

ORDINANCE NO. 3014

AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADOPT AND INCORPORATE THE UPDATED SOU MASTER PLAN AS A SUPPORT DOCUMENT TO THE CITY OF ASHLAND COMPREHENSIVE PLAN

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

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

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

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

WHEREAS, the City of Ashland Planning Commission considered the above-referenced recommended amendments to the Ashland Comprehensive Plan at a duly advertised public hearing on July 14, 2009 and subsequent public hearing continuance dates including March 9, 2010, and on April 13, 2010, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on April 20, 2010; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated on May 18, 2010 and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; and

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

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

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

SECTION 2. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby amended to read as follows:

SOUTHERN OREGON UNIVERSITY (2.04.15)

These areas are designated to provide for the unique needs of Southern Oregon University. (SOU). It is applied to areas that are located within the mutually approved SOU boundary. It is implemented by the Land Use Ordinance, but the actual rezoning of the property cannot occur until it is actually owned or controlled by the University. **The SOU Plan is incorporated into the City of Ashland Comprehensive Plan in the Comprehensive Plan Appendix.**

SECTION 3. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby supported with the adoption and incorporation into the Comprehensive Plan Appendix of the document entitled "Campus Master Plan Update, Southern Oregon University, 12 April 2010", attached hereto as **Exhibit A**, as said plan is amended with conditions by the Planning Commission and City Council, attached hereto as **Exhibit B**, said Exhibits being attached hereto and incorporated herein by this reference.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 4-5 need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 18 day of May, 2010, and duly PASSED and ADOPTED this 1 day of June, 2010.

Barbara M. Christensen
Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 2 day of June, 2010.

John Stromberg
John Stromberg, Mayor

Reviewed as to form:
Richard Appicello
Richard Appicello, City Attorney

RECOMMENDED CONDITIONS

Exhibit B

Housing and Student Life

Mixed Use Construction

- In addition to the mandatory Design Guidelines described in the Master Plan update, the following areas designated for development shall be subject to Ashland's approval standards for development within the Detail Site Review Zone (II-C-2), including those additional standards for Large Scale Projects (II-C-3).
 - Along Ashland Street between Walker Ave and Wightman St, within 150-feet of the near edge of the Ashland Street right of way, and
 - Along Walker Avenue between Ashland Street and south of Webster Street, within 150-feet of the near edge of the Walker Ave. right of way.
 - Developments within these designated Detail Site Review overlay zones shall be exempt from the maximum floor area requirement (FAR) standards as set forth in sections II-C-2a(1) of the Site Design and Use Standards

Faculty Housing

- The following Design Guidelines shall be apply to faculty housing located along Ashland Street and Henry Street west of Mountain Avenue, and along Walker Avenue:
 1. *Building footprints shall be limited to 6,000 square feet total for a multi-family building. Example: six attached 1000 square foot townhouses.*
 2. *Buildings shall be no more than 120 feet long. For buildings longer than 60 feet, a significant offset—5' or more—in the plane of the façade shall be created so that no major façade plane is more than 60 feet in length. Projecting elements and/or recesses—such as decks, bay windows and recessed entries—shall be applied to facades to avoid long planar walls facing the street.*
 3. *Buildings shall be limited to 3 stories above grade generally and 2 stories west of Mountain Ave.*

4. *Building facades shall face the primary street or a shared open courtyard space which in turn fronts on the street.*
5. *Building entries shall include porches, stoops and similar elements to create a transition zone between the public street and the private home.*
6. *Individual entries to each dwelling unit are preferred. In no case shall more than four dwelling units share a common entry from the street or common open space. Example: traditional four-square style building, with two units above and two at ground floor sharing an entry.*
7. *Buildings shall be designed with appropriate placement of interior spaces and exterior windows to provide views from active areas to the public street and/or common open spaces [sometimes referred to as "eyes on the street"].*
8. *Shared parking shall not be located between the street and the primary façade of dwelling units. To the greatest extent feasible, parking shall be located at the rear of units. Where parking is located at the front of units, it shall be only in the form of personal driveways serving individual units. In this configuration, garage entries shall be set behind the primary façade of dwelling units by a minimum of five feet.*
9. *Exterior building finishes shall be similar to existing buildings in the surrounding neighborhood. Vinyl siding is not an allowed finish material; metal siding is discouraged, except as an architectural accent. Allowed materials include:
 - a. *Wood siding or shingle;*
 - b. *Cementitious wood products;*
 - c. *Brick, stone and artificial stone.**
10. *Design elements that are representative of the surrounding residential neighborhood context are encouraged, although literal repetition of historic styles is not required or expected.*
11. *Landscape materials shall consistent with palette of the Ashland bioregion. Native plants and drought-tolerant, non-invasive plantings are strongly encouraged.*

- **Conditional Use Permit Approval**
Faculty Village Housing proposed along Ashland Street and Henry Street west of Mountain Avenue, and along Walker Avenue, is approximately 50-feet from privately-owned property. Consequently, future development

at these locations shall be subject to approval of a Conditional Use Permit in order to address neighborhood context.

Demolition and Relocation of Existing Campus Buildings

- In addition to the requirements set forth in the Campus Master Plan for construction waste reduction and on-site recycling collection facilities, proposals involving the demolition or relocation of existing campus structures shall be subject to the procedures and provisions of Ashland Municipal Code 15.04 – Demolition or relocation of structures.

Transportation and Circulation

Student Housing - Pedestrian Safety Plan

- Prior to submission of a planning application for the development of new student housing north of Ashland Street and Siskiyou Boulevard, the University will work with the City, Oregon Department of Transportation and other stakeholders in developing a specific plan for implementation that addresses actions targeted at improving pedestrian safety. The Plan shall include but not be limited to improved crossings with enhanced pavement design and access controls with an on-going monitoring of pedestrian flow and safety issues. Design strategies shall be coordinated and prepared based upon the expertise of both a traffic engineer and urban design professional.

Eastern Gateway - Pedestrian Safety Plan

- Concurrently with the transportation impact analysis and access management strategy, the University will work with the City, Oregon Department of Transportation and other stakeholders in developing a specific plan for implementation that addresses pedestrian safety issues. Design strategies shall be prepared based upon input from both a traffic engineer and urban design professional.

Student Housing - Transportation Impact Analysis and Access Management

- All future housing projects proposed shall be subject to a transportation impact analysis (TIA) and access management standards described in the City of Ashland Transportation System Plan (TSP). The final scope of this requirement will be evaluated at the pre-application meeting preceding the land use application for Site Design Review approval.

Eastern Gateway - Transportation Impact Analysis and Access Management

- Modifications to the University's Eastern Gateway area shall be subject to a transportation impact analysis and access management standards as

described in the City of Ashland Transportation System Plan (TSP). The final scope of specifications for preparation of a transportation-impact analysis shall be coordinated through Ashland Public Works Department.

Emergency Vehicle Access - Campus Circulation System

- Prior to any changes to the campus circulation system including vehicular and pedestrian access ways, a site plan shall be provided to and approved by Ashland Fire & Rescue which demonstrates that the proposed modifications are in compliance with the emergency access provisions of the Oregon Fire Code.

Parking and Transportation Demand Management

Parking Requirements for On-Campus Student Housing

- Prior to submission of a planning application for campus housing, the University shall develop, through collaboration with city staff, specific parking standards for on-campus housing. The standard is intended to reduce an over provision of off-street parking and stress the use of alternate modes of transportation, by maximizing the efficiency of established and future campus parking facilities through consideration of the following strategies:
 - The University's development and implementation of Transportation Demand Management strategies listed in the Master Plan;
 - Review of contemporary research, professional publications and other factors effecting parking demand;
 - Analysis of shared parking scenarios; and
 - Review of potential impacts to neighborhood on-street parking supply

Transportation Demand Management (TDM) strategies

- That a list of potential Transportation Demand Management strategies accompanied by a time line for implementation be developed and submitted in conjunction with campus housing applications.