

SECTION VIII

Croman Mill District Standards

Adopted by the Ashland City Council 08/17/10
Ordinance 3031

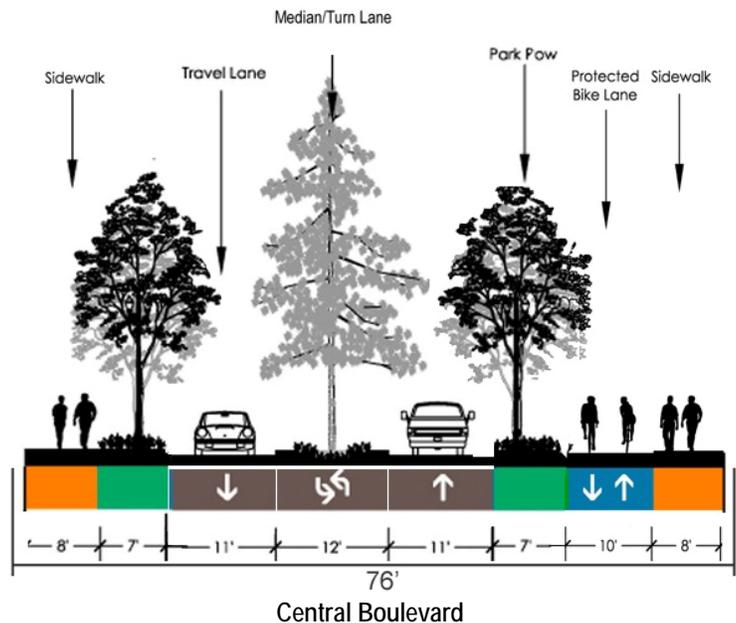
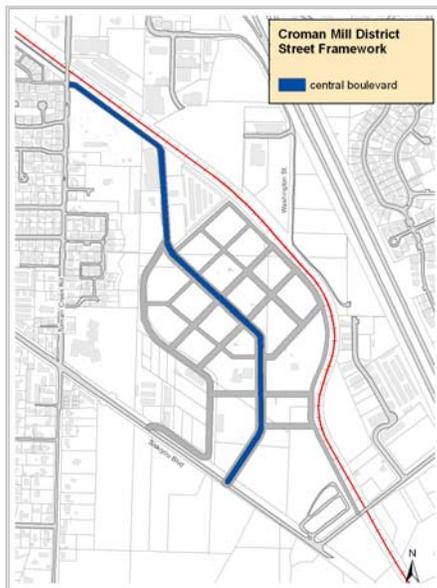
A. Street Standards

VIII-A-1 Street Design

The design and construction of streets and public improvements shall be in accordance with the Ashland Street Standards, except as otherwise required for the following facilities within the Croman Mill District. A change in the design of a street in a manner inconsistent with the Croman Mill District Street Design Standards requires a minor amendment in accordance with Section 18.53.020.B.

1. **Central Boulevard**

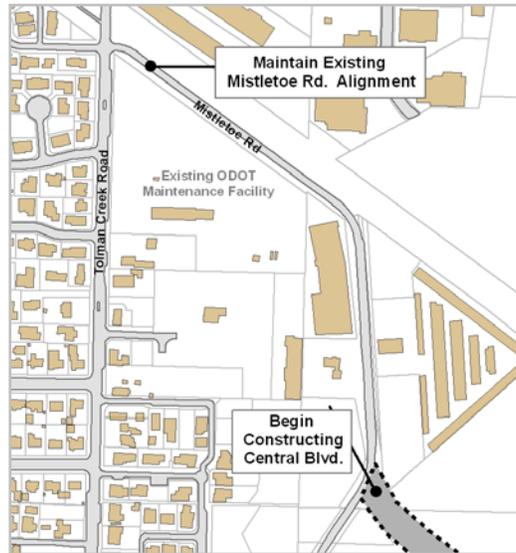
The tree-lined boulevards along Siskiyou Boulevard and Ashland Street are an easily identifiable feature of Ashland's boulevard network. Application of this street design to the Central Boulevard will create a seamless boulevard loop, linking the Croman Mill district with downtown Ashland. The Central Boulevard also serves as the front door to the Croman Mill district, creating a positive first impression when entering the district. Options addressing the street configuration and intersection geometry will be evaluated with the final design of the Central Boulevard.



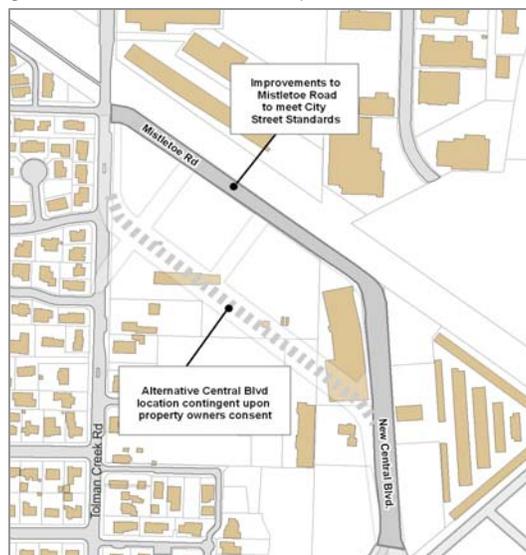
2. **Phased Street Plan**

Build-out of the Central Boulevard can be accommodated through a phased development plan.

- a. **Phase I** implementation will require:
 - i. Maintain the existing Mistletoe Road alignment from Tolman Creek Road to the northwest corner of the Croman Mill site.
 - ii. Include developer-constructed minor improvements to the existing portion of Mistletoe Road such as a minimum six-foot wide sidewalk on the north side of the street, two 11-foot travel lanes and the addition of a left-turn pocket at the intersection with Tolman Creek Road.
 - iii. A developer-constructed three-lane Central Boulevard from the northwest corner of the district to Siskiyou Boulevard.



- b. **Phase II** implementation will require:
 - i. Options addressing the street configuration and intersection geometry will be evaluated with the final design of the Central Boulevard. Final street configuration may involve a modification in the Central Boulevard cross section (e.g. delete on-street parking lanes) to address limitations to right-of-way width (e.g. existing buildings).
 - ii. The alternative Central Boulevard location and realignment of Tolman Creek Road is contingent upon property owners consent, and future sale and relocation of the existing ODOT maintenance yard.



3. Tolman Creek Road Realignment

Additional traffic will be generated by the redevelopment of the Croman Mill district. The alternative Central Boulevard location includes the realignment of Tolman Creek Road with the Central Boulevard to discourage non-local through traffic in the Tolman Creek neighborhood and in the Bellview School area. The modifications to the street network will preserve neighborhood character and address impacts to the neighborhood by directing traffic away from the neighborhood and Bellview School, and toward the Croman Mill district while maintaining access to Tolman Creek Road for neighborhood-generated trips.



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.
- Evaluation of the intersection alignment of local streets with Tolman Creek Road including Takelma Way, Grizzly Drive and Nova Drive.



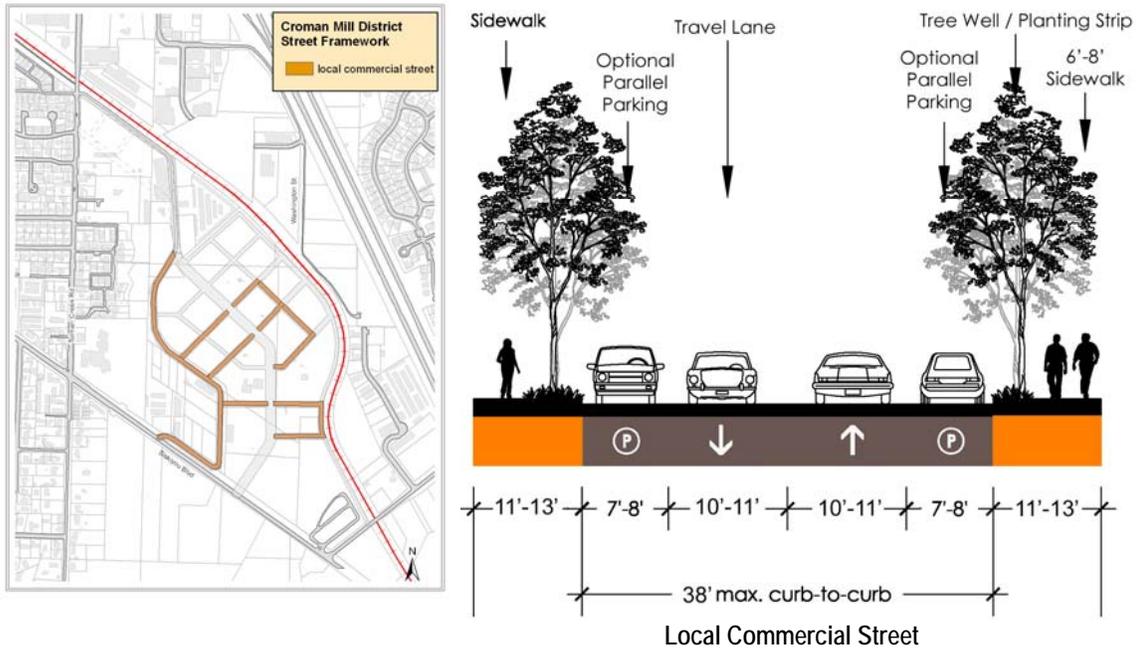
Tolman Creek Road Realignment



Neighborhood Center and Potential Tolman Creek Road Realignment

4. Local Commercial Streets

Local Commercial Streets provide district circulation to and from employment uses, the Central Park and the neighborhood center.

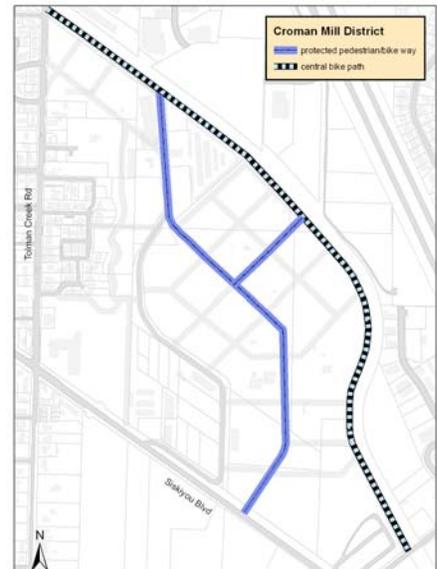


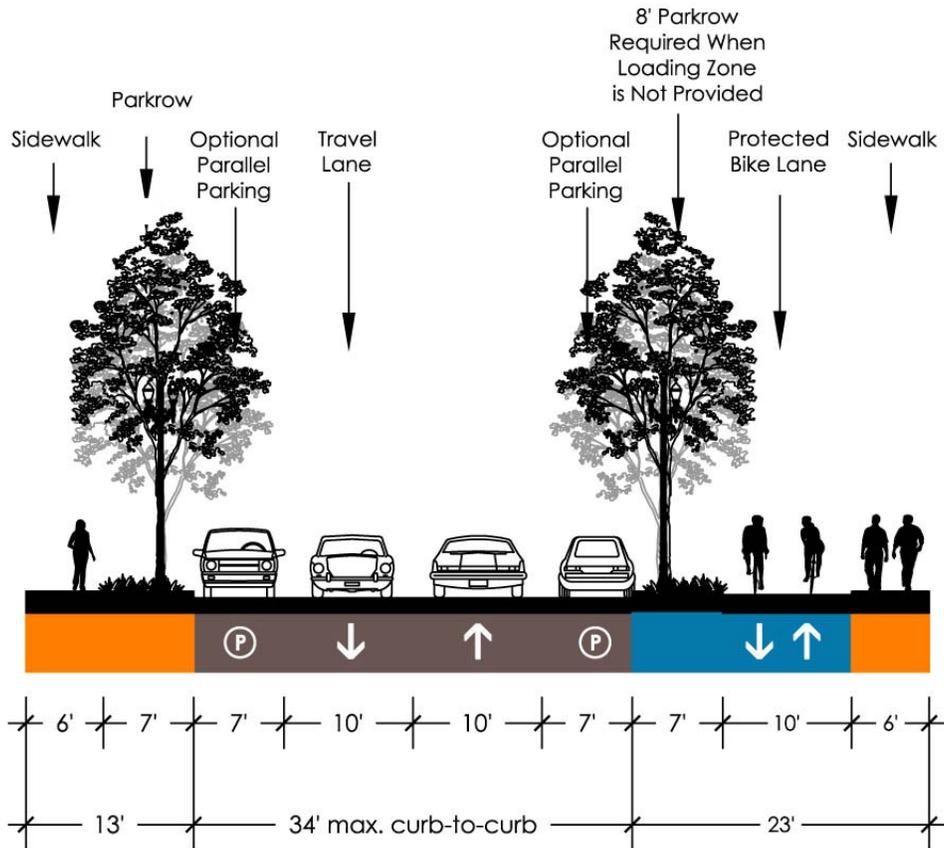
5. Protected Bike Lane

The protected bike lane runs parallel to the Central Boulevard and connects with the City's existing Central Bike Path in two locations – adjacent to the Central Park and at the neighborhood center.

The design of the protected bike lane should include the following elements:

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

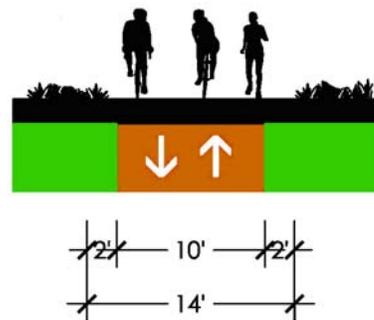




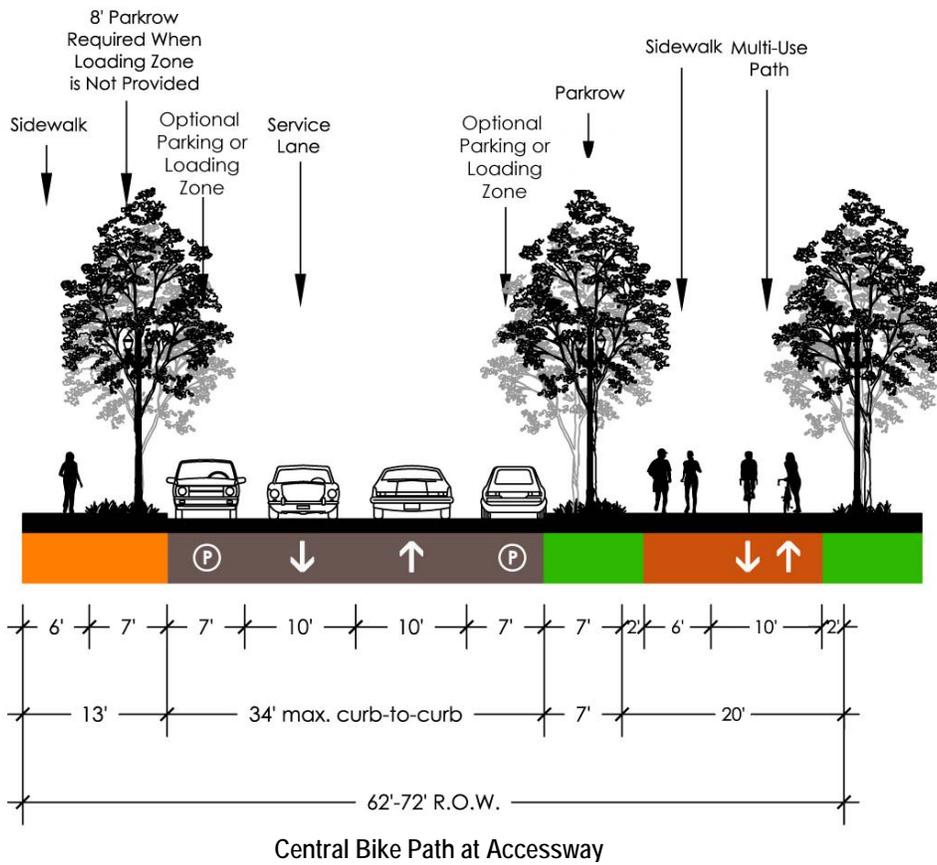
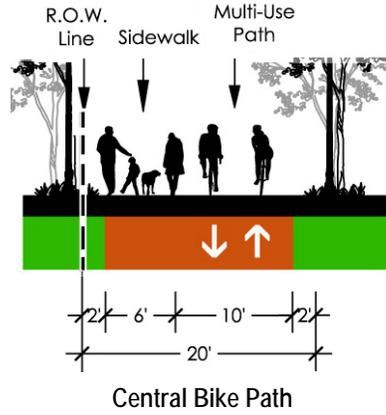
Local Commercial Street with Protected Bike Lane

6. Multi-use Paths

The multi-use paths provide pedestrian and bicycle connections between the district and adjacent neighborhood, employment and commercial areas. The plan includes the extension of the Central Bike Path and the establishment of the Hamilton Creek Greenway trail. The Central Bike Path extends the existing multi-use path along the southern edge of the CORP rail line within a 20-foot wide dedicated easement, and serves as a viable commuter route and link to the downtown. The Hamilton Creek Greenway trail provides access to the neighborhood center and an east/west connection across the creek.

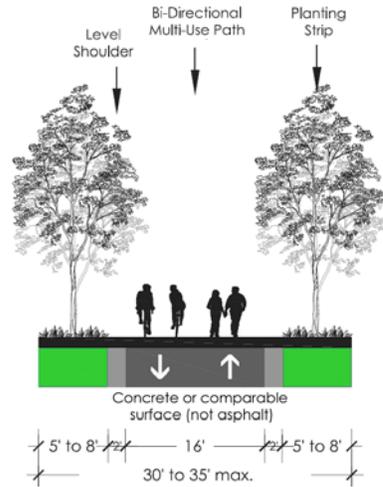


Multi-Use Path

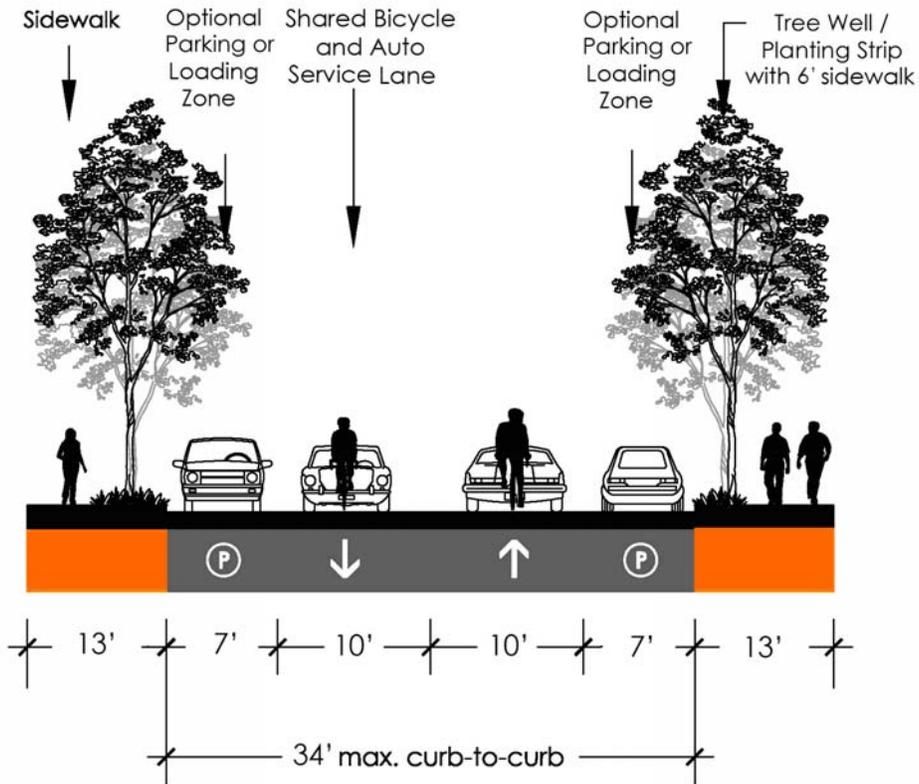


7. Accessways

The accessways are intended to balance circulation needs of pedestrians, bicycles and vehicular access, and to preserve the grid that encourages development of a form that is of human scale and proportion. The accessways would connect the Central Boulevard to the Central Bike Path and allow for shared bicycle, travel lanes, optional on-street parking, and temporary loading zones as necessary to serve development sites.



Accessway: Multi-Use Path Option



Accessway: Full Street Option

VIII-A-2 Limited Auto Access Streets

Developments abutting the Central Boulevard and the Central Park shall not have curb cuts through the sidewalk and the protected bike lane on the Limited Auto Access Streets as indicated on the Limited Access Streets map. A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards requires a minor amendment in accordance with Section 18.53.020.B.

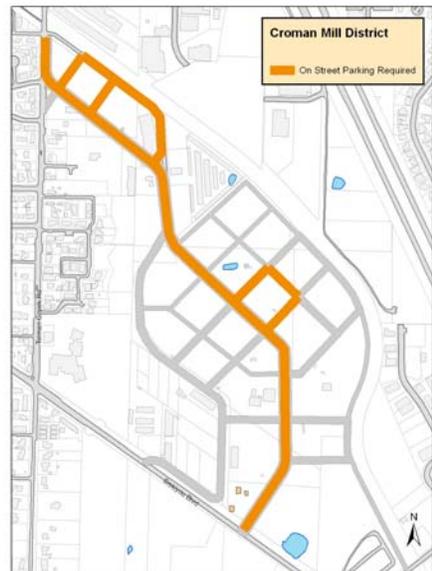
VIII-A-3 Access

1. Street and driveway access points in the Croman overlay zones shall be limited to the following.
 - a. Distance Between Driveways.
 - On Collector Streets – 75 feet
 - On Local Streets and Accessways – 50 feet
 - b. Distance from Intersections
 - On Collector Streets – 50 feet
 - On Local Streets and Accessways – 35 feet
2. Shared Access. All lots shall provide a shared driveway aisle to abutting parking areas that is at least 20 feet in width. The applicant shall grant a common access easement across the lot. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.



VIII-A-4 On-Street Parking

On-street parallel parking may be required along the Central Boulevard and local streets as indicated on the On-Street Parking map. If on-street parking is required on streets identified on the On-Street Parking map, angled parking and loading zones are prohibited on these streets. Options addressing the street configuration will be evaluated with the final design of the streets identified on the On-Street Parking map.



B. 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. Development located in the Croman Mill District shall be designed and constructed consistent with the following Design Standards. Additional design standards apply and are specified for developments located adjacent to an Active Edge Street, or that are located within the NC, MU and OE overlay zones. A site layout, landscaping or building design in a manner inconsistent with the Croman Mill District Design Standards requires a minor amendment in accordance with Section 18.53.020.B.

VIII-B-1 Orientation and Scale

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

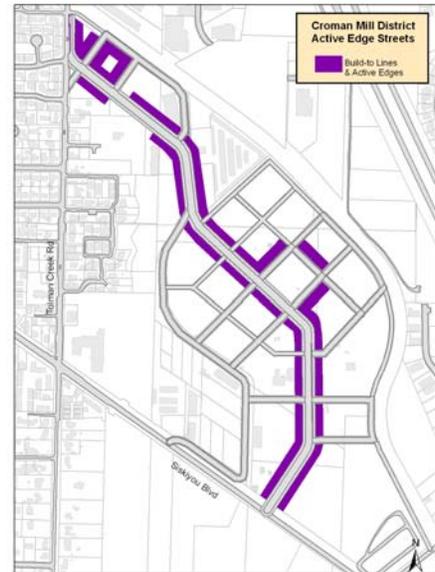
Additional Orientation and Scale Standards for Developments Adjacent to Active Edge Streets, or Within NC, MU and OE Overlays:

6. Building frontages greater than 100 feet in length shall have offsets, jogs or have other distinctive changes in the building façade.
7. Buildings shall incorporate arcades, roofs, alcoves, porticoes and awnings that protect pedestrians from the rain and sun.
8. Buildings shall incorporate display areas, windows and doorways as follows. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited.
 - a. **For Buildings Within the NC, MU and OE Overlays and Not Adjacent to an Active Edge Street.** Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.

- b. **For Buildings Adjacent to Active Edge Streets.** At least 50% of the first-floor façade is comprised of transparent openings (clear glass) between three and eight feet above grade.

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

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



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

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

VIII-B-3 Automobile Parking

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

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

lieu-of-parking fees for a common parking structure(s) upon establishment of a parking management strategy for the Croman Mill District.

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

VIII-B-4 Streetscape

1. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street. Street trees shall meet the Street Tree Standards in Section II-E of the Site Design and Use Standards.

Additional Streetscape Standards for Developments Adjacent to Active Edge Streets, or Within NC, MU and OE Overlays:

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

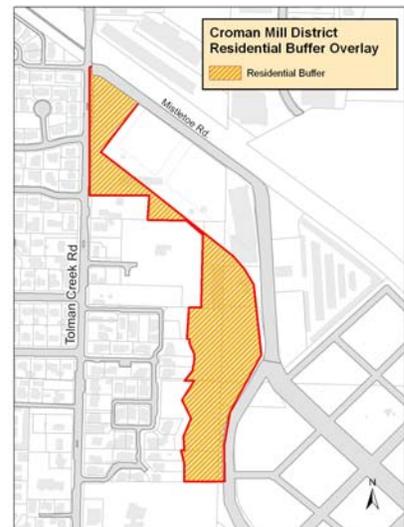
VIII-B-5 Building Materials

Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

VIII-B-6 Building Height Requirements

All buildings shall have a minimum height as indicated in the Building Height Requirements Map and Dimensional Standards Table, and shall not exceed the maximum height except as provided for a performance standard bonus.

1. **Street Wall Height:** Maximum street wall façade height for the Croman Mill district for all structures located outside the Residential Buffer Zone is 50 feet.
2. **Upper-floor Setback:** Buildings taller than 50 feet must step back upper stories, beginning with the fourth story, by at least six feet measured from the façade of the street wall facing the street, alleyway, public park or open space.
3. **Residential Buffer Zone:** All buildings in the Croman Mill District within the Residential Buffer Zone shall meet the following height standards:
 - a. **Maximum Height:** The maximum height allowance without a performance standards bonus for all structures within the Residential Buffer Zone is 35



- feet in the NC overlay and 40 feet in the MU, and the maximum height with a bonus is 40 feet in accordance with VIII-C-13 Performance Standard Bonus.
- b. Upper Floor Setback Requirements: Buildings taller than two stories must step back the third story by at least six feet measured from the façade facing the street, alleyway, public park or open space.
4. **Architectural Standards for Large Scale Buildings Located Adjacent to Active Edge Streets, or Within NC, MU and OE Overlays:** The following architectural standards will apply to all buildings with a gross floor area greater than 10,000 square feet, a façade length in excess of 100 feet or a height taller than 45 feet.
- a. On upper floors use windows and/or architectural features that provide interest on all four sides of the building.
 - b. Use recesses and projections to visually divide building surfaces into smaller scale elements.
 - c. Use color or materials to visually reduce the size, bulk and scale of the building.
 - d. Divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees and small scale lighting.
 - e. On-site circulation systems shall incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards and street trees.

VIII-B-7 Landscaping

1. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.
2. Landscaping design shall utilize a variety of low water use deciduous and evergreen trees and shrubs and flowering plant species as described in the mandatory policies in Section III – Water Conserving Landscaping Guidelines and Policies.
3. For developments in the CI Overlay and not adjacent to an Active Edge Street, buildings adjacent to streets shall be buffered by landscaped areas at least ten feet in width, unless the area is used for entry features such as alcoves or as hardscape areas for pedestrian activities such as plazas or outside eating areas.
4. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
5. Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after five years.
6. Irrigation systems shall be installed to assure landscaping success.

VIII-B-8 Lighting

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

VIII-B-9 Screening Mechanical Equipment

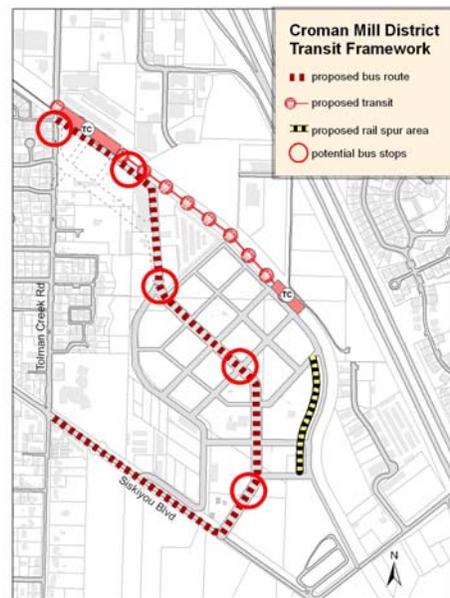
1. Screen rooftop mechanical equipment from public rights-of-way or adjacent residentially zoned property through extended parapets or other roof forms that are integrated into the overall composition of the building. Screen ground floor mechanical equipment from public rights-of-way or adjacent residentially zoned property.
2. Parapets may be erected up to five feet above the calculated building height, and shall be no greater than five feet above the height limit specified in the district in accordance with the Dimensional Standards Table in Section 18.53.050.

3. Solar energy systems are exempt from this standard. Additionally, rooftop solar energy systems may be erected up to five feet above the calculated building height, and shall be no greater than five feet above the height limit specified in the district in accordance with the Dimensional Standards Table in Section 18.53.050.
4. Installation of mechanical equipment requires Site Review approval unless otherwise exempted per Section 18.72.030.B.3.

VIII-B-10 Transit Facilities Standards

The location of planned transit routes within the Croman Mill District shall be defined according to the Croman Mill District Transit Framework map in collaboration with the local transit authority. Transit service facilities such as planned bus rapid transit facilities, shelters and pullouts shall be integrated into the development application consistent with the following standards.

1. All Large Scale development located on an existing or planned transit route shall accommodate a transit stop and other associated transit facilities unless the Director of Community Development determines that adequate transit facilities already exist to serve the needs of the development; or
2. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the transit facilities at the time transit service is provided to the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds or other suitable collateral as determined by the City Administrator.



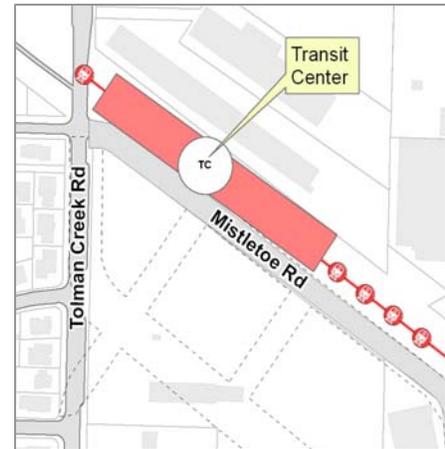
VIII-B-11 Freight Rail Spur Easement – Compatible Industrial (CI)

1. A Rail Spur easement a minimum of 500 feet in length by 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Framework Map.
2. No buildings or permanent structures can be established within the spur easement so not to preclude installation of a rail spur for freight loading and unloading.
3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.



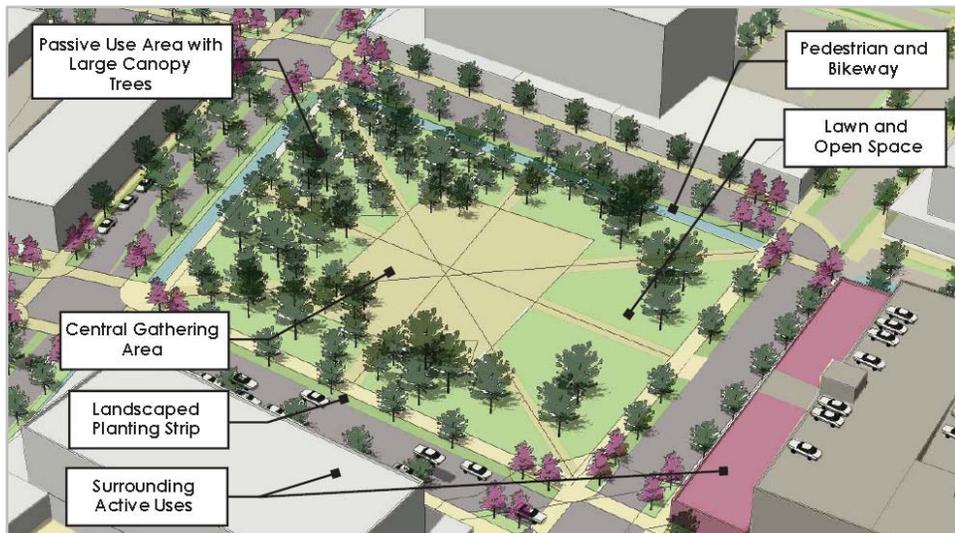
VIII-B-12 Commuter Rail Platform Easement – Neighborhood Commercial (NC)

1. A Commuter Rail Platform easement or designated rail road right-of-way a minimum of 400 feet in length and 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Plan Map.
2. No buildings or permanent structures can be established within the platform easement so as not to preclude installation of a commuter rail platform or planned bus rapid transit facility for loading and unloading.
3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.



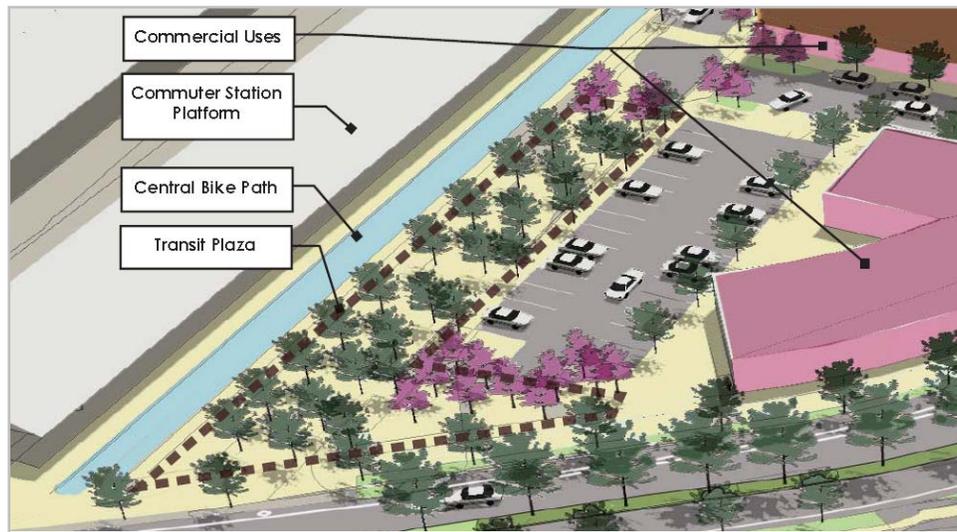
VIII-B-13 Open Spaces

1. **Central Park.** The purpose of the Central Park is to serve as a public amenity and accommodate the daily needs of employees (e.g. breaks, lunch time) as well as for special events that will attract residents citywide. The Central Park design shall provide a minimum of the following elements.
 - a. Circulation through and around the park.
 - b. A centrally located hardscape area to accommodate large gatherings, and of no more than 50% of the total park area.
 - c. Street furniture, including lighting, benches, low walls and trash receptacles along walkways and the park perimeter.
 - d. Simple and durable materials.
 - e. Trees and landscaping that provide visual interest with a diversity of plant materials.
 - f. Irregular placement of large-canopy trees within passive areas adjacent to the Central Boulevard.
 - g. Eight-foot minimum sidewalk width and seven-foot minimum parkrow width.
 - h. Landscaped swales to capture and treat runoff.
 - i. Porous solid surfacing for at least 50% of the hardscape area, and paving materials that reduce heat absorption (Solar Reflective Index (SRI) of at least 29).



Central Park

2. **Transit Plaza.** A location for the transit plaza shall be reserved between the commuter rail platform and commercial uses along the Central Boulevard. The design of the plaza shall include the following elements.
 - a. A passenger waiting, loading and unloading area.
 - b. Outdoor gathering space adjacent to commercial uses.
 - c. Accommodate the central bike path.
 - d. Conveniently located and secure bike parking.



Transit Plaza

VIII-B-14 Compact Development

The site layout is compact, and enables future intensification of development and changes to land use over time. The following measures shall be used to demonstrate compliance with this standard.

1. The development achieves the required minimum floor area ratio (FAR) and minimum number of stories, or shall provide a shadow plan that demonstrates how development may be intensified over time for more efficient use of land and to meet the required (FAR) and minimum number of stories; and
2. Opportunities for shared parking are utilized.

C. Green Development Standards

The Croman Mill District Green Development Standards provide specific requirements for the management of stormwater run-off, use and collection of recycled materials, solar orientation and building shading, and conserving natural areas. Development located in the Croman Mill District shall be designed and constructed consistent with the following Green Development Standards. A site layout, landscaping or building design in a manner inconsistent with the Croman Mill District Green Development Standards requires a minor amendment in accordance with Section 18.53.020.B.

VIII-C-1 Conserve Natural Areas

Preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of Chapter 18.63 Water Resources, conserving natural water systems shall be considered in the site design through application of the following standards.

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

VIII-C-2 Create Diverse Neighborhoods

Use the following measures to encourage diversity in the district by providing a balanced range of housing types that compliment a variety of land uses and employment opportunities.

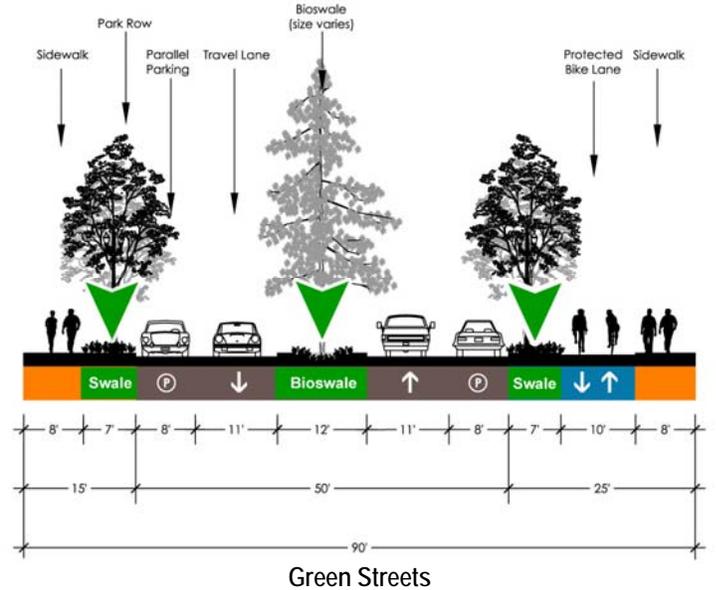
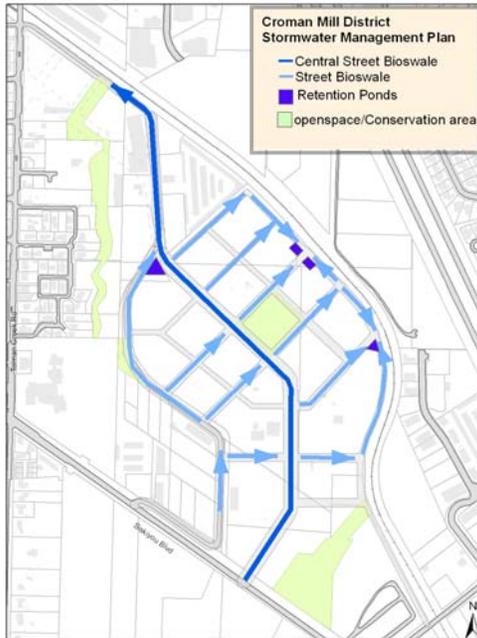
1. Differentiate units by size and number of bedrooms.
2. For developments including more than four dwelling units, at least 25% of the total units shall be designated as rental units.
3. Affordable purchase housing provided in accordance with the standards established by Resolution 2006-13 for households earning at or below 80% of the area median income shall apply toward the required percentage of rental housing per VIII-C-2(2).
4. Units designated as market rate or affordable rental units shall be retained as one condominium tract under one ownership.

VIII-C-3 Design Green Streets

Green Streets are public streets that have been built or retrofitted to include landscape areas that increase stormwater infiltration, reduce and slow the rate of runoff, and use bio-filtration to remove pollutants.

1. New streets shall be developed to capture and treat stormwater in a manner consistent with the Croman Mill District Stormwater Management Plan Map, the City of Ashland Stormwater Master Plan and Ashland Green Streets Standards.
2. All development served by planned Green Streets as designated on the Croman Mill District Green Street Map shall accommodate said facilities by including the same in the development plan; and/or

3. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the Green Street(s) at the time full street network improvements are provided to serve the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds or other suitable collateral as determined by the City Administrator.



VIII-C-4 Design Green Surface Parking

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

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

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

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

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

VIII-C-6 Recycling Areas

All developments in the Croman Mill District shall provide an opportunity-to-recycle site for use of the project occupants.

1. Commercial. Commercial developments having a solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
2. Residential. All newly constructed residential units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards.
 - a. Residential developments not sharing a common solid waste receptacle shall provide an individual curbside recycling container for each dwelling unit in the development.
 - b. Residential developments sharing a common solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the common solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its residential on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
3. Screening refuse and recycle areas. Refuse and recycle areas shall be screened from view by placement of a solid wood, metal, or masonry wall from five to eight feet in height. All refuse and recycle materials shall be contained within the refuse area.

VIII-C-7 Minimize Construction Impacts

Minimize pollution and waste generation resulting from construction activity through the following measures.

1. Construction Activity Pollution Prevention. Develop and implement an erosion and sediment control plan to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation in accordance with Ashland Public Works Standards. The erosion and sediment control plan shall be submitted with the final engineering for public improvements and building permits.
2. Construction Waste Management. Recycle and/or salvage non-hazardous construction and demolition debris in accordance with the Building Demolition Debris Diversion requirements in 15.04.216.C.

VIII-C-8 Potable Water Reduction for Irrigation

Provide water efficient landscape irrigation design that reduces by 50% the use of potable water after the initial period for plant installation and establishment. Calculations for the reduction shall be based on the water budget, and the water budget shall be developed for landscape irrigation that conforms to the mandatory policies in Section III – Water Conserving Landscaping Guidelines and Policies. Methods used to accomplish the requirements of this section may include, but are not limited to, the following.

1. Plant species.
2. Irrigation efficiency.
3. Use of captured rainwater.
4. Use of recycled water.
5. Use of graywater.
6. Use of water treated for irrigation purposed and conveyed by a water district or public entity.

VIII-C-9 Solar Orientation

Incorporate passive and active solar strategies in the design and orientation of buildings and public spaces. When site and location permit, orient the building with the long sides facing north and south.

VIII-C-10 Building Shading

Shade the building through the following measures.

1. Provide horizontal exterior shading devices for south-facing windows to control solar gain during the peak cooling season.
2. Provide vertical exterior shading devices for east- and west-facing windows to control solar gain and glare due to low sun angles during the peak cooling season.
3. A combination of horizontal and vertical exterior shading devices may be necessary to control solar gain on southwest- and southeast-facing windows.

VIII-C-11 Recycled Content in Infrastructure

For new streets, driveways, parking lots, sidewalks and curbs, the aggregate materials shall be at least 50% by volume recycled aggregate materials such as crushed Portland cement concrete and asphalt concrete. Above-ground structured parking and underground parking are exempt from this requirement.

VIII-C-12 Outdoor Lighting

Minimize light pollution from the project to improve nighttime visibility, increase night sky access and to reduce development impact on nocturnal environments by using down-shielded light fixtures that do not allow light to emit above the 90 degree plane of the fixture. Lighting fixtures provided to implement Federal Aviation Administration mitigation measures to enhance safe air navigation are exempt from this standard.

VIII-C-13 Performance Standard Bonuses

The permitted building height or base residential density, whichever is applicable, shall be increased by the number of stories or percentage residential density as outlined below. In no case shall the building height or residential density exceed the height and density bonus maximums in the Dimensional Standards Table in Section 18.53.050.

1. Green Building Bonus

Projects that achieve a high performance green building standard and significantly improve energy performance beyond the current minimum Oregon requirements are eligible for a building height bonus as follows.

- a. In the event that a building or structure is determined to meet the standard for LEED® Certified building, the building height may exceed the maximum height specified for the CM overlay districts within the Dimensional Standards Table in Section 18.53.060, through application of a height bonus as follows.
 - i. A building obtaining LEED® Certification as meeting the LEED® Silver Standard may be increased in height by up to one story.
 - ii. A building obtaining LEED® Certification as meeting the LEED® Gold Standard may be increased in height by up to two stories.
 - iii. A building in the Residential Buffer overlay obtaining LEED® Certification as meeting the LEED® Silver or Gold Standard may be increased in height by ½ story up to a maximum height of 40 feet.
 - iv. Applications to increase the building height in excess of the maximum permitted height through the application of a height bonus shall address any conditional determination by the Federal Aviation Administration regarding mitigation measures requested to enhance safe air navigation.

b. Demonstration of Achieving LEED® Certification.

Projects awarded a height bonus pursuant to this section, shall provide the City with satisfactory evidence of having completed the following steps in the process toward demonstrating achievement of LEED® certification.

- i. Hiring and retaining a LEED® Accredited Professional as part of the project team throughout design and construction of the project.
- ii. Developments seeking a height bonus shall provide documentation with the planning application, and prior to issuance of a building permit, that the proposed development as designed and constructed will meet or exceed the equivalent LEED® standard relating to the height bonus awarded.
- iii. A final report shall be prepared by the LEED® Accredited Professional and presented to the City upon completion of the project verifying that the project has met, or exceeded, the LEED® standard relating to the height bonus awarded.
- iv. The report shall produce a LEED® compliant energy model following the methodology outlined in the LEED® rating system. The energy analysis done for the building performance rating method shall include all energy costs associated with the building project.

2. Structured Parking Bonus.

A building may be increased by up to one story in height when the corresponding required parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district.

3. Affordable Housing Bonus.

- a. For every percent of units that are affordable, an equivalent percentage of density bonus shall be allowed up to a maximum bonus of 100%.
- b. Affordable housing bonus shall be for residential units that are affordable for moderate income persons in accordance with the standards established by

resolution of the City Council and guaranteed affordable through procedures contained in said resolution.

VIII-C-14 Employment Density

To promote transit supportive development, efficient use of employment zoned lands and local economic vitality, it is recommended that developments within the Croman Mill District are planned to accommodate employment densities as follows.

- a. 60 employees per acre in the Office Employment (OE) Overlay.
- b. 25 employees per acre in the Compatible Industrial (CI) Overlay.
- c. 25 employees per acre in the Mixed Use (MU) Overlay.
- d. 20 employees per acre in the Neighborhood Center (NC) Overlay.

Additional Plan Maps

