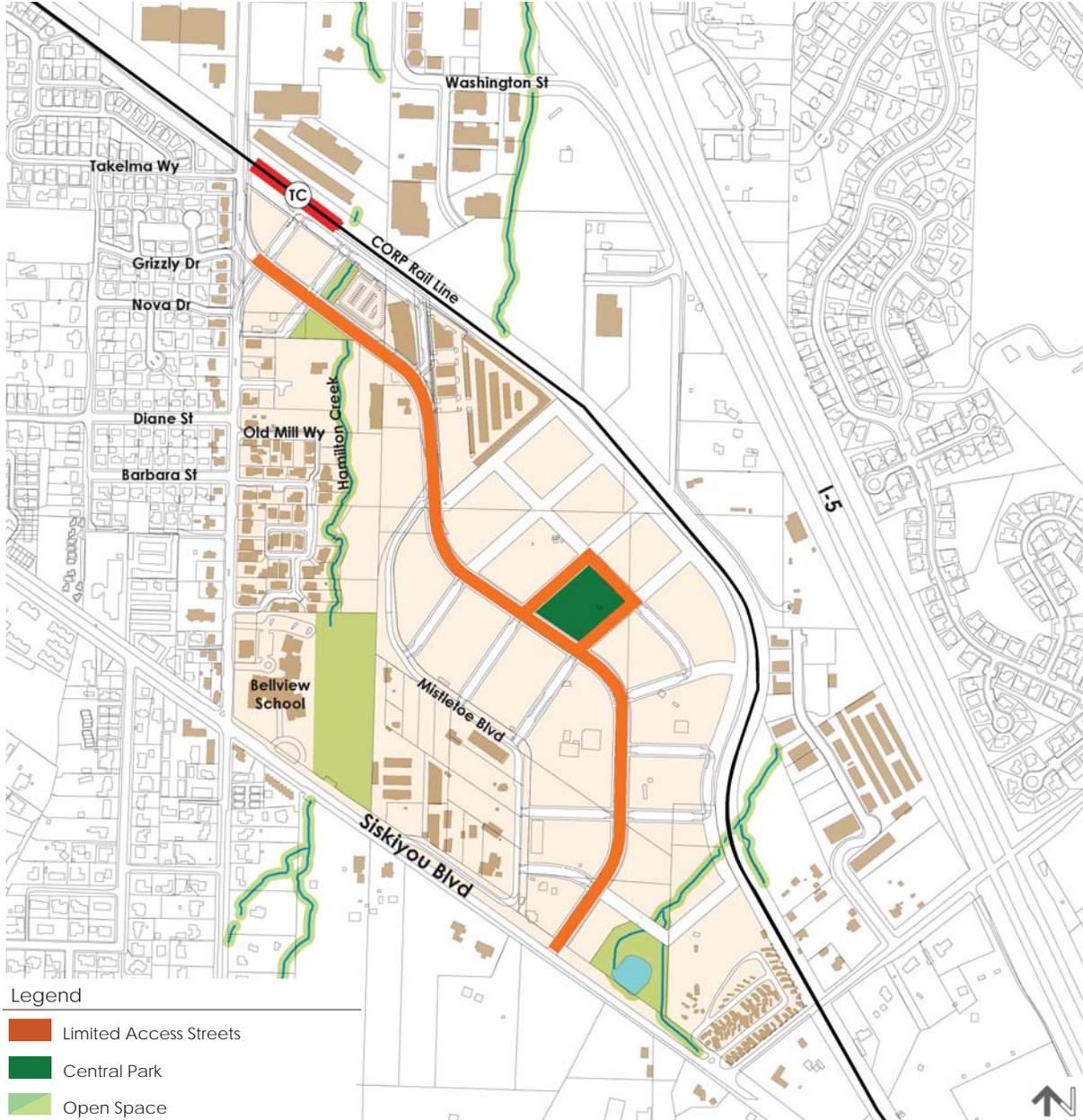


Building Height Requirements

Limited Auto Access Streets

The designation of limited auto access streets ensures continuity of the pedestrian environment by restricting auto access on specific streets.

- Auto access through the sidewalk is generally discouraged, and each block is limited to one curb-cut per block on the streets identified
- No curb-cuts are allowed onto Central Park



Legend

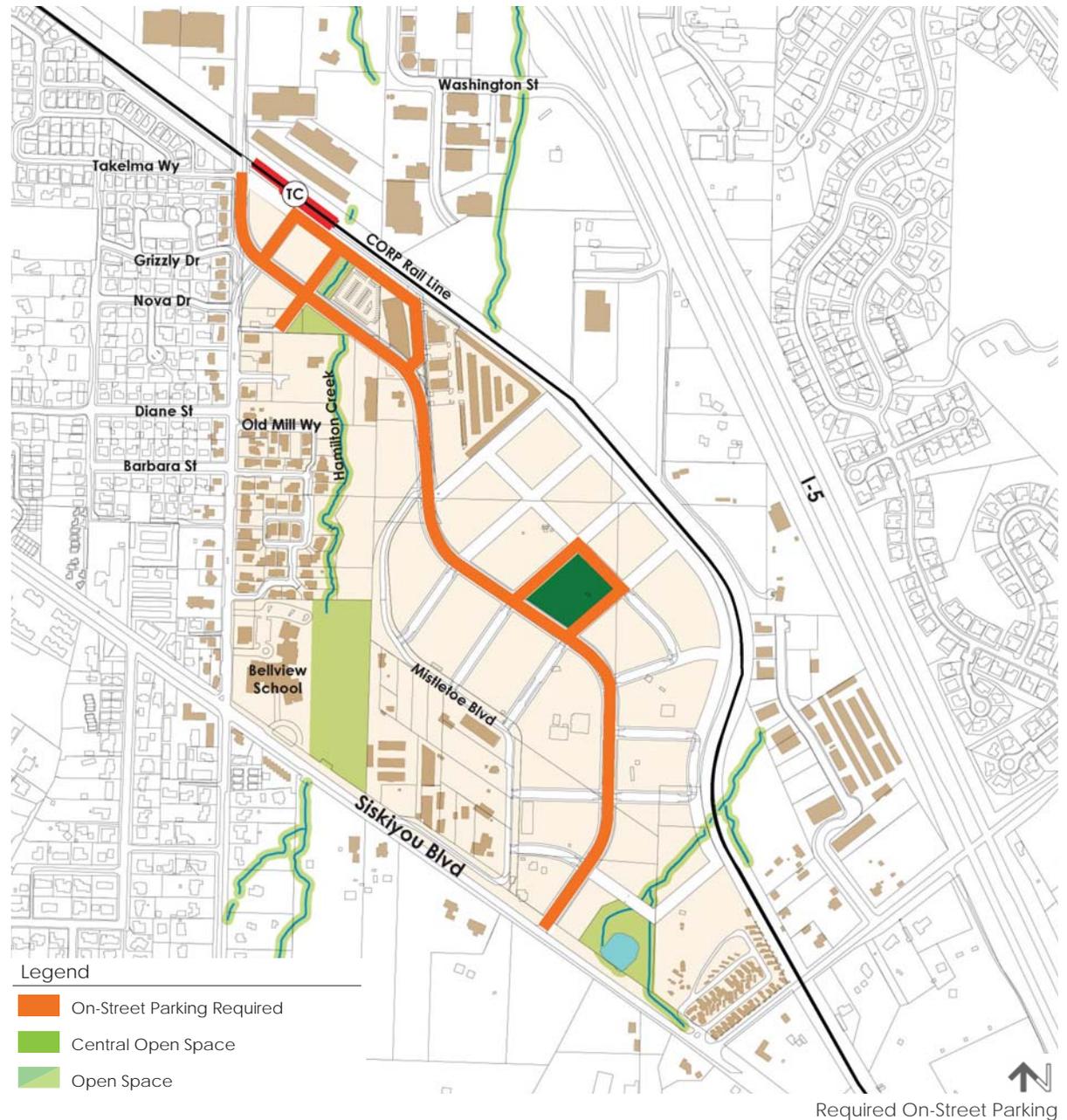
- Orange box: Limited Access Streets
- Green box: Central Park
- Light green box: Open Space

On-Street Parking Requirements

Required On-street Parking

On-street parking is most desirable adjacent to active uses. In addition to being in high demand in these areas, on-street parking buffers the sidewalk from auto traffic, improving the pedestrian environment.

- Curb-side parallel parking is required where indicated on the diagram at right. Angled parking, and loading zones are prohibited on these streets
- On-street parking is prohibited on all sides of the Central Park to maintain visual access to the park and to improve the visual quality and safety for park users



Sustainable Development Guidelines

The following design guidelines support and complement the Croman Mill Site Redevelopment Plan. The guidelines provide developers with an understanding of the city's expectations for development and a consistent criteria by which to review proposed projects. By establishing these guidelines the city can be assured that the health and growth of the community is protected by ensuring order, harmony, and quality within the built environment, so that individual buildings and projects succeed on their own yet contribute to a unified and distinct district.

The Sustainable Neighborhood Development Guidelines promote exemplary design and construction of development projects. Key guidelines should include:

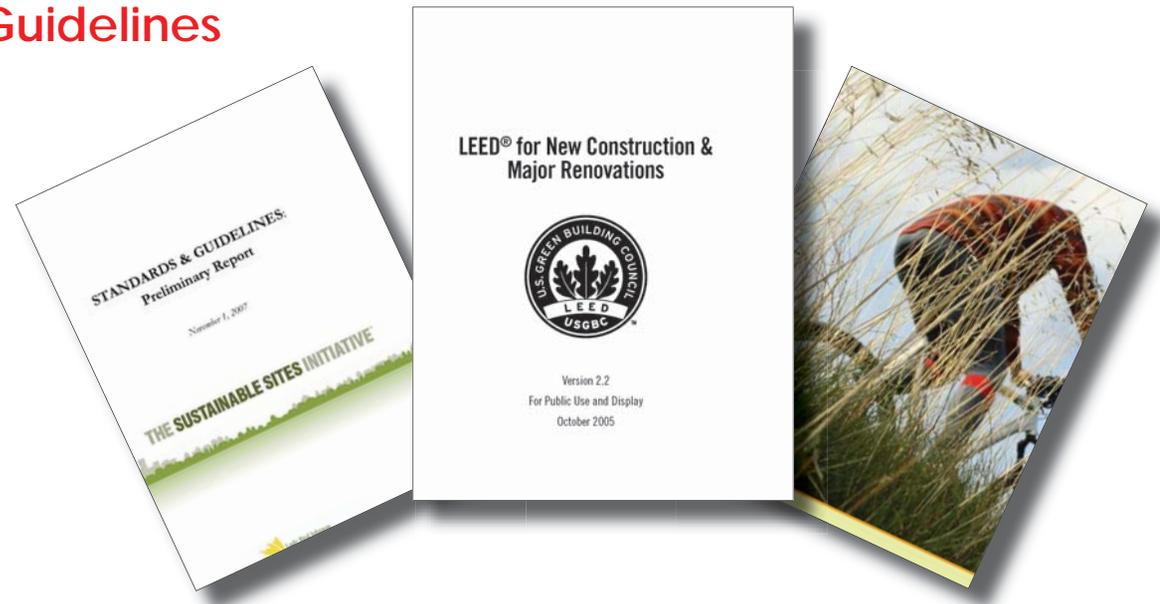
- Conserve Natural Water Systems
- Encourage Diverse Neighborhoods
- Design Green Surface Parking
- Manage Stormwater Run-off
- Practice Low-impact Site Design
- Practice Low-impact Building Design
- Minimize Construction Impacts

Role of Design Guidelines

The design guidelines offer designers a flexible tool for quality and innovation. Guidelines do not prescribe specific design solutions or make rigid requirements. Indeed, there will always be many ways of meeting a particular guideline. The guidelines are a descriptive template for maintaining and improving the character of the district without dictating or prescribing a specific style or theme. *The City should consider the use of these sustainable neighborhood guidelines as a discretionary tool for the review of development projects.*

Design Review Process

All new building and exterior renovation projects within the Croman Mill District Overlay would be



subject to design review - that is- whenever a building permit is required, the project will also go through some version of the design review process identified below.

The exact steps of the review process followed is generally based on the extent of exterior work proposed, with more extensive projects typically reviewed by a Design Commission and less extensive projects by planning staff:

- *Major Modification*—Design Commission review
- *Minor Modification*—planning staff review or Design Commission review
- *Maintenance and Repair*—planning commission staff review

Starting at a “pre-application” conference with planning staff, a design guidelines checklist is used to determine which (if any) guidelines apply to the project.

Once the formal application is submitted, a decision is made to approve, to approve with conditions, or to

recommend denying a proposal to city council. For instance, when a project is found to be not consistent with the design guidelines, specific conditions of approval may be imposed, or it may be decided that design details or other site factors warrant finding for approval of the project without meeting the particular design guidelines.

For those applications that are substantially inconsistent with the guidelines, staff or the Design Commission also have the option to recommend city council deny the development request.

The design review process takes into account only whether the project complies with the applicable design guidelines. A project's consistency with the Croman Mill Site Redevelopment Plan or any other relevant documents is determined separately by the planning commission and planning department staff.



Appropriate - preserve natural wetlands

Conserve Natural Water Systems

Guideline

Conserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of water bodies and wetlands.

Description

Natural water systems regulate water supply, provide biological habitat, and may provide recreational opportunities. Undeveloped ecosystems absorb much of the precipitation that falls on them, conveying only a small portion of rainfall as surface runoff. New and infill development should minimize disturbances to the functioning of on-site, adjacent, and regional natural water systems.

Appropriate

- Designate a minimum no-build buffer around wetlands
- Designate a minimum no-build buffer beyond the 100-year flood plain of any water body
- Allow infill development within the 100-year flood plain only in accordance with the National Flood Insurance Program (NFIP) requirements
- Create a long-term management plan for on-site wetlands, water bodies, associated habitats and their buffers
- Create a guaranteed funding source for management of on-site wetlands, water bodies, habitats and their buffers
- Preserve existing pervious surfaces within the 100-year flood plain of wetlands and water bodies
- Design grading and layout plans to capture and slow runoff
- Use pervious or semi-pervious surfaces that allow water to infiltrate soil
- Use on-site landscape-based water treatment methods to treat rainwater runoff from all surfaces, including parking lots, roofs, and sidewalks

Inappropriate

- New and infill development within the minimum buffer of wetlands
- New development within the minimum buffer of the flood plain of any water body.
- Buried, piped, or culverted stream channels
- Conveyance of rainwater from impervious areas directly offsite without first allowing it to pass through an on-site planting area



Appropriate - public open space



Inappropriate - gated and private streets

Encourage Diverse Neighborhoods

Guideline

Encourage diverse communities by providing a balanced range of housing types, land uses and employment opportunities.

Description

Vibrant communities are comprised of people within a range of economic levels, age groups, and occupations. Encourage vibrant communities by providing a balanced range of housing types, land uses and employment opportunities.

Appropriate

- Provide a diversity of housing types
- Provide ADA accessible housing
- Provide affordable rental housing
- Provide affordable for-sale housing
- Locate the project on an infill site
- Locate a park, green plaza, or square within a 1/6-mile walk of at least 90% of residential units and business entrances

Inappropriate

- Gated or private streets and sidewalks



Appropriate - 50% shade cover for parking lot



Inappropriate - large parking lot, no shade cover

Design Green Surface Parking

Guideline

Reduce the adverse community and environmental effects of surface parking through design and material selection.

Description

Design and locate parking to maintain a pedestrian orientation to all residential and non-residential buildings and minimize microclimate impacts of surface parking.

Appropriate

- Design pedestrian-friendly parking
- Locate surface parking to the rear or side of buildings
- Use less than 20% of the development footprint for surface parking
- Surface lots shall not exceed 2 acres in area, including landscape, circulation and ingress/egress areas
- Provide spaces for bicycle parking equivalent in number to 20% of the total automobile parking
- Provide for at least 50% shade cover over the surface lot within 5 years of project occupancy
- Utilize paving materials with a Solar Reflectance Index of at least 29 to reduce heat absorption
- Provide pervious surfacing on at least 50% of the parking area surface

Inappropriate

- Surface parking lots between the sidewalk and building facades
- Parking lots over 2 acres in area



Appropriate - Surface Runoff Drains to a Vegetated Swale



Appropriate - Landscaped Roof



Inappropriate - Streets and Sidewalk drain to Stormwater Pipe

Manage Stormwater Run-off

Guideline

Reduce the public infrastructure costs and adverse environmental effects of stormwater run-off through surface management of run-off from building roofs, sidewalks and streets.

Description

Channel the flow of stormwater run-off along the surface and allow for adequate infiltration to the groundwater system.

Appropriate

- Design “green streets” and capture surface runoff within landscaped curb extensions, medians, and swales
- Design green landscaped roofs on buildings where applicable
- Allow for landscaped swales between structures to channel and infiltrate surface water
- Design sidewalks and streets with impervious materials where applicable

Inappropriate

- Roofs, parking lots, sidewalks and streets that drain into subsurface stormwater pipes

Practice Low-Impact Building Design

Guideline

Utilize low-impact building design practices to reduce the environmental impacts of built structures.

Description

Encourage the use of LEED certified building practices in the design and renovation of project buildings to conserve resources, reduce waste, and reduce the environmental impacts of materials manufacturing and transportation.

Appropriate

- Design and construct energy-efficient buildings
- Rehabilitate, renovate or adaptively re-use existing buildings
- Encourage the use of passive and active solar strategies
- Encourage the development of on-site energy generation systems
- Use roofing materials that have an SRI appropriate to the slope of the roof over 75% of the roof area or install a vegetated roof over at least 50% of the roof area
- Design for and maintain, high indoor air-quality
- Utilize 100% low-emitting materials
- Provide a high level of lighting system control to building occupants
- Provide a comfortable thermal environment
- Provide natural day-lighting and indoor/outdoor views for 100% of the regularly occupied areas of the building

Inappropriate

- Utilization of toxic materials such as formaldehyde, halogenated flame retardants, and PVC

Practice Low-Impact Site Development

Guideline

Utilize low-impact site design, construction, and management practices to reduce the environmental impacts of site development.

Description

Encourage the use of low-impact practices in the design, renovation and construction of the project site and landscapes to conserve resources, reduce waste, reduce the environmental impacts of materials, manufacturing and transportation, and reduce the impact of development on microclimate and human and wildlife habitat.

Appropriate

- Remediate and redevelop brownfield sites to reduce pressure on undeveloped land and reduce the release of contaminants
- Encourage the preservation of existing tree canopy and native vegetation
- Encourage the use of functionally appropriate pervious surfaces on roadways, parking lots, sidewalks, and other hardscape areas
- Provide irrigation for all trees for an establishment period of five years from the date of occupancy. Provide irrigation for understory species for an establishment period of two years from the date of occupancy
- Use locally harvested rainwater or reclaimed water for the irrigation of all project landscaping
- Require the use of an integrated pest management (IPM) program in the maintenance of all public landscape areas
- Encourage the use of passive and active solar strategies in the design of block lengths and orientation and in the design of public spaces

- Encourage the development of on-site energy generation systems
- Specify energy-efficient infrastructure systems, including traffic lights, street lights, water and wastewater pumps and treatment systems
- Utilize recycled materials in the construction of roadways, parking lots, sidewalks, and curbs
- Minimize light pollution from the project to improve nighttime visibility, increase night sky access and to reduce development impact on nocturnal environments

Inappropriate

- Utilization of toxic materials such as chemical pesticides or herbicides and petroleum based fertilizers

Minimize Construction Impacts

Guideline

Minimize pollution and waste generation resulting from construction activity

Description

Construction activity contributes to the degradation of the project site through soil compaction, dust generation, and loss of soil. Construction activity also contributes significant amounts of solid waste to the waste stream. Utilize careful planning and strategic materials re-use to reduce these impacts

Appropriate

- Prevent the pollution of the air with dust and particulate matter
- Prevent sedimentation of stormwater systems and receiving streams
- Prevent the loss of topsoil via stormwater runoff and/or wind erosion
- Recycle and/or salvage at least 75% of non-hazardous construction and demolition debris



Revitalizing America's Cities