

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, May 24, 2012
Council Chambers, 1175 East Main Street
Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: March 22, 2012
- III. ADJUSTMENTS TO THE AGENDA
- IV. PUBLIC FORUM
- V. ACTION ITEMS
 - A. Training by City Recorder (30 min.)
 - B. Election of Officers (10 min.)
 - C. Commissioner Attendance Policy (10 min.)
 - D. United Land Use Code (10 min.)
 - E. Drive-up Uses (15 min.)
 - F. Request Four-Way Stop Sign at 8th & B Street (15 min.)
- VI. NON ACTION ITEMS
 - A. N. Main/Hersey/Wimer Intersection Re-alignment Update (10 min.)
 - B. Traffic Crash Summary
- VII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. TC Budget Balance
 - C. Commission Appointments
 - D. Traffic Safety Connection (April)
 - E. The Traffic Calmer
 - F. Normal Avenue Neighborhood Plan Update
 - G. Velo Grant Update
- VIII. FUTURE AGENDA TOPICS
 - Bike Parking and Bike Rack Design Policy
 - Future Railroad Crossings
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for June 28, 2012 @ 6:00 p.m. (Note: change of date from third to fourth Thursday of the month)

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF
ASHLAND**
Transportation Commission
Contact List as of April, 2012

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	541 482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Steve Ryan	Commissioner	541 951-1409	1257 Siskiyou Bv #160	resolutionvideo@yahoo.com	4/30/2013
Brent Thompson	Commissioner	541 488-0407	582 Allison	brenttho@mind.net	4/30/2014
Mike Gardiner	Commissioner	541 890-2487	349 Orange Avenue	mike.gardiner@oakh.com	4/30/2015
Colin Swales	Commissioner	541-840-7492	143 8 th Street	colinswales@gmail.com	4/30/2014
Shawn Kampmann	Commissioner	541 482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Pam Hammond	Commissioner	541 482 1343	632 Walnut Street	hammondpam@yahoo.com	4/30/2014
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015
Corinne Viéville	Commissioner	541-488-9300	541-944-9600 805 Glendale Avenue	corinne@mind.net	4/30/2013

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works	541 488-5587	20 E. Main Street	faughtm@ashland.or.us
David Chapman	Council Liaison	541 488-0152	390 Orchard Street	david@council.ashland.or.us
Brandon Goldman	Planning	541 488-5305	20 E. Main Street	goldmanb@ashland.or.us
Steve MacLennan	Police	541 552-2809	20 E. Main Street	maclenns@ashland.or.us
Scott Hollingsworth	Fire	541 552-2932	20 E. Main Street	Hollings@ashland.or.us
Honore Depew	Southern Oregon University	503 422-6723		honordepew@gmail.com
Vacant	Ashland Schools			
Dan Dorrell PE	ODOT	541 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us
Nathan Broom	RVTD	541 608-2411	3200 Crater Lake Av – 04	n.broom@rvtd.org
Vacant	Ashland Parks		20 E. Main Street	
Jenna Stanke	Jackson County Roads	541 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org
David Wolske	Airport Commission			david@davidwolske.com
Vacant	SOU Student Liaison	541 326-7517		ladybikesafety@gmail.com

Staff Support

Jim Olson	Engineering Serv Manager	541 488-5347	20 E. Main Street	olsonj@ashland.or.us
Scott Fleury	Engineering Tech	541-552-2416	20 E. Main Street	fleurys@ashland.or.us
Karl Johnson	Assistant Engineer	541 552-2415	20 E Main Street	johnsonk@ashland.or.us
Jodi Vizzini	Public Works Office Asst	541-552-2427	20 E Main Street	vizzinij@ashland.or.us

TRANSPORTATION COMMISSION
Thursday, March 22, 2012
Council Chambers, 1175 East Main Street
Minutes

CALL TO ORDER

Chair Steve Ryan called the meeting to order at 6:03 p.m.

Commissioners Present: Tom Burnham, Mike Gardiner, Shawn Kampmann, Steve Ryan (Chair), Brent Thompson, and Corinne Viéville

Absent: Pam Hammond and David Young

Council Liaison: David Chapman

Staff Present: Scott Fleury, Jim Olson, and Jodi Vizzini

Ex Officio Member: Brandon Goldman and Steve MacLennan

WELCOME TO NEW COMMISSIONERS

Chair Ryan welcomed Mike Gardiner and Pam Hammond as newly appointed Transportation Commissioners.

Chair Ryan introduced City Administrator Dave Kanner to the Commission who stated he was briefly in attendance to say hello and acknowledge the volunteers who serve.

APPROVAL OF MINUTES

The minutes of November 17, 2011 and December 15, 2011, Regular Meetings, were approved as presented.

ADJUSTMENTS TO THE AGENDA

Commissioner Burnham requested an opportunity to ask questions in the action part of the agenda about small projects that have yet to be answered. Chair Ryan agreed to this request.

ACTION ITEMS

Traffic Concerns on Crispin Street:

Jim Olson described the area as having a narrow profile with a 22 ft. wide street and parking that is provided in angular, short parking bays. Crispin St. alignment is curvy, with a 90 degree curve midway through the subdivision. He reported the findings of a traffic study conducted in 2007 and a recent study to gage traffic flow. The latest study indicated speed was not a concern with a 17 mph average, and 85 percent of vehicles driving through this area traveled at speeds less than the posted 25 mph. However, due to the nature of the close improvements and sidewalks, traveling at 25 mph seems fast. He shared information about speed bumps/humps and the reasoning for not considering either as a solution. He encouraged residents to address their concerns and offer suggestions to staff and the Commission.

PUBLIC FORUM

Kathryn Casternovia/195 Crispin St./Stated she has lived on Crispin St. for 16 years and during that time a row of mailboxes, which sets 15 feet from her bedroom window has been driven through on four occasions. Her suggestions included installing speed bumps or humps, lowering the speed limit to 15 mph, and/or implementing a "Not a Through Street" sign.

Glenn Novak/167 Crispin St./Thought installing speed bumps to physically slow traffic was the best solution. He felt warning signs will be ignored by careless drivers. Additionally, he would like to see parking enforced as street parking causes the road to become even narrower.

Maureen Sever/163 Crispin St./Described her flag lot which includes a shared driveway causing both her and her neighbor to back out on the blind curve. She was also concerned with the narrowing of the street due to vehicles

parked on the street instead of using parking bays. Her feeling is that people are cutting through their neighborhood as a route to their own neighborhoods. She suggested speed bumps to slow traffic and to discourage drivers from taking this route.

Mr. Olson addressed the citizen's concerns with the following explanations: 1) speed limit rules are set by the State which requires residential speed limits at 25 mph. Crispin St. is a public, residential street, therefore the City cannot change the speed limit. He added the traffic study concluded speed is already less than 25 mph in this area; 2) speed bumps were not an option as they are not legal to install in public rights of way; 3) parking is only enforced in the downtown core. Other areas are enforced if officers see an incident while patrolling, or if a person registers a complaint with the police department; and 4) the traffic study concluded traffic volume is extremely low in this subdivision, even with anticipated non-residents passing through.

Discussion included various signage ideas, reclassifying the street to an alley, installing half dome lane dividers, and painting a center line.

Commissioners Thompson/Kampmann m/s to take no additional traffic calming measures except for a painted center line and "Sharp Curve Ahead" signage. Voice vote: all AYES. Motion passed 6 – 0.

Request for "Sharrow" Markings on Maple Street:

Mr. Olson gave an overview of the request by Ashland Community Hospital (ACH), a bicycle friendly facility, to install sharrows on Maple Street. He explained that Maple Street has been problematic as it is a busy collector street and does not have room for bicycle lanes. Mr. Olson shared past improvements that have been implemented to calm traffic. He added that staff is in support of adding sharrows on Maple St. but would recommend not including signage as it would cause too much congestion in this area.

Toni Drummond/721 Liberty St./Works at ACH and has been instrumental in the application process and subsequent bicycle friendly business award. She stressed that ACH staff and patients cycling on Maple St. do not feel safe. She explained how cycling commuters often take the Coolidge/Rock route to avoid Maple St. She is hoping to offer more bicycle safety classes this year and expects an increase in the number of employees cycling to work. She is in support of sharrows and gave examples of how they are effective in other Oregon communities.

Commissioners Thompson/Kampmann m/s to approve the staff recommendation to install sharrows, but not signs, between N. Main and Chestnut St. Voice vote: all AYES. Motion passed 6 – 0.

Mr. Olson introduced Scott Fleury as his replacement when he retires in June.

Request for "15 Minute Loading Zone" on Lithia Way:

Mr. Olson explained the request for a 15 Minute Loading Zone came from police department, not the Stop-N-Shop Market. The reasoning behind the request was to make the two spaces near the Lithia Way and Pioneer St. intersection and traffic light available for delivery parking, thus eliminating the need to park on a through street. He added that he has since had a conversation with Senior Planner, Brandon Goldman who reminded him that a parking study for the downtown area is coming up and it may be best to postpone action until the study is complete. Therefore, Mr. Olson recommended postponing this action to a later date.

Mr. Goldman explained the future parking study and both he and Mr. Olson answered questions from the Commission regarding the use and limitations of a loading zone.

Public Comment:

Ed Bemis/140 Lithia Way/Began his comment by thanking Mr. Olson for his years of service. He spoke on the need for more parking spaces in the downtown area and added turning over spaces is not the answer. He stated he worked on the parking issue back in the 1980s and parking has been a long time problem in Ashland. He explained how part of the problem began years ago when a private sector bought a building nearby and eliminated about 15 parking spaces. He is in favor of more parking lots and less burden on the street side.

George Orrego/486 Beach St./Agrees parking is a premium and losing the two spaces would be problematic. He suggested limiting the time zone for a couple of hours in the morning.

Commissioners Thompson/Gardiner m/s to take no action on the 15 Minute Loading Zone on Lithia Way, but requested to include it in the future parking study as a priority. Voice vote: all AYES. Motion passed 6 – 0.

NON ACTION ITEMS

SOU Student Housing Update:

Mr. Olson gave an update on the SOU project. He stated the Planning Commission approved the planning action which included a number of traffic elements the Transportation Commission recommended. He added staff has met with Kittelson & Associates to iron out the fine details on intersections and that construction will be happening shortly.

N. Main/Hersey/Wimer Intersection Re-alignment Update:

Mr. Olson reported this project is moving forward and described the various issues encountered in the process including negotiations for rights of way access, a parking lot plan at 430 N. Main St., and developing the final plans for undergrounding of the power lines in the intersection. He is hopeful the bidding process will take place in May and constructed in late June. He added an informational open house on this project will be scheduled soon.

ACTS Oregon Mini-Grant:

Mr. Olson reported the City did not receive this grant.

Traffic Crash Summary:

Officer MacLennan gave a report involving an RVTB bus hitting the bucket of a vehicle installing the Christmas lights on the Plaza. He reported proper signage was not in place, no one was injured, and citations were issued.

Commission Attendance Report:

Commissioners reviewed the attendance report from July 1 to December 31, 2011. They asked for clarification of the AMC 2.10.025 as it relates to member attendance expectations and discussed this topic. Chair Ryan stated he would review his records for excused absence requests from the Commissioners and bring this report back to the next meeting.

INFORMATIONAL ITEMS

Action Summary:

Mr. Olson answered Commissioner questions on the Action Summary Report that included progress on 15 Minute Parking Zone signage and sharrows on A St.

TC Budget Balance: \$2,647.00:

The Commission reviewed the budget and asked for clarification on current expenditures. Mr. Olson addressed their questions and added expenditures from this account must now go through the Public Works Director.

City Source Article "Crosswalk Safety:"

Did not discuss

Traffic Safety Connection (Dec, Jan, and Feb):

Did not discuss

TNTT Article "Distracted Driving:"

Did not discuss

COMMISSIONER COMMENTS

Commissioner Gardiner made a request for the Commission to submit a letter of support for the Ashland Parks & Recreation grant application on the build-out of Ashland Creek Park on Hersey St. He explained the trails in the park

represent the Commission's multi-modal goals for pedestrians and bicycles.

Commissioners Kampmann/Vièville m/s to draft a letter of support to the Parks Department for the grant application on the build-out of Ashland Creek Park. Voice vote: all AYES. Motion passed.

Chair Ryan updated the Commission on the progress of the Siskiyou Velo Grant which provided \$1,000.00 to purchase helmets for low-income students in Ashland elementary schools. He asked for suggestions on how to purchase, store and distribute the helmets. He stated he is working with the Parks Department on this project.

Mr. Olson updated the Commission on the bike parking portion of this grant. He stated he is working with the Shakespeare Festival on the approval of the location.

ADJOURNMENT

Meeting was adjourned at 8:07 p.m.

*Respectfully submitted,
Jodi Vizzini, Public Works Assistant*

Section 2.10.050. Election of Officers, Secretary, and Subcommittees.

At its first meeting of the year the advisory commission or board shall elect a chair and a vice chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than two consecutive terms. Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Provided however, only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law.

(Ord 3003, added, 02/18/2010)

Memo

Date:

To: Transportation Commission

Re: Transportation Commission Attendance Report

Pursuant to AMC 2.10.025, below is the Transportation Commission's attendance record for January through June 2012.

Meeting Date	Meeting Type	Absent
January 12, 2012	Joint TC/PC Meeting	Colin Swales, Brent Thompson (emailed)
January 26, 2012	Joint TC/PC Meeting	Colin Swales
February 9, 2012	Joint TC/PC Meeting	Colin Swales (dismissed)
February 23, 2012	Joint TC/PC Meeting	All present
March 15, 2012	Joint TC/PC Meeting	Shawn Kampmann, Brent Thompson (both emailed)
March 22, 2012	Transportation Meeting	Pam Hammond, David Young (both emailed)
May 16, 2012	Joint TC/PC Meeting	
May 24, 2012	Transportation Meeting	
June 14, 2012	Joint TC/PC Meeting	
June 28, 2012	Transportation Meeting	

AMC 2.10.025

All members are expected to attend all regularly scheduled meetings, study sessions and special meetings, when applicable. If a member will be absent from a meeting the member must notify the chair or the staff liaison at least two hours prior to the meeting. Any member who has two or more unexcused absences in a six month period [i.e. January 1– June 30 or July 1 - December 31] shall be considered inactive and the position vacant. Further any member not attending a minimum of two-thirds (2/3) of all scheduled meetings (inclusive of study sessions and special meetings) shall be considered inactive and the position vacant. Attendance shall be reviewed by the commission or board during the regularly scheduled meetings in January and July, with a report sent to the Mayor and City Council advising of the need for appointment or re-appointment, if necessary.



Oregon's Model Development Code for Small Cities

Table of Contents

Article 1.0 — Introduction

Chapters:

1. 1. How to Use the Development Code
1. 2. General Administration
1. 3. Definitions
1. 4. Use Categories
1. 5. Enforcement

Article 2 - Land Use Districts

Chapters:

- 2.1. Organization of Land Use Districts
- 2.2. Residential (R) Districts
- 2.3. Commercial (C) Districts
- 2.4. Industrial (I) Districts
- 2.5. Overlay (O) Districts

Article 3 — Community Design Standards

Chapters:

- 3.0 Design Standards Administration
- 3.1 Access and Circulation
- 3.2 Landscaping, Street Trees, Fences and Walls
- 3.3 Parking and Loading
- 3.4 Public Facilities
- 3.5 Surface Water Management
- 3.6 Other Site Design Standards
- 3.7 Sensitive Lands
- 3.8 Signs

Article 4 – Administration of Land Use and Development

Chapters:

- 4.1. Types of Review Procedures
- 4.2. Land Use Review and Site Design Review
- 4.3. Land Divisions and Property Line Adjustments
- 4.4. Conditional Use Permits
- 4.5. Master Planned Developments
- 4.6. Modifications to Approved Plans and Conditions of Approval
- 4.7. Land Use District Map and Text Amendments
- 4.8. Code Interpretations
- 4.9. Miscellaneous Permits – Temporary Uses, Home Occupations

Article 5 — Exceptions to Code Standards

Chapters:

- 5.1 Variances
- 5.2 Non-Conforming Uses and Development
- 5.3 Lots of Record

Article 6 - Map Amendments and Code Interpretations

The purpose of Article 6 is to create a place for filing land use district/zoning map amendments made under Chapter 4.7, including Master Planned Developments overlays, and code interpretations made under Chapter 4.8, for reference by staff and applicants. This section of the code does not amend the procedures for completing land use district map and text amendments located in Chapter 4.7. Map amendments shall be located in this section in chronological order based on date of adoption.

[Reserved for land use district/zoning amendments and code interpretation decisions.]

and Development. This TGM grant is financed, in part, by federal Transportation Equity Act for the 21st Century (TEA-21), local government, and the State of Oregon funds.

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

Unified Land Use Code

Project Information

INTRODUCTION

The City of Ashland Community Development Department is undertaking a project to combine the Ashland Land Use Ordinance (ALUO) and related development standards into a Unified Land Use Code with improved organization, wording, formatting and graphics. The land use regulations implement the community's vision as expressed in the Ashland Comprehensive Plan, and governs the development of property within the City limits.

The ALUO has been incrementally amended numerous times since it was originally adopted in 1964. Each update was prepared and adopted independently, and there are several documents that comprise the land use regulations and standards. As a result, the code today is sometimes confusing, is difficult to navigate, has inadvertent repetition, and includes slight inconsistencies.

While the focus of the project is reorganizing the existing development standards into one user-friendly document, the project will also include an evaluation of the planning application process and green development measures, and preparation of code amendment options addressing these areas for consideration.

There may be situations where changes to the land use regulations are proposed which result in policy changes. For example, correcting an inadvertent omission or inconsistency may result in a policy change, or addressing the planning application process and green development measures may result in policy changes. All policy changes will be clearly communicated throughout the project in written materials and oral reports.

PROJECT GOAL AND OBJECTIVES

The goal of the project is to present the information contained in the existing codes and standards so the land use ordinance is clear, consistent, concise, adaptable and user-friendly.

The project objectives are:

- Make the code usable for a wide variety of code users (i.e. applicants, neighbors, appointed officials, elected officials, staff).
- Make the code easy to navigate so all standards related to one subject are in one location.
- Make the code clear with consistent standards, definitions, format and graphics.
- Make the code adaptable so the document is easy to amend in the future and is a living document that adjusts with future changes.
- Improve timeliness and predictability of planning application process by removing code inconsistencies.
- Address internal city department communication and coordination for development services.
- Consider streamlining planning application process to address Economic Development



Strategy priority action regarding timeliness, predictability and potential impacts of development process to economic development projects.

- Facilitate increased use of green development measures by removing barriers in and adding provisions to the land use codes.

SCOPE OF PROJECT

The following development-related ordinances and standards will be included in the project:

Title 18 of the Ashland Municipal Code, Land Use Ordinance
 Site Design and Use Standards
 Ashland Street Standards
 Recommended Street Tree Guide

PUBLIC INVOLVEMENT

Over the next 12 months (April 2012 – March 2013), the Planning Commission will oversee the Unified Land Use Project by reviewing and revising the draft documents at their monthly study session meetings on the fourth Tuesday of the month at 7:00 p.m. at the Civic Center Council Chambers located at 1175 E. Main St. Ultimately, a finished draft will be compiled and taken through the formal public hearing process which involves a public hearing and recommendation by the Planning Commission, and a public hearing and decision by the City Council.

To ensure that the public is aware and involved in this project, several communication tools will be used, as follows:

- Open House – two to three public meetings will be held to introduce the project, provide information and status updates, and offer opportunities for questions and comments.
- Planning Commission Study Sessions – the Planning Commission study sessions are open to the public, and include a time for participants to make comments.
- Advisory Commission Updates – staff will introduce the project to the various City Advisory Commissions (e.g. Historic Commission), and bring issues to the commissions on an as-needed basis.
- Local Newspapers – staff will work with local newspapers to provide information about the project.
- Project Bulletin by Subscription – updates will be sent to individuals during the project.
- On-line Forum – “Open City Hall” www.ashland.or.us/opencityhall is an on-line forum where information about the project will be regularly posted. If participants chose to do so, they can also submit comments.
- Project website - the Unified Land Use Code project website is www.ashland.or.us/unifiedcode , and will have updated project information, meeting schedules and materials.
- Staff Assistance - City staff is available to assist with questions and information about the project – contact Maria Harris, Planning Manager at 541-552-2045 or harrism@ashland.or.us, or Brandon Goldman, Senior Planner at 541-552-2076 or goldmanb@ashland.or.us. The TTY phone is 1-800-735-2900.



PROJECT SCHEDULE

- A. Project Kick-Off (April – June 2012)**
 - Introduce project to Planning Commission and Advisory Commissions.
 - Hold Open House public meeting.
- B. Preparation of Reorganized “Unified” Code (May – June 2012)**
 - Prepare outline and first complete draft of the reorganized code for public and Planning Commission review.
- C. Review Unified Code (June – September 2012)**
 - Planning Commission review of Unified Code in groups of chapters at study session meetings.
- D. Evaluation of Planning Application Process and Green Development Measures (July – August 2012)**
 - Evaluate and prepare code amendment options addressing concerns regarding impact of development process on economic development projects and facilitating the use of green development measures.
 - Planning Commission review of code amendment options.
- E. Revise Unified Code and Prepare Adoption-Ready Draft (September – October 2012)**
 - Prepare draft of the Unified Code for adoption process.
 - Hold Open House meeting.
- F. Planning Commission Public Hearing (November – December 2012)**
 - Planning Commission conducts public hearing and makes recommendation to the City Council.
- G. City Council Public Hearing (January – March 2013)**
 - City council conducts public hearing and makes decision on adoption of Unified Code.

BACKGROUND

Improving the timeliness and predictability of the development process is a City Council goal, and a top priority of the Community Development Department. The City Council set a goal to “Increase the clarity, responsiveness and certainty of the development process. Develop a specific action plan to respond to the recommendation of the 2006 Zucker and Siegel reports.” Creating a Unified Land Use Code is a recommendation of the Siegel report (i.e. Land Use Ordinance Review by Siegel Planning Services, LLC, April 2006), and was presented as a specific action item to address the Council’s goal at the City Council meeting in January 2012.

In addition to creating a unified code, the project will include an evaluation of the planning application process and green development measures and prepare code amendment options addressing these areas for consideration. In addition to the City Council goal of “Increase the clarity, responsiveness and certainty of the development process...” discussed above, the Economic Development Strategy (adopted July 2011) identifies improving the land use development process as one of seven top priority actions. Specifically, the action says to “manage physical development process to ensure understandable requirements with timely and predictable results while safeguarding and improving the quality of the environment and the community.” In terms of green development measures, the City Council adopted the following



goal, “Adopt land use codes, building codes, green building standards, and fee structures that creates strong incentives for development that is energy, water, and land efficient and supports a multi-modal transportation system.”

The City of Ashland began the process of reviewing the land use and development process in 2006 with an organizational review by Zucker Systems and a land use ordinance review by Siegel Planning Services, LLC. The land use ordinance review included a code evaluation and phased work plan for updating the ALUO. The first phase of “housekeeping” code edits was completed in April 2008, and creating a unified code was identified as a subsequent phase.

QUESTIONS/COMMENTS

Community Development Department staff is committed to making sure project information is accessible, complete and accurate, and there are informal and formal opportunities for citizens to participate and provide input for the project.

There are several different ways to get information and to provide input. Open City Hall www.ashland.or.us/opencityhall is an on-line forum to learn about and comment on the project. The Unified Land Use Code project website is www.ashland.or.us/unifiedcode will also have updated project information, meeting schedules and materials. Finally, you can write or call City staff with questions or comments – contact Maria Harris, Planning Manager at 541-552-2045 or harrism@ashland.or.us, or Brandon Goldman, Senior Planner at 541-552-2076 or goldmanb@ashland.or.us. The TTY phone is 1-800-735-2900.



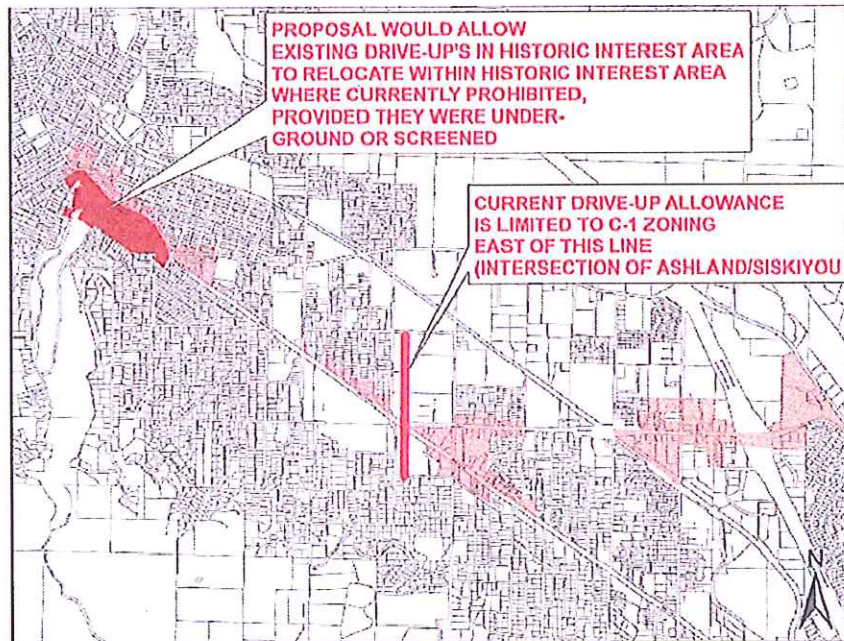


PLANNING ACTION: PL-2012-00265
SUBJECT PROPERTY: C-1 & C-1-D Portions of the Historic Interest Area
 (See map below)

OWNER/APPLICANT: Ashland Food Co-op

DESCRIPTION: A proposed Legislative Amendment to amend the Ashland Municipal Code as it relates to drive-up uses in Commercial districts. Drive-up uses are currently allowed only as “special permitted uses” in the C-1 zoning districts, but only in the area east of a line drawn perpendicular to Ashland Street at the intersection of Ashland Street and Siskiyou Boulevard. Drive-up uses are currently explicitly prohibited in the Historic Interest Area as defined in the Comprehensive Plan. The proposal is to provide exception language which would apply only to existing drive-up uses within the Historic Interest Area and allow them to relocate to new sites elsewhere within the Historic Interest Area provided that they are located predominantly underground or otherwise screened from view from the public right-of-way.

- o The Ashland Planning Commission will review this Planning Action on **May 8, 2012 at 7:00 P.M.** in the City Council Chambers at 1175 East Main Street.
- o The Ashland Historic Commission will also review this Planning Action on **May 2, 2012 at 6:00 P.M.** in the Community Development and Engineering Services building’s Siskiyou Room at 51 Winburn Way.



18.108.170 Legislative Amendments Procedure

- A. *It may be necessary from time to time to amend the text of the Land Use Ordinance or make other legislative amendments in order to conform with the comprehensive plan or to meet other changes in circumstances and conditions. A legislative amendment is a legislative act solely within the authority of the Council.*
- B. *A legislative amendment may be initiated by the Council, by the Commission, or by application of a property owner or resident of the City. The Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is submitted, and within thirty days after the hearing, recommend to the Council, approval, disapproval, or modification of the proposed amendment.*
- C. *An application for amendment by a property owner or resident shall be filed with the Planning Department thirty days prior to the Commission meeting at which the proposal is to be first considered. The application shall be accompanied by the required fee.*
- D. *Before taking final action on a proposed amendment, the Commission shall hold a public hearing. After receipt of the report on the amendment from the Commission, the Council shall hold a public hearing on the amendment. Notice of time and place of the public hearings and a brief description of the proposed amendment shall be given notice in a newspaper of general circulation in the City not less than ten days prior to the date of hearing.*
- E. *No application of a property owner or resident for a legislative amendment shall be considered by the Commission within the twelve month period immediately following a previous denial of such request, except the Commission may permit a new application if, in the opinion of the Commission, new evidence or a change of circumstances warrant it.*

ASHLAND PLANNING DIVISION
STAFF REPORT
May 8th, 2012

PLANNING ACTION: PL #2012-0265

APPLICANT: Ashland Food Cooperative

LOCATION: C-1- & C-1-D-zoned portions
of the Historic Interest Area
(See Attached Exhibit S-1)

ORDINANCE REFERENCE:

18.08	Definitions
18.32	Commercial (C-1)
18.72	Site Design Review
18.104	Conditional Uses

REQUEST: A proposal to amend the Ashland Municipal Code as it relates to drive-up uses in Commercial districts. Drive-up uses are currently allowed only as “special permitted uses” in the C-1 zoning district, but only in the area east of a line drawn perpendicular to Ashland Street at the intersection of Ashland Street and Siskiyou Boulevard. Drive-up uses are currently explicitly prohibited in the Historic Interest Area as defined in the Comprehensive Plan. The proposal is to provide exception language which would apply only to existing drive-up uses within the Historic Interest Area and allow them to relocate to new sites elsewhere within the Historic Interest Area provided that they are located predominantly underground or otherwise screened from view from the public right-of-way.

I. Relevant Facts

A. Background - History of the Prohibition on Drive-Up's In the Historic Interest Area

The original Transportation Element of Ashland’s Comprehensive Plan, adopted in 1982, included a policy discouraging the use of drive-up windows in order to limit both fuel consumption and air pollution associated with vehicle idling while waiting at drive-ups. In keeping with this policy, in 1984 the city adopted Ordinance #2313 which defined a drive-up use as “*any establishment which by design, physical facilities, service or by packaging procedures encourages or permits customers to receive services, obtain goods, or be entertained while remaining in their motor vehicles,*” set standards for the development of drive-up uses, required Conditional Use Permits for the approval of drive-up uses, and limited the total number of drive-up uses in the city to the 12 in place on July 1, 1984 plus one additional drive-up use for each additional 1,250 persons added to the state-certified population census for the city. As part of that ordinance, drive-up uses were prohibited in Ashland’s Historic Interest Area as defined in the Comprehensive Plan (see attached Staff Exhibit S-1), which rendered those existing drive-up uses within the Historic Interest Area non-conforming.

In 1992, the ordinance was amended to make drive-up's a Special Permitted Use rather than a Conditional Use, and to limit the number of drive-up uses allowed in the city to the 12 that were in place on July 1, 1984 with no allowance to increase this number with increased population. By ordinance, drive-up uses are allowed to be transferred between users and locations, subject to the requirements of the Ordinance, but the total number of approved drive-up uses allowed in the city remains at the 12 which were in place on July 1, 1984.

The revised Transportation Element of the Comprehensive Plan adopted in 1996 no longer contains an explicit policy discouraging drive-up uses, since it was unnecessary due to the ordinance already in place limiting these uses. However, the current Transportation Element does contain the following policies which were noted in a 2001 ordinance interpretation as supporting the continued discouragement of drive-up uses:

- **X.II-1** *"Promote decreased auto use and increased walking and bicycling, public transportation, ride sharing and other transportation demand management techniques."*
- **X.II-6** *"Encourage businesses to inform customers of available non-auto access to the business locations and to support customer use of non-auto access."*

Overall, the city's Comprehensive Plan and implementing ordinances encourage the community to develop at a human scale with a balanced approach to transportation rather than taking a primarily auto-centric approach to development. The city's design standards encourage designs which limit the adverse impacts of the automobile on the built environment in large part by minimizing, carefully placing and screening parking areas and driveways while emphasizing a high standard of urban design and a strong relationship between buildings and the pedestrian streetscape. City standards and requirements place special emphasis on the Historic Interest Areas, and particularly the downtown. Ashland's Downtown Design Standards explicitly discourage auto-centric uses in the downtown (VI.J-6), and the removal of off-street parking requirements in the downtown, design standards, and prohibition on drive-up's in the Historic Interest Area all work to create a pedestrian friendly environment with a continuous storefront streetscape at the sidewalk.

B. Background – Existing Drive-Up Uses

The 12 existing drive-up permit holders are as follows:

1.	250-300 N. Pioneer St./Umpqua Bank (Historic Interest Area/Zoned E-1)
2.	67 E. Main St./Wells Fargo Bank (Historic Interest Area)
3.	30 N. Second St./U.S. Bank (Historic Interest Area)
4.	243 E. Main St./Chase Bank (Historic Interest Area)
5.	2290 Ashland St./Taco Bell
6.	2235 Ashland St./Premier West Bank
7.	2280 Ashland St./Bi-Mart Pharmacy
8.	1652 Ashland St./Dutch Bros.
9.	1500 Siskiyou Blvd./People's Bank
10.	1624 Ashland St./Wendy's

11.	512 Walker Ave./Sterling Savings Bank
12.	Inactive (Was McDonalds', now reportedly Rogue Federal Credit Union)

Of the 12 existing drive-up permits, all four of those in the Historic Interest Area are financial institutions. In reviewing the historic district survey descriptions of these properties, staff noted that several of the descriptions cite the buildings' relationships to the sidewalk or streetscape as a key factor in their compatibility with the historic character of the district.

- **Umpqua Bank at 250 North Pioneer Street** is noted as originally being built in 1979 as Heritage Bank and later converted to Valley of the Rogue Bank. The site is simply described as being part of the property formerly associated with Twin Plunges, an early community recreational use. The building is noted as being non-historic/non-contributing. Staff would add here that the existing drive-up use in this location is non-conforming not only for its location in the Historic Interest Area but for the fact that its zoning is split between E-1 and R-2 zoning districts, neither of which permit drive-up uses.
- **Wells Fargo Bank at 67 East Main Street** is described as originally housing the First National Bank. The survey description notes that the building is a flat-roofed structure that was built in 1962 and is considered "Non-Compatible/Non-Historic/Non-Contributing." The survey indicates that the site previously housed the Ashland Hotel, a late-19th century three-story brick building built in anticipation of the connection to the railroad. The Ashland Hotel occupied the full block and dominated downtown for more than 75 years, but was razed in 1961. Built with a flat roof, setback from the sidewalk, and designed in a modern, non-ornamental style with non-historic materials, the First National Bank of Oregon Building is not considered to be visually compatible with or complimentary to the historic character of Ashland's downtown.
- **US Bank at 30 North Second Street** is designated the US National Bank Building. Built in 1956 and considered to be a fine example of the International Style, the building is described as a well-designed brick and glass structure, set back from Second Street by a small courtyard, and utilizing typical modernistic materials in narrow brick, aluminum framed glass curtain wall glazing and polished granite to great effect. Essentially unaltered since its construction, the US Bank Building was built just outside the historic period of significance for the district and represents an early example of new stylistic forces that would shape Ashland's downtown during the late 1950s and 1960s. As such, it is considered compatible but is non-historic/non-contributing.
- The survey description for **Chase Bank at 243 East Main Street** describes what was originally the Crater National Bank building as a modern, masonry structure built in 1971 that is considered to be "Non-Compatible/Non-Historic/Non-Contributing." The survey document notes that the site previously housed the Lithia Theater and a gas station, and that the current building is built of non-historic materials and set back on the site to allow for drive-through banking and is thus not consistent with the traditional character of the downtown.

C. Background - Detailed Description of the Proposed Amendment

The application proposes an amendment to the existing Land Use Ordinance which prohibits drive-up uses in the Historic Interest Area. Ashland's Historic Interest Area consists of the four National Register of Historic Places-listed historic districts (see attached staff exhibits). With the amendment, exception language would be added to the ordinance to allow existing drive-up uses within the Historic Interest Area to relocate to a new site elsewhere within the C-1 or C-1-D zoned portions of the Historic Interest Area provided that they are located "*predominantly underground or otherwise screened from view from the public right-of-way.*"

The application explains that the amendment proposal is being made by Ashland Food Co-op as applicant, noting that both the Co-op and its neighbor Umpqua Bank are keenly aware of parking challenges at their sites. The Co-op would like to pursue the purchase of the adjacent bank property to expand their building and add parking, however the bank wishes to remain in the Historic Interest Area near the downtown and to keep a drive-up window for its customers. As currently regulated, the bank could not relocate elsewhere in the Historic Interest Area without a Variance, and any modification to the existing drive-up use on the current site would be subject to a Conditional Use Permit for modification of an the existing non-conforming use.

The applicants assert that the current prohibition on new drive-up uses in the Historic Interest Area combined with the non-conforming status of existing drive-up uses in that area, and the resultant requirement that these uses obtain discretionary approvals (i.e. Conditional Use Permits or Variances) for any modification of their non-conforming uses serve to prevent upgrades to or redevelopment of these sites, as the financial institutions holding the existing drive-up uses are inherently risk-averse and unwilling to move forward with costly projects when their outcomes are uncertain and subject to significant levels of discretion.

The application suggests that the changes proposed would facilitate more serious discussions between the Ashland Food Co-op and Umpqua Bank by removing one of the perceived barriers to the Co-op acquiring the bank's property to better address parking in their vicinity. More broadly, the application suggests that in removing the perceived barrier posed by discretionary approval requirements, the requested ordinance changes could facilitate the redevelopment of the sites of current drive-up uses in a manner more in keeping with city design standards while minimizing the impacts of the relocated drive-up uses to the Historic Interest Area.

II. Project Impact

A. Commission Review of Legislative Amendments

Procedurally speaking, AMC 18.108.170 allows for property owners or residents to submit proposed legislative amendments, and calls for the Planning Commission to hold a public hearing and following public testimony to make a report of its recommendations to the City Council. After receipt of the Planning Commission recommendations, the Council holds a

public hearing in conjunction with the first reading of the ordinance amendment. A Council hearing date is tentatively set for July 17, 2012.

As this report is being prepared, the Historic Commission has not formally reviewed and commented on the application but they are scheduled to do so on May 2nd, and any recommendations will be provided at the Planning Commission hearing. In considering the request at the pre-application level the Historic Commission noted concerns with the potential impacts of underground drive-ups and how those impacts would affect the built environment of the Historic Interest Area in terms of building orientation to the street, scale, proportion, openings and overall horizontal rhythms. The Commission discussed the 'black-hole' effect of creating an entry into an underground drive-up next to the sidewalk or adjacent to the right-of-way. Additionally, the Commission expressed concern regarding the entrance/exit impacts to the sidewalks through the modification of typical traffic flows, vehicular queuing, and pedestrian safety and visibility. In commenting at the pre-application level, the Historic Commissioners felt each application would have unique issues and that a Conditional Use Permit would be the most appropriate way to review each application and its impacts on architectural compatibility, noise, and odor (i.e. air quality) and traffic. Historic Commissioners also felt that relocated drive-ups should be restricted to taking access from parking lots, alleys or side streets and should not be accessed from main arterial streets. The Historic Commission discussed how "underground" would be defined and whether that would mean fully underground or if the definition of basement would be used to allow a daylight basement drive-up use.

Because the application is for a legislative amendment, the Transportation Commission is also empowered to review and comment at the pre-application level. The Transportation Commission considered the matter at their July 21, 2011 meeting. It was noted that Public Works staff would review at the time of application and bring any concerns back to the Commission. The details of the application have been sent to Public Works, and no concerns have been raised at this stage. No further comment from the Transportation Commission is anticipated, however staff would note that Public Works staff will be involved in the review of each application and raise site-specific issues as part of the Site Review process for any proposed relocation of a drive-up use should the amendment ultimately pass.

B. Potential Impacts of Drive-Up Uses in the Historic Interest Area

While the original regulation of drive-up uses was tied to issues of fuel consumption and air quality, their prohibition in the Historic Interest Area goes beyond these concerns to the more general discouragement of auto-centric uses in order to maintain the downtown's historic, pedestrian friendly character. Ashland's various standards seek to limit the adverse impacts of auto-centric design on the built environment in large part by minimizing, carefully placing and screening parking and circulation areas while emphasizing a high standard of urban design and a strong relationship between buildings and the pedestrian streetscape. These standards go even further in the downtown, explicitly discouraging auto-centric uses in the Downtown Design Standards (VI.J-6) while largely eliminating requirements to provide

required parking on site and prohibiting drive-up's to provide for a continuous storefront presence at the sidewalk that engages pedestrians and remains compatible with historic development patterns.

Drive-up uses by their nature are designed to accommodate automobiles, and the concern with their placement in the Historic Interest Area is that auto-centric design can often occur to the detriment of the pedestrian environment, as noted by the Historic Commission in considering the pre-application. Specific concerns center on impacts to the built environment in terms of altering building relationships to the street, scale, proportion, rhythm of openings and horizontal rhythms, breaking up the continuous storefront presence to accommodate drive-up windows and associated vehicular circulation. In addition, placement of driveways with cars crossing the sidewalk, or queuing into the sidewalk, from an underground drive-up could substantially alter the pedestrian streetscape and impact safety and visibility.

C. Procedural Handling – Treatment of these Uses/Staff Recommendations

For staff, the issue of discretion is a key consideration of the request. As recommended by the Historic Commission at the pre-application level, the relocation of the limited number of existing drive-up uses within the Historic Interest Area could be treated as a discretionary approval through the Conditional Use Permit process to assure all potential impacts, including architectural compatibility, of each use are considered in a manner appropriate to the individual circumstances of each application. However, the underlying basis of the requested amendment is in seeking to remove the perceived barrier of discretionary approvals to the relocation of the four drive-up uses now in the Historic Interest Area and thus encourage redevelopment of their existing sites in a manner more in keeping with current standards.

In looking into the issue of the impact of drive-up uses on historic downtown areas, staff spoke to the Senior Historic Planner with the City of Salem which recently went through an ordinance amendment addressing drive-up uses in Salem's historic downtown. She noted having done research nationally into how drive-up uses were regulated, and found that while several cities have design standards that address visibility or queuing, or allow them only with Conditional Use Permits, the cities of Ashland and Salem had by far the most restrictive codes for drive-up uses. Prior to the recent amendments, drive-up uses were prohibited entirely in Salem's downtown; as amended they are now allowed provided they meet specific criteria subject to Historic Design, Site Design and Conditional Use Permit reviews. Their criteria include: that drive-up uses are allowed only for new construction of banks or credit unions; that all components of the drive-up (structure, kiosk, and drive aisle, etc.) be located on a secondary façade and not visible from right-of-way other than an alley; that queuing lanes not be permitted between the building and the right-of-way other than an alley; that no more than two queuing lanes be allowed; and that if the subject property abuts an alley, access to and from the drive-through from the alley be encouraged. Salem's staff advised being careful to clearly define "screened from view" and what constitutes the "components of a drive-up use", as in their first application under the amended code there was considerable debate as to whether a driveway exiting onto public right-of-way was a component of the drive-up use, and this posed a quandary because if it were to be considered a component it

could not feasibly be screened from view from the right-of-way without obstructing access.

While staff recognizes the applicants' concerns with discretionary approval standards, staff believes that the Commission and Council may ultimately wish to reserve a degree of discretion as a means to protect the Historic Interest Area from potential impacts associated with allowing drive-up uses to relocate. However, the applicants suggest that the discretionary nature of Conditional Use Permit approvals poses at least a perceived barrier to the redevelopment of the existing drive-up sites in the Historic Interest Area, which are limited to Umpqua Bank, Wells Fargo Bank, Chase Bank and US Bank, and that several of these sites have the potential for substantial redevelopment that under current standards could have substantial benefit to the downtown streetscape.

If the Commission is agreeable in principle with allowing these four drive-up uses to relocate, staff believes that the first question to answer is whether Conditional Use Permit approval should be required. If the Commission is open to allowing these relocations through Site Review approval as requested, staff would recommend that the following items be more clearly addressed in the amended ordinance language to avoid adverse impacts to the built environment and pedestrian streetscape.

- **Staff believes there should be a clear definition for what constitutes placement "predominantly underground" as well as a clear standard for acceptable screening.** A requirement that the drive-up be located in a basement as defined in AMC 18.08.078 could be included, and would allow for placement entirely underground or within a daylight basement. Staff believes that language to the effect that relocated drive-up uses may be placed within a basement or on a secondary elevation, that they may only be accessed from an alley or driveway, and that they be placed and screened so that no components of the use are visible from adjacent street rights-of-way other than alleys would suffice.
- **Staff believes that the standards should make clear that driveways serving drive-up uses in the Historic Interest Area may not enter from or exit to a higher order street frontage or through a primary elevation of the building, and that there is to be no placement of driveways or queuing lanes between the building and the right-of-way other than an alley.**
- **Staff believes that no demolitions of or exterior changes to buildings which are considered to be historic resources should be allowed to accommodate relocated drive-up uses.**
- **Staff believes that there should be a requirement that any structural or site elements associated with the drive-up use be removed within 60 days of discontinuation of the drive-up use.**
- **Staff believes that the amendment should make it explicitly clear that the intention is only to allow the relocation of existing drive-up uses within the Historic Interest Area, but would not allow drive-up uses not currently operating within the Historic Interest Area to be transferred in.**
- **Finally, while there is a cap on the number of approved drive-up uses and the existing codes provide for their transfer, there is no clear mechanism in the codes for the registry or transfer of these uses. Staff believes that the list of 12 approved uses provided above should be attached to the ordinance adopted, and a ministerial permit required for the transfer or relocation of these uses when such transfer is not associated with a Site Review application.**

III. Procedural - Required Burden of Proof

18.108.170 Legislative Amendments

- A. *It may be necessary from time to time to amend the text of the Land Use Ordinance or make other legislative amendments in order to conform with the comprehensive plan or to meet other changes in circumstances and conditions. A legislative amendment is a legislative act solely within the authority of the Council.*
- B. *A legislative amendment may be initiated by the Council, by the Commission, or by application of a property owner or resident of the City. The Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is submitted, and within thirty days after the hearing, recommend to the Council, approval, disapproval, or modification of the proposed amendment.*
- C. *An application for amendment by a property owner or resident shall be filed with the Planning Department thirty days prior to the Commission meeting at which the proposal is to be first considered. The application shall be accompanied by the required fee.*
- D. *Before taking final action on a proposed amendment, the Commission shall hold a public hearing. After receipt of the report on the amendment from the Commission, the Council shall hold a public hearing on the amendment. Notice of time and place of the public hearings and a brief description of the proposed amendment shall be given notice in a newspaper of general circulation in the City not less than ten days prior to the date of hearing.*
- E. *No application of a property owner or resident for a legislative amendment shall be considered by the Commission within the twelve month period immediately following a previous denial of such request, except the Commission may permit a new application if, in the opinion of the Commission, new evidence or a change of circumstances warrant it.*

IV. Conclusions and Recommendations

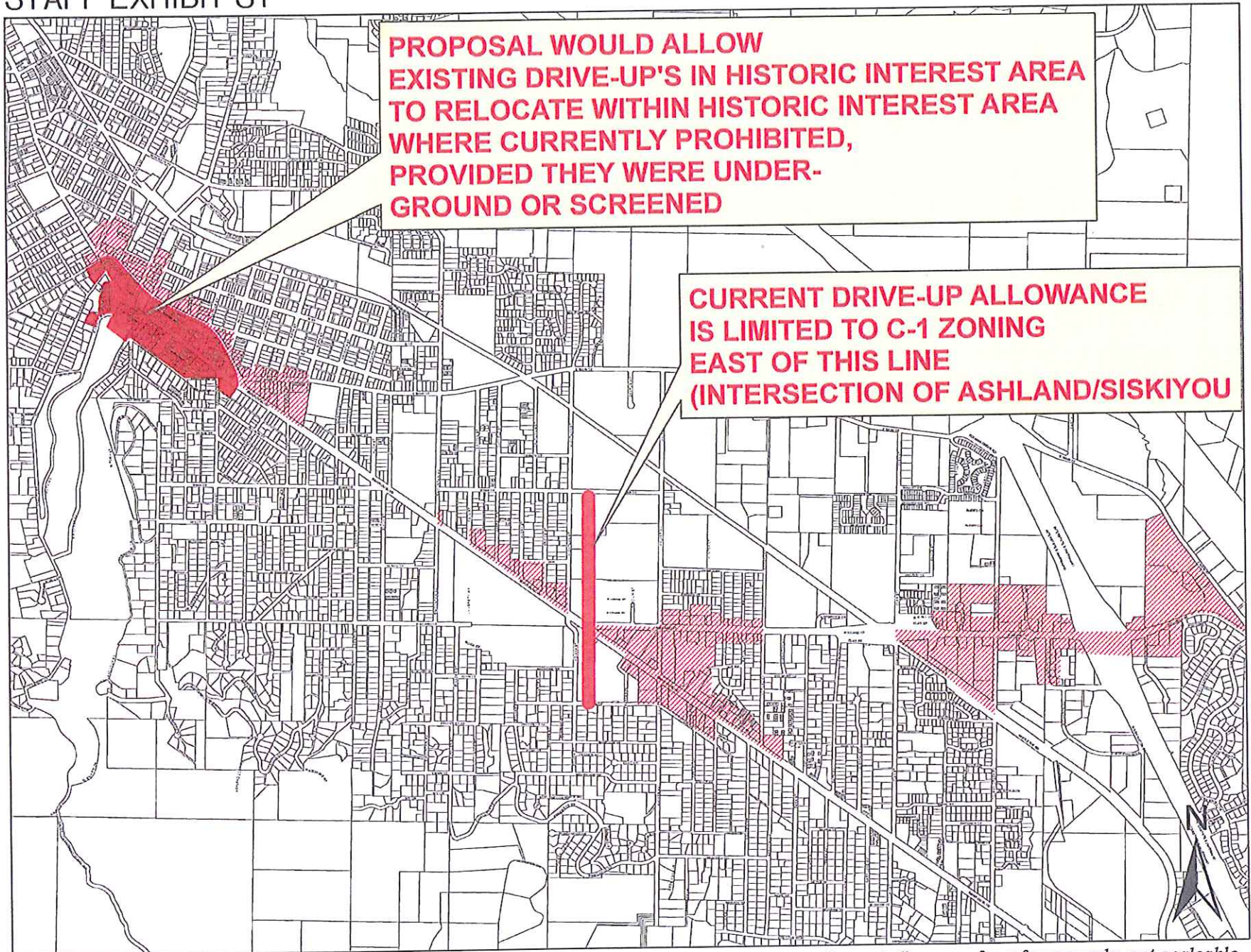
The amendment proposed would allow the relocation of any of the four existing drive-up uses in the C-1 or C-1-D portions of the Historic Interest Area, where new drive-up uses are currently prohibited, provided that the relocated drive-up use would be located predominantly underground or otherwise screened from view from the public right-of-way. The application notes that this change would facilitate discussions between the Ashland Food Co-op and Umpqua Bank about the Co-op purchasing the bank's building to expand the store and provide additional customer parking, while allowing the bank to relocate without the uncertainty of discretionary permit approvals. More broadly however, the application suggests that the current restriction also limits the likelihood of redevelopment of properties that currently have nonconforming drive-up uses in place as the discretionary nature of the required approvals is a strong deterrent to redevelopment for risk-averse financial institutions. As such, the proposed amendment would provide for these relocations through the Site Review process as a "Special Permitted Use", which has considerably less discretion.

If the Commission is open to the idea of allowing the relocation of the four drive-up uses currently in the Historic Interest Area, the options include supporting the amendment as requested, supporting the amendment with the addition of a Conditional Use Permit requirement, or supporting the amendment with the addition of more detailed performance standards which would be considered as part of the Site Review process. While staff recognizes the potential benefit that could arise from the proposal in allowing the four existing drive-up uses in the Historic Interest Area to relocate and thereby opening the possibility for redevelopment of their current sites according to current standards, we believe

that any lessening of the current prohibition needs to be carefully considered for the potential adverse impacts to the built environment and pedestrian-friendly, human-scale character of the National Register-listed Historic Interest Area. If the four drive-up uses are to be allowed to relocate without the discretionary consideration of a Conditional Use Permit as requested by the applicants, staff would recommend that the Commission make specific recommendations to Council that the ordinance amendment be modified as follows to minimize the adverse impacts that the current prohibition was enacted to avoid:

- **That the relocation of the four existing drive-up uses within the Historic Interest Area is to be allowed as a Special Permitted Use within the C-1 and C-1-D zoned portions of the Historic Interest Area subject to Site Review approval. Existing drive-ups not currently in use in the Historic Interest Area would be unable to be transferred into the Historic Interest Area.**
- **That relocated drive-up uses may only be placed in a basement or on a secondary building elevation, only accessed from an alley or driveway, and no components of the relocated drive-up use (i.e. structure, kiosk or queuing lane, but not the driveway) may be visible from adjacent streets other than an alley.**
- **That driveways serving relocated drive-up uses may not enter from or exit to a higher order street frontage or through a primary elevation of the building, and that there is to be no placement of driveways or queuing lanes between a building and the right-of-way other than an alley.**
- **That no demolition of or exterior change to buildings considered to be historic resources shall be allowed to accommodate relocated drive-up uses.**
- **That the components of the relocated drive-up use shall be removed within 60 days of discontinuation of the use.**
- **That a ministerial permit be required for the transfer of any drive-up use when such transfer is not associated with a Site Review application (i.e. the sale of an approved drive up use which is to be discontinued on its current site, but which is not immediately to be relocated to another site). Uses which are discontinued without a properly permitted transfer shall be deemed to have expired after being unused for 12 months.**

STAFF EXHIBIT S1



**PROPOSAL WOULD ALLOW
EXISTING DRIVE-UP'S IN HISTORIC INTEREST AREA
TO RELOCATE WITHIN HISTORIC INTEREST AREA
WHERE CURRENTLY PROHIBITED,
PROVIDED THEY WERE UNDER-
GROUND OR SCREENED**

**CURRENT DRIVE-UP ALLOWANCE
IS LIMITED TO C-1 ZONING
EAST OF THIS LINE
(INTERSECTION OF ASHLAND/SISKIYOU)**

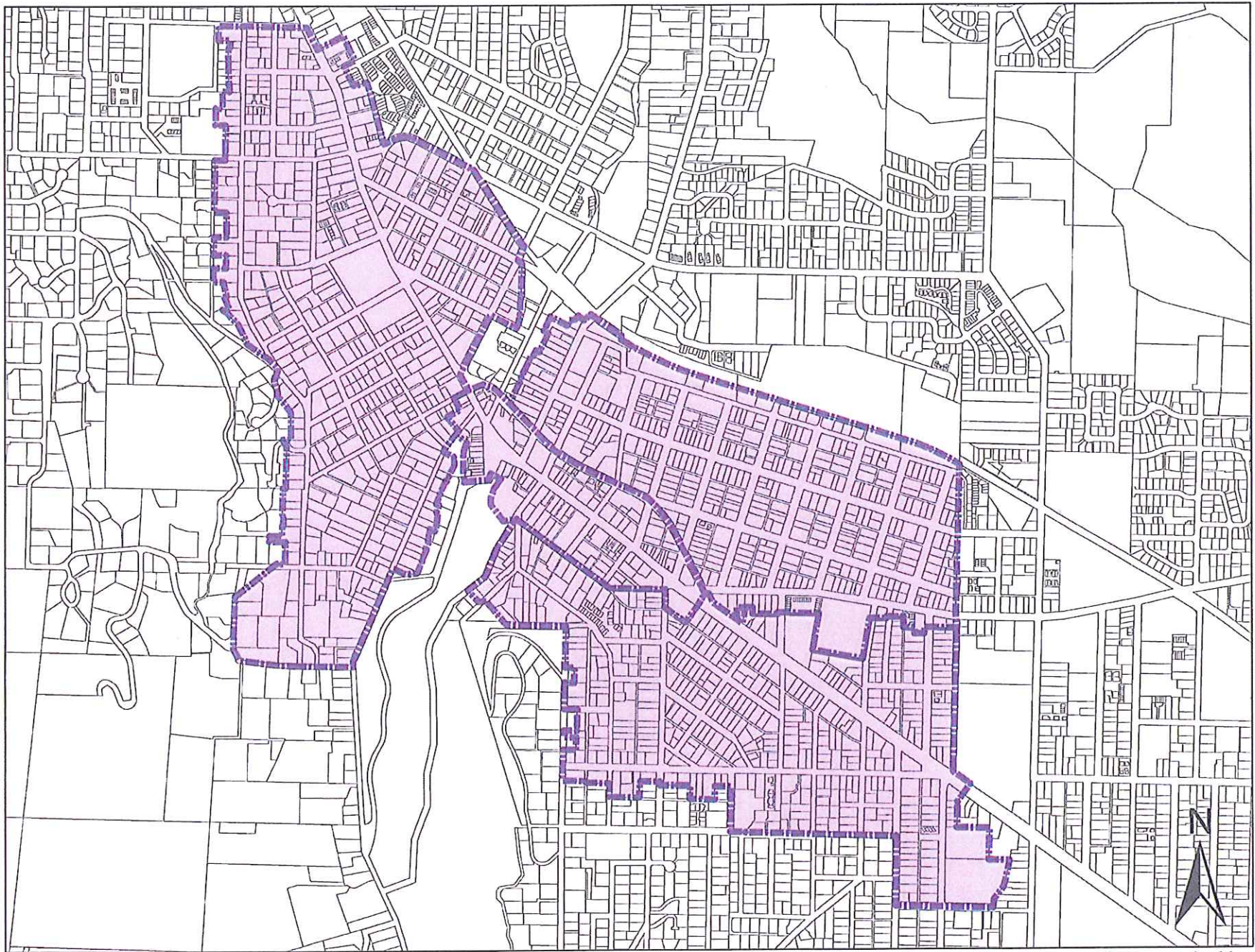
0 500,000 2,000 Feet

Property lines are for reference only, not scaleable

HISTORIC INTEREST AREA

COMP PLAN 1.29

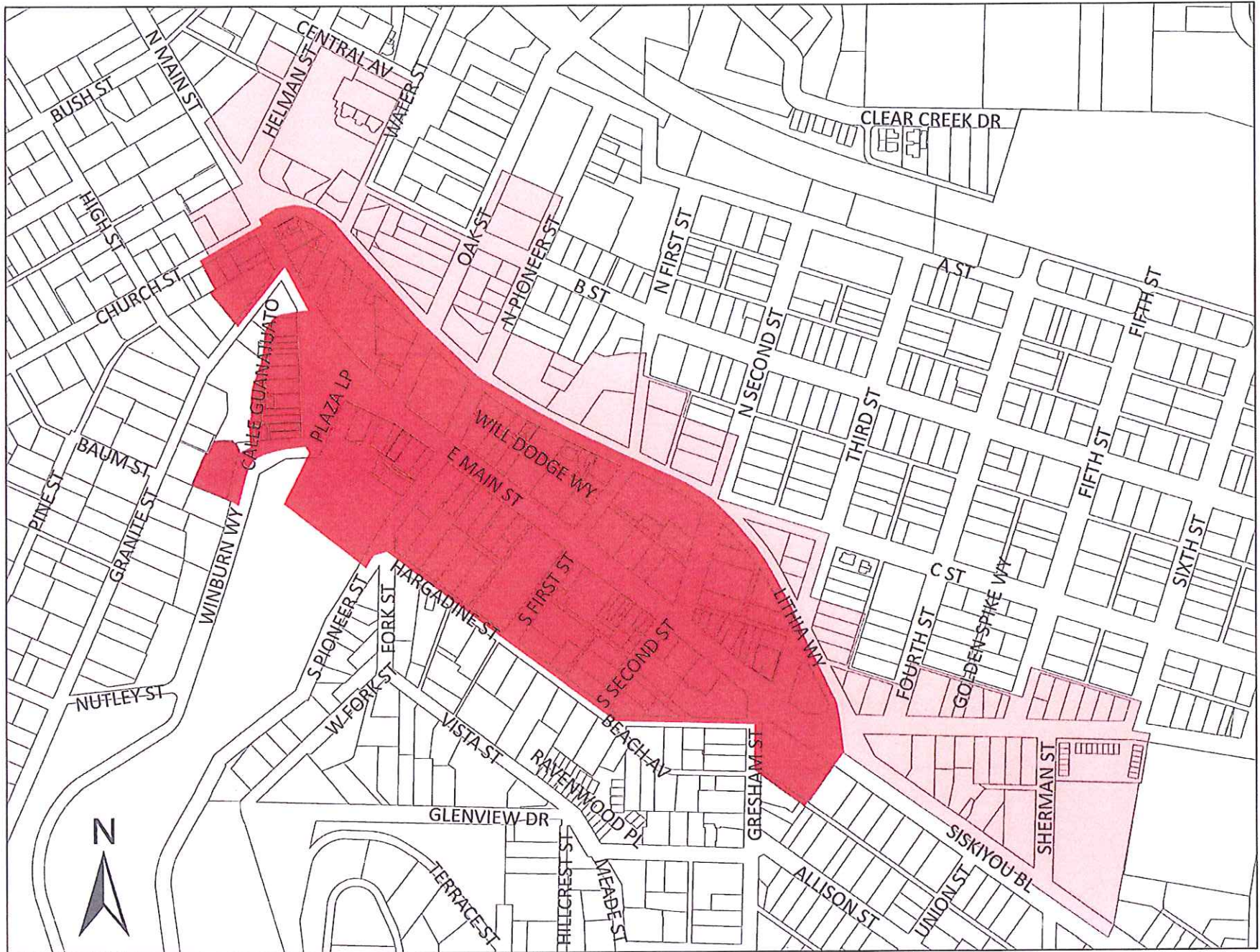
STAFF EXHIBIT S2



0 250 500 1,000 Feet

Property lines are for reference only, not scaleable

**STAFF EXHIBIT S3
ASHLAND'S DOWNTOWN DISTRICT (C-1-D) IN RED & COMMERCIAL DISTRICT (C-1) IN ROSE**



Property lines are for reference only, not scaleable

0 100 200 400 Feet

STAFF EXHIBIT S4 – Current Regulations

18.32.025.E. C-1 District Special Permitted Uses

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.

Narrative & Findings of Fact

MAR 2 2012

Land Use Application
For A
Zoning Ordinance Amendment
Ashland Municipal Code - Chapter 18.32.025 E.

“Drive-Up Uses”

- Submittal Date:** March 2nd, 2012
- Co-Applicant:** Urban Development Services, LLC
Contact: Mark Knox
485 W. Nevada Street
Ashland, OR 97520
541.821.3752
- Co-Applicant:** Ashland Food Cooperative
Contact: Richard Katz
237 N. First Street
Ashland, OR 97520
- Zoning Districts:** C-1 and C-1-D
- Related Codes:** Ashland Municipal Code (AMC) 18.08, 18.32, 18.68 and 18.108
- Description:** A proposal to amend the Ashland Municipal Code, Chapter 18.32.025 E., as it relates to Drive-Up Uses in the Commercial District, specifically those areas as designated as Special Permitted Uses within Ashland’s “Historic Interest Area” as defined in the Comprehensive Plan as well as the National Register of Historic Places adopted Downtown District. The proposal is to provide exception language for Drive-Up Uses when they are predominately underground or screened from a public right-of-way. The exception language would only apply to existing drive-up uses within a Historic Interest Area.
- Attachments:** Code Amendment Proposal, Sample Illustrations

Zoning Ordinance Amendment
Drive-Up Uses - Chapter 18.32.025 E.



History: Financial institutions with drive-up facilities (teller windows, auto lanes, audio speakers, etc.) in the historic core of Ashland were obviously developed during an automobile dominated era beginning in the late 1950's. During this period, a number of historic buildings were *recycled* into other businesses (First National Bank Building, Corner of East Main & Pioneer Streets - now owned by Oregon Shakespeare Festival and Citizen's Banking & Trust Company, corner of East Main & Second Streets - now various retail businesses) or *demolished* and new buildings with drive-up facilities constructed (Old Ashland Hotel - now Wells Fargo Bank, Lithia Theater Building - now Chase Bank and multiple historic residences off Pioneer Street - now Umpqua Bank). *Note:* This trend was not just limited to Ashland, but occurred across the Country where "sites" could easily accommodate drive-up facilities, but not necessarily the building. This time period, so called the "modern" architecture era, represented in most cases, dramatic changes to the character of a community's urban core.

With a long-range planning perspective and will by the City Council, Planning Commission, Historic Commission and the City's Planning Department, in 1992, the Ashland City Council adopted a number of code changes in order to address various auto centric developments in an attempt to preserve historic buildings, limit surface parking lots and maintain the Downtown's pedestrian friendly "Main Street" environment. This included the adoption of the original Site Design & Use Standards Ordinance as well as code language prohibiting drive-up uses in the Downtown Historic Interest Area (Ord. 2688). In the process, existing drive-up facilities that remain today are considered "legal uses, but non-conforming" and subject to various land use entitlements if ever proposed to be modified.

Proposal: The proposal is for a Type III amendment to the Ashland Municipal Code, Chapter 18.32.025 E., inserting exception language for Drive-Up Uses when they are predominately underground or screened from a public right-of-way and only for "existing" drive-up uses (Wells Fargo, Chase and Umpqua Bank) already within Ashland's "Historic Interest Area" as defined in the Comprehensive Plan. The goal of the amendment would be to "encourage" these more auto-centric sites within the Historic Interest Area to redevelop in compliance with the City's adopted Site Design & Use Standards which provide a more pedestrian and human-scale streetscape experience.

Again, as the codes exist currently, drive-up uses within the Historic Interest Area are considered "legal non-conforming" and subject to various provisions and entitlements noted in Sections 18.68.090 A.1. (Nonconforming Uses and Structures) and 18.104 (Conditional Use Permits).

Although the applicants wholeheartedly understand the purpose of the existing code language prohibiting drive-up uses in the Historic Interest Area - including code language that manages the redevelopment of those sites, it has become clear that such code language also *discourages* existing auto-centric sites from redeveloping as "main street" facades as envisioned in the adopted Site Design and Use Standards. In the applicant's opinion, the degree of justification, process and expense of an applicant to submit an application under the Conditional Use Permit criteria is just too subjective and onerous and thus discouraging to owners of those sites (i.e. corporations) to consider redevelopment which, with guidance from the Downtown Design

Zoning Ordinance Amendment
Drive-Up Uses - Chapter 18.32.025 E.

 URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES
MAR 2 2012

Standards, would improve the street's presence, improve pedestrian mobility and experience, and improve the Downtown's overall character and economy.

Benefiting Sites: The applicants contend the proposal has far reaching positive attributes for a number of properties within the City's urban core as well as other sensitive sites within the community that would benefit from redevelopment under the City's current Downtown Design Standards. These properties include:

- 67 Main Street - Wells Fargo Bank
- 243 Main Street - Chase Bank
- 175 Lithia Way - old Copeland Lumber / First Place Subdivision site
- 250 Pioneer Street - Umpqua Bank

These properties often cause a pause for many long-time residents and visitors of Ashland who sadly identify with the fact that each property's current building or vacant condition likely superseded a historic building. Although it's clear in the applicants opinion the City has learned from this unfortunate experience and such transformation of historic properties are not likely to easily occur again, the prospect of providing code language to encourage re-development of those same sites guided by current City design standards is intriguing and exciting.

Applicant's Purpose: The Ashland Food Cooperative desires to resolve its well known and long-time parking issue with its neighbor, Umpqua Bank (250 Pioneer Street). For many years the two businesses have attempted to work together to minimize the congestion, anxiety and often times frustration that occurs not only between their management, but also employees, customers and neighbors. As with most urban parking issues, it's a slow methodical build-up with outside influences as well as the new neighboring developments such as the Ashland Hardware Store (previously storage yard), Oak Street Market (previously car wash and Cantwell's store), Oak Street Tank and Steel conversion (now Plexis' Offices) as well as the small, but still measureable impacts of newest businesses such as the new Café on Pioneer Street (Ruby's Neighborhood Restaurant) and the recently approved business located at 260 N. First Street (PA-2010-01611). Regardless of signage, employees and customers of these new businesses, often park on the subject property which decreases available parking and increases the chances of drivers circulating the surrounding neighborhood. Nevertheless, the two parties are in agreement that an amicable solution is needed.

Note: At the present time, there are no "agreements, contracts, plans, or otherwise" between the two entities, but both wish for a resolution to its shared parking conflicts that allow both businesses to continue to be a positive presence in the community. A number of meetings and phone conversations have occurred, but until this particular issue is addressed, there will not be any formal arrangements or agreements between the two parties. Instead, the Ashland Food Cooperative is first hoping the City agrees with the logic of the amendment and then hoping that Umpqua Bank would sell their site to the Ashland Food Cooperative and relocate to an area in the Downtown area that is more fitting to their business' long term interest.

Zoning Ordinance Amendment
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That said, after a significant amount of thought and a number of meetings with City staff, the applicants have concluded the best solution would be to purchase the Umpqua Bank's property and at the same time identify alternative "areas" more fitting for the bank's needs, including its drive-thru facilities, which are equal or superior to the existing site. In the applicant's opinion, this opportunity best exists on the old Copeland Lumber site between Pioneer and First Streets (now vacant). Umpqua Bank has tentatively agreed with this location, but again a final decision is dependent on the outcome of the proposed ordinance amendment. If approved, Umpqua Bank would then likely identify a site, enter into a purchase agreement, generate concept plans and submit an application to the City for Planning Commission review and approval. Following the purchase of the current Umpqua Bank site and the relocation of the bank, customers of the Ashland Food Cooperative would then begin to use the parking. A small expansion to the store is also possible and discussed in passing, but yet to be finalized.

Issues: As noted previously, the existing zoning codes prohibit drive-up uses in the Ashland Historic Interest Area and thus, an amendment to the code is desired. Further, existing drive-up uses in the Ashland Historic Interest Area are considered "non-conforming" and subject to a highly discretionary process called a Conditional Use Permit which, according to City staff, allows complete discretion by the Planning Commission.

As such, the applicants desire to submit an application, supported by the City Council, Planning Commission, City staff and the Downtown merchants, that not only provides the opportunity to allow both the Ashland Food Cooperative and Umpqua Bank to "eventually" reach an agreement, but to also provide the mechanism for existing drive-up uses to redevelop under the Downtown's Site Design & Use Standards.

Draft Code Amendment: Attached is an initial "draft" of proposed code language intended to provide direction and stimulate discussion with staff. Two sections of the Ashland Municipal Code are proposed to be amended, Section 18.32.025 E., to allow drive-up uses for "existing" drive-up uses in the Historic Interest Area and adding another section, 18.08.805, relating to the definition of "underground drive-up uses". The later includes illustrations (attached) on how the proposal could work in a variety of scenarios – existing bank sites or vacant properties, in order to give the City staff, the Ashland Historic Commission, Planning Commission and City Council the opportunity to review the proposal in a tangible way.

Criteria: In accordance with Chapter 18.108.170 C. (Legislative Amendments), the applicants are proposing an amendment to the Ashland Municipal Code, Chapter 18.32.025 E, as it relates to Drive-up uses in Ashland's Historic Interest Area, based on the policies of the Comprehensive Plan and the circumstances and conditions of the proposal itself and positive redevelopment opportunities in the Historic Interest Areas. The applicants are aware the decision is a legislative act solely within the authority of the Council and that no "specific" criteria exists for text amendments to the land use ordinance.

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Comprehensive Plan Policies: The applicants have attempted to identify the various Comprehensive Plan Policies that generally relate to the subject matter and overall feel strongly that the proposed amendment is consistent with the policies and will be a substantial benefit for the community. The City's Comprehensive Plan was adopted by the City Council in July of 1981 and although certain elements of the Plan have been updated, the policies noted herein still remain. As such, each pertinent policy is listed below in **bold font** followed by the applicant's response in regular front:

Chapter I Historic sites and Structures

I-1 The City recognizes that the preservation of historic sites and buildings provides both tangible evidence of our heritage and economic advantages.

The applicants contend the "Main Street" environment in Downtown Ashland is a key factor in maintaining Ashland's heritage and helps stimulate the local economy. The proposal will hopefully encourage redevelopment of non-contributing sites into conforming sites and attractive human-scale buildings that are in context with this heritage and consistent with current Planning codes.

I-7 The City shall develop and implement through law design guidelines for new development as well as for alteration of existing structures within the historic interest areas for structures and areas that are historically significant.

The proposed application will encourage redevelopment of sites that are inherently auto-centric by design. Such redeveloped properties, incorporating current design standards, will create more contextually compatible main street building facades.

I-9 The City shall develop and maintain guidelines for analyzing and resolving conflicting uses of its historic resources, and shall encourage traditional uses of historic resources.

The adoption of the proposed Text Amendment to allow drive-up uses in the Downtown, under a narrow list of circumstances, is intended to encourage the redevelopment of conflicting uses (surface parking lots with surface drive-up windows) that will result in building facades and site designs that are consistent with Ashland's Downtown traditional uses and resources.

Chapter VI Housing

VI-1 Given the scarcity and cost of land as a limited resource, conserve land and reduce the impact of land prices on housing to the maximum extent possible.

Various policies of the City's Comprehensive Plan encourage efficient use of lands, a variety of housing types, mixed-use housing, affordable housing, open spaces, quality design standards, historic preservation and an efficient transportation system which the proposed amendment will hopefully lead to and/or participate in. In this vein, redevelopment of under-utilized sites (i.e., auto centric sites) generally encourages land use efficiency which will hopefully lead to added businesses and residential housing. Further, redevelopment also leads to buildings that meet current building codes, handicap access codes, contemporary energy efficiency standards and air quality standards.

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Nevertheless, it's clear there is a limited amount of land in Ashland's Downtown and such redevelopment activity will create a more interesting streetscape, exciting urban environment and lead to further compliance with Comprehensive Plan policies and goals. These include Chapter VI, Housing, Policy VI-1 and VI-2.

Chapter VII Economic Element

To ensure that the local economy increases in its health, and diversifies in the number, type and size of businesses consistent with the local social needs, public service capabilities, and the retention of a high quality environment.

The proposal is intended to encourage redevelopment of non-contextually compatible buildings that will in turn increase the health of Ashland's economy and diversify the number, type and size of businesses that are consistent with the local needs and will accomplish the task in a quality pattern as regulated by the Downtown Design Standards. In the applicant's opinion, the proposal attempts to address the intentions of the Comprehensive Plan's policies, but also understands that many changes have occurred in recent history with new building codes, advances in technology and consumer behavioral patterns, that the proposed code amendment is attempting to bridge. For example, large banks, such as Ashland's Umpqua Bank or Wells Fargo Bank, would not be built to their current size, but instead would be significantly smaller. In fact, it's well known that banks and grocery stores and similar anchor businesses have been partnering to provide shared services.

VII-1 Policy—The City shall zone and designate within the Plan Map sufficient quantity of lands for commercial and industrial uses to provide for the employment needs of its residents and a portion of rural residents consistent with the population projection for the urban area.

As previously mentioned, one of the goals of the proposed amendment is to provide the mechanism for efficient land planning on typically in-efficient "auto centric" sites. There is a limited supply of land within the Downtown area and generally the sites with drive-up facilities have the least amount of floor area to land ratio and thus are out of place in their "main street" neighbors. By providing the mechanisms in the municipal code to be efficient, we can continue to be cautious and limit expansion to outlying areas (i.e., sprawl). In reality, the proposed amendment is consistent with recent Council and Planning Commission decisions to participate in the Regional Problem Solving Process (RPS) where the City has committed to not expanding outward, but instead becoming more land efficient and code creative (Pedestrian Places Ordinance, Minimum Density Standards, etc.).

VII-2 Policy—The City shall design the Land Use Ordinance to provide for:

1) New development or redevelopment in the Historic District will be compatible with the character of the district.

The applicants contend the "Main Street" environment in Ashland's Historic Downtown is a key factor in what is Ashland. It's the heart of the community and careful and well-thought decisions are critical. The applicants strongly believe that the proposed amendment is well-thought out and in the long term, will be impacting and meaningful. Incompatible sites will be replaced with compatible

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sites. Non-descript facades will be replaced with architecturally creative facades and most importantly, surface parking lots will be converted to buildings, landscaping and plaza space.

5) Commercial or employment zones where business and residential uses are mixed. This is especially appropriate as buffers between residential and employment or commercial areas, and in the Downtown.

There is no doubt that businesses, lending institutions and buyers are accepting mixed-use housing as a viable option and that the “old” is back and desirable. Not only does mixed-use housing provide a variety of positive attributes (energy efficient, land efficient, built-in street surveillance, affordable housing, etc.) it also is very sustainable and environmentally conscious. As such, the proposed amendment simply attempts to “encourage” the right decision and minimize potential barriers.

7) Clear and objective standards for development reviews that provide for a quick and predictable approval process with a reduced amount of uncertainty.

After many hours spent on the development of this application with the intent to try and produce code language that is more predictable, the reality is the system and process is still uncertain. In the eyes of the applicants, that’s not necessarily a negative as land use planning is very complex and no one property, no single project and no one’s personality is the same. Nevertheless, the proposal does remove a large barrier for those few property owners who would be immediately challenged by the “prohibitive” and “grand-fathered” code language and instead should be encouraged by the “permitted with stipulations” code language. In the applicant’s opinion, this is a very important distinction – a distinction that clearly reduces the amount of uncertainty.

VII-5 The City shall encourage economic development of the local resources and enhance employment opportunities for existing residents. The City’s policy is that economic development shall always have as its primary purpose the enhancement of the community’s economic health.

The proposal is intended to encourage redevelopment of non-contextually compatible buildings that will in turn increase the health of Ashland’s economy and diversify the number, type and size of businesses found in the Downtown that cater to the local needs of the community and its many visitors. The result will not only be an enhancement to the community’s economic health, but also its visual appearance which, in turn, is also an economic factor and a sense of pride for Ashlanders.

Chapter VIII Parks, Open Space & Aesthetics

VIII-9 Require all new residential, commercial and industrial developments to be designed and landscaped to a high standard to complement the proposed site and the surrounding area.

Unlike today’s Planning standards, the subject properties with drive-up facilities generally have limited landscaping or architectural presence and were clearly built during the car culture era. Unfortunately, at that time, they did not have compatibility standards and buildings and landscapes were designed and built solely for a single purpose with little thought of one day converting to

another use - a basic sustainability factor. The proposed amendment, along with existing design standards and time, will likely reverse that pattern and generate buildings and landscapes that complement the surrounding

Chapter IX Public Services

IX-6 In conjunction with studies of housing, land use, downtown policies, etc., identify and implement innovative service techniques in anticipation of major trends, needs, and economic or environmental changes, rather than waiting to react when all options are closed.

Although this policy directly relates to providing public services, it references innovative response to land use planning and describes the applicant's intent in which the proposed amendment is in response to trends, technology, consumer behavior, market conditions - and - simply out of necessity to provide an opportunity for redevelopment of the Co-op site. But, it also considers many other drive-up sites found in the Downtown that are underutilized, incompatible and somewhat neglected. Various community members, including a number of City staff, concur.

Chapter X Transportation

X-4 Access

b) Direct access onto streets designated as arterials should be discouraged whenever an alternative exists or can be made available.

Direct access onto streets designated as arterials are now discouraged through a variety of code provisions implemented through the Conditional Use Permit criteria and Site Design Standards as well as policies of the Transportation System Plan and the State of Oregon's (ODOT) Access Management Standards. Regardless, the applicants contend the existing drive-up facilities are currently out of compliance with this policy and the only practical resolution to resolve this issue is through redevelopment which the proposed amendment is designed to encourage. However, if the decision makers believe the ordinance should also specifically regulate access management issues within the code itself, the applicants contend it would be within their power and appropriate.

X-6 Pedestrians and Bikeways

d) Minimize conflicts between transportation types, especially when those conflicts create a particularly hazardous area.

Conflicts between pedestrians and automobiles within the public rights-of-way should be improved dramatically as multiple curb-cuts (conflict points) would likely be eliminated with any redevelopment. Within the City's Municipal Code and Transportation System Plan there are numerous provisions requiring curb-cut consolidation whenever possible which also includes code language restricting access to secondary streets. The proposed amendment will not conflict with these regulations or policies.

X:10 Parking

b) Require new businesses to provide adequate parking spaces for employees and customers, except in the downtown area.

Current zoning codes allow businesses (existing or new) to not have any on-site parking which put additional strains on public streets and public parking lots where parking is already a premium. The proposed ordinance simply encourages redevelopment of non-conforming drive-ups to be underground which will hopefully also provide for some underground parking as illustrated in the examples. Finally, it's important to note that this policy has multiple intentions which includes "encouraging development and redevelopment" in the Downtown by not having to provide for parking which limits the ability to fully develop property or create new businesses (parking spaces are generally based on use). In this scenario, the opportunities exist, but not necessarily at the expense of adding additional parking demands on the street or within the public parking lots. And, at no cost to the City.

X-9 Fuel Consumption and Air Pollution

d) Discourage the use of drive-up windows through the implementing ordinances.

The applicants contend this particular policy has generally worked very well in maintaining Ashland's charm and identity. Nevertheless, there are a variety of factors that should be considered as the proposed ordinance amendment does not encourage nor discourage drive-up windows. The amendment only relates to "existing drive-up facilities that are already in existence" and instead of their current auto-centric and unattractive presence, the new code encourages their undergrounding or predominately screening that will occur through redevelopment. The applicants further contend that no one Comprehensive Plan Policy should be regarded so highly where it shadows the numerous policies as noted herein and that when combined and evaluated rationally, the end result will be significantly better than the current status quo.

Chapter XI Energy, Air, and Water Conservation

XI-4 Commercial and Industrial Sectors

f) The City shall ensure that Chapter 53 of the Oregon Building Code, which deals with energy conservation, is adequately enforced for businesses being constructed in Ashland. The City's new Electrical Inspector could be especially helpful in this by evaluating lighting systems for not only code compliance, but also for cost effective investments beyond code requirements.

Although the majority of the Comprehensive Plan's Policies relating to conservation in Ashland are very outdated (over 30 years old) and current codes and practices are very much cutting edge, the proposed amendment will encourage redevelopment of sites that are generally lacking any significant conservation measures. As noted previously, one of the benefits of the amendment is a conscientious attempt to specifically target certain sites that are underutilized, out of context to their surroundings and also lack energy efficiencies required and encouraged through today's Building and Zoning codes.

Chapter XII Urbanization

It is the City of Ashland's goal to maintain a compact urban form and to include an adequate supply of vacant land in the city so as not to hinder natural market forces within the City, and to ensure an orderly and sequential development of land in the City limits.

The applicants support this policy without question. One of the goals of the proposed amendment is to provide the mechanism for efficient land planning on typically in-efficient "auto centric" sites. There is a limited supply of land within the Downtown area and generally the sites with drive-up facilities have the least amount of floor area to land ratio and thus are "out of place" in their main street context. By providing the mechanisms in the municipal code to be efficient, the City can continue to be cautious and limit expansion to outlying areas (i.e., sprawl). Further, as previously noted the proposed amendment is consistent with recent Council and Planning Commission decisions to participate in the Regional Problem Solving Process (RPS) where the City has committed to not expanding outward, but instead becoming more land efficient and code creative (Pedestrian Places Ordinance, Minimum Density Standards, etc.).

Pre-Application Comments: The applicants have discussed the proposal with City Staff with generally positive feedback, but understandably there will be reservations when dealing with a sensitive topic that Ashland has prided itself on for the last 20 years when the City initially took the steps to regulate drive-up uses, their number, location and design. However, in that same vein of creativity and boldness, the applicants desire the current staff and decision makers to evaluate the proposal as a positive and slight adjustment of the ordinance and not as a wholesale modification.

Further, staff and the applicants had originally vacillated between the subject application being processed as a Variance vs. a Text Amendment, but in the opinion of the then City Manager and the applicant's legal advisors, the text amendment seemed to be the most comprehensive, benefitting, logical, efficient and transparent route. Typically, Variances relate to a specific site and include specific and detailed building plans as well as Findings of Fact which the applicants contend is not possible as no contracts exist other than a general understanding. On the other hand, the Text Amendment is attempting to be "big picture" in its implementation by first inserting the concept as a permitted use "under certain restrictions" and only then, via a separate application, an applicant would then apply for Site Review Permit and have to address all of the relevant criteria and design standards.

Overall, the applicants contend the amendment proposal is relatively straight-forward, but the process, details, various scenarios and explanations are not. As such, the applicants have created a Question & Answer sheet (attached) in an attempt to help answer additional questions or concerns the community, staff and decision makers may have.

Conclusion: Finally, it should be understood the proposal is NOT to increase the "total number" of drive-ups within Ashland as regulated by Section 18.32.025 E.3.h., but instead encourage those existing drive-ups to redevelop their sites that are fitting to the original character of town.

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The applicants understand there will likely be many questions and concerns to the proposed code amendments, but hopefully as we continue to work together to answer the questions and address the concerns, everyone will agree the proposal has merit.

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**Proposed Amendment to Ashland Municipal Code, Chapter 18.32.025 E.
Drive-up Uses in the Commercial District (C-1 and C-1-D)**

Existing Code

Proposed Code Amendment

18.32.025 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.

D. 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 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.

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3. 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.

4. Off-street parking shall not be required for residential uses in the C-1-D District.

5. 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. **Except as noted in Section 2. below, 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; **except that that drive-up uses already existing and located within Ashland's Historic Interest Area may be relocated to another property or site within Ashland's Historic Interest Area subject to the following additional requirement:**

a. Existing drive-up uses within Ashland's Historic Interest Area seeking to relocate to another site or property within Ashland's Historic Interest Area must be either underground drive-up uses or drive-up uses that are predominately screened, as defined in Section 18.08.805.

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.

New Definition:

18.08.805 Underground Drive-up Uses.

Underground Drive-up Uses are located within the underground portion of a building where a majority of the drive-up facilities, such as the teller window or ATM kiosk, are either located underground, or are predominately screened and have limited visibility from the adjacent public rights-of-way. Underground Drive-up Uses within the Ashland Historic Interest Area shall be subject to Type III review.

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Questions & Answers

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“Drive-Up Uses”

- 1) **Why does the existing ordinance limiting drive-ups within the Historic Interest Area need to be amended?**

Without the proposed amendment, existing drive-up facilities (all of which are now financial institutions – Wells Fargo, Chase, Umpqua, etc.) would likely remain in their current auto-centric state. The proposed amendment would “encourage” these existing sites to redevelop under the adopted Downtown Design Standards and not only create more positive building mass along the street facades similar to the majority of downtown block facades, but also create a more pedestrian friendly environment as envisioned in the Downtown Design Standard’s illustrations and Comprehensive Plan policies and Zoning codes.

- 2) **Will the proposed ordinance amendment increase the “number” of drive-ups within the Historic Interest Area?**

No. The ordinance is specific to “existing” drive-up facilities currently operating in the Historic Interest Area who coincidentally are only owned and operated by financial institutions. As such, the number will not be increased.

- 3) **Could an existing drive-up permit holder, outside the Historic Interest Area, relocate into the Historic Interest Area?**

No. The proposed ordinance specifically applies to existing drive-up facilities currently in operation within the Historic Interest Area. As such, the number of drive-up facilities would remain the same as they exist today (Wells Fargo, Chase and Umpqua Banks).

- 4) **Could another type of drive-up facility (i.e., fast food) open in the Historic Interest Area?**

Under the current code, another type of drive-up business (i.e., fast food) could technically occupy an existing drive-up site and only have to apply for a business license



and sign permit. The proposed code would not change this possibility. However, it hasn't occurred since the ordinance's original adoption over 20 years ago nor has the applicant heard any rumors of such a possibility so it's highly unlikely.

- 5) **It appears the existing zoning codes currently allow, under the Conditional Use Permit process, "grand-fathered" drive-up facilities to be modified so what is the need for the proposed amendment?**

In this regard, the proposed amendment has two primary purposes. First, to remove some of the subjectivity inherent with conditional use criteria and instead introduce language that is more clear and objective. In reality, the existing zoning codes are very cumbersome, complex, and subjective and thus have had a chilling effect on redevelopment of these sites. The proposed amendments narrowly define what type of uses ("existing" drive-ups) and how they need to redevelop (underground or predominately screened).

The proposed language gives the applicant(s) the confidence that if they submit an application and the submittal documentation meets the applicable standards and criteria and the design fits, the investment can move forward. Some level of predictability is essential.

- 6) **Why would existing drive-up uses propose to redevelop their properties if they are currently successful?**

The reality is they may *not*, but at some point they will. It also has to be economical based on sound investment analysis. The proposed amendment simply removes some of the barriers that are real and/or are perceived that has since discouraged redevelopment of these sites.

However, like any building, over time they need to be rehabilitated and/or replaced. Coincidentally, so do businesses such as financial institutions that have seen dramatic changes over the last twenty years with internet technology and changes to customer banking patterns where retooling their practices allows them to stay competitive in the marketplace. The reality is these businesses no longer need as much space to accommodate their practice and in some cases, no longer need their drive-up facilities. So, why would they not want to redevelop and why occupy more square footage than is needed and instead lease the remaining square footage? The answer is simple... the existing codes are too arbitrary and unpredictable and the cost associated to with Planning Applications can easily exceed \$200,000 dollars (before a building permit is even issued).

Further, the restrictions on the number of drive-up facilities in the City of Ashland have caused an odd circumstance where they have become a coveted commodity, owned by few that are now worth hundreds of thousands of dollars (the last known transfer was



purchased for \$250,000). That said, why would an existing drive-up facility ever consider a modification without keeping their drive-up? They wouldn't which is why the proposal to allow a major redevelopment with underground drive-ups or with predominant screening with some sense of predictability is a great concept that has many positive attributes.

7) Is it appropriate for driveways serving underground drive-ups to cross public sidewalks?

Generally speaking, ingress and egress from private property always cross a public sidewalk. But, on every land use decision (Site Review, Conditional Use Permit, etc.) there is criteria that relate to "adequate transportation facilities" which the decision makers, advised by City staff, would base their decision on. In those cases were a driveway would be deemed "unsafe" by the decision makers, the application would be denied. The proposed ordinance simply allows for the opportunity to underground, but the final design and analysis of a driveway's safety would be determined at the time of the specific planning action.

8) What is "predominately screened" and why not amend the existing ordinance to only apply to underground drive-ups.

The reality is the code amendment needs to have some element of flexibility with the final decision being made by Ashland's various decision making entities - Staff, Historic Commission and Planning Commission. Do to the variety of circumstances with each property (grades, lot orientation, and street relationship) as well as the basic necessities of a drive-up window (driver side orientation, stacking needs and venting issues) the applicants, in consultation with a number of architects and designers, felt the outcome could easily meet the ordinance's intent. However, if it's decided by the decision makers that the drive-up facility would not be adequately screened, it would be denied.

9) How could the proposal negatively affect Ashland's Historic Interest Area's built environment?

It can't. In the applicant's opinion how could converting auto-centric sites into attractive main street facades be a negative? In combination of the many design and access management standards that "now" exist, any new development or redevelopment would be significantly more preferable than surface parking lots or direct views onto drive-up windows.

In particular, would it be preferable to leave the existing Wells Fargo Bank site located between Oak and Pioneer Streets or would Ashland be better off with the redevelopment of that site that includes attractive, active and exciting storefronts with a single 24' (+/-) driveway off Oak Street? It's not too far from reality if one simply looks at photos of the old Ashland Hotel that once existed on this property.

10) Is private parking restricted in the Historic Interest Areas?

No. Although there is definitely numerous City design standards and policies that attempt to screen and limit excessive and unattractive surface parking lots, in no way is private parking prohibited. In fact, as long as surface parking areas are screened and main street facades and pedestrian mobility is protected, as Land Use Planners and rational decision makers, we should encourage "some" private parking (preferably underground), but only where possible and feasible. In doing so, it can have no effect on the historic street facades, would limit taxpayer financing of public parking lots and remain a critical element to a business's success.

11) Are there examples of underground drive-up uses that work well?

Yes. In most successful metropolitan cities (where parking is usually cumbersome) such as San Francisco, Tiburon, Portland, Austin, Ottawa, etc. all have successful underground drive-up uses such as banks and libraries. Further, the most common drive-up (although not a drive-up per-se) are large parking structures where there are ingress and egress lines, tellers and payment kiosks and all work very successfully.

12) What are the logistical factors of underground or partially screened drive-up facilities - driveway grades, queuing, ventilation, etc, and do they impact the building's design?

Based on the City's Site Design and Use Standards, the end result must be a product that reflects building characteristics predominately found in the Downtown. Driveway grades, queuing, ventilation issues are generally determined by industry standards and national building codes. Design professionals base their decisions on many factors and must merge architectural presence, function and building code regulations in order to design buildings.

13) Why is the Ashland Co-Op proposing the amendment and what is their benefit?

The Ashland Food Cooperative desires to resolve its well known and long-time parking issue with its neighbor, Umpqua Bank. For many years the two businesses have attempted to work together to minimize the congestion, anxiety and often times frustration that occurs not only between their management, but also employees, customers and neighbors. As with most urban parking issues, it's a slow methodical build-up with outside influences as well as the new neighboring developments such as the Ashland Hardware Store (previously storage yard), Oak Street Market (previously car wash and Cantwell's store), Oak Street Tank and Steel conversion (now Plexis' Offices) as well as the small, but still measureable impacts of the newest businesses such as the new Café on Pioneer Street (Ruby's Neighborhood Restaurant) and the recently approved business located at 260 N. First Street (PA-2010-01611). Regardless of signage,

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employees and customers of these new businesses, often park on the subject property which decreases available parking and increases the chances of drivers circulating the surrounding neighborhood. Nevertheless, the two parties are in agreement that an amicable solution is needed.

Note: At the present time, there are no “agreements, contracts, plans, or otherwise” between the two entities, but both wish for a resolution to its shared parking conflicts that allow both businesses to continue to be a positive presence in the community. A number of meetings and phone conversations have occurred, but until this particular issue is addressed, there will not be any formal arrangements or agreements between the two parties. Instead, the Ashland Food Cooperative is first hoping the City agrees with the logic of the amendment and then hoping that Umpqua Bank would sell their site to the Ashland Food Cooperative and relocate to an area in the Downtown area that is more fitting to their business’ long term interest.

That said, after a significant amount of thought and a number of meetings with City staff, the applicants have concluded the best solution would be to purchase the Umpqua Bank’s property and at the same time identify alternative “areas” more fitting for the bank’s needs, including its drive-thru facilities, which are equal or superior to the existing site. In the applicant’s opinion, this opportunity best exists on the old Copeland Lumber site between Pioneer and First Streets (now vacant). Umpqua Bank has tentatively agreed with this location, but again a final decision is dependent on the outcome of the proposed ordinance amendment. If approved, Umpqua Bank would then likely identify a site, enter into a purchase agreement, generate concept plans and submit an application to the City for Planning Commission review and approval. Following the purchase of the current Umpqua Bank site and the relocation of the bank, customers of the Ashland Food Cooperative would then begin to use the parking. A small expansion to the store is also possible and discussed in passing, but yet to be finalized.

March 22, 2012

Members of the Traffic Commission:

My name is Gary Foll and I live at 925 B St. on the corner of 8th and B Streets in Ashland. I have enclosed photos of an accident that occurred on this corner March 9th of this year. The red car was traveling south on 8th and was struck by the silver car traveling east on 8th Street. One person in the silver car was sent to the hospital for high blood pressure. According to police and occupants of the cars it was determined that the red car did stop at the stop sign before proceeding into the intersection before being struck by the silver car. Estimated speed of the silver car was in excess of 30 mph where the posted speed limit is 25 mph.

Two problems exist at the corner. The first is cars traveling on 8th Street toward C St. are on an incline and have poor visibility so have to go into the intersection to even see if it is safe to proceed. See the enclosed photo. Second is the cars traveling east on B Street are usually speeding by the time they get to 8th. The last stop sign is on the corner of 2nd and B. Traffic on 8th street is very heavy as it feeds off of A street and B Streets and acts as a thoroughfare to avoid A Street congestion.

The consensus of the neighbors is that a stop sign should be placed on the corner making it a 4 way stop. Unfortunately collisions like this one happen about once a year but close calls happen quite frequently. The close calls are not reported to the police but I have witnessed cars jumping the curb to avoid an accident.

I would hope that you, members of the transportation committee, will take some time to come out and observe this intersection and make some recommendations on making it a safer intersection. This is the second time we have had a car in our front yard in the last 2 years. Is it possible to put up a radar sign indicating the posted speed limit and the vehicles actual speed?



Gary Foll
Karen Rethman-Foll
925 B Street

Memo

CITY OF
ASHLAND

Date: May 17, 2012
From: Scott A. Fleury
To: Transportation Commission
Sub: REQUEST FOR A FOUR WAY STOP AT INTERSECTION OF B and 8th streets.

QUESTION:

Will the Commission consider the request of Gary Foll for the installation of a 4 way stop intersection at 'B' Street and Eighth Street?

BACKGROUND:

The attached e-mail was received from Gary Foll who lives at 925 "B" Street. Mr. Foll is requesting a four way stop and or recommendations on improving the safety of the intersection. Reference attached pictures of recent car accident supplied by Mr. Foll. The attached traffic accident summary for the intersection shows 3 angle crash reports from 2004 to 2012.

The intersection of 'B' Street and 8th Street is a standard 90 degree intersection with stop signs located on 8th street. Both 'B' Street and 8th Street are similar in function. 8th Street is a north-south directing street with a curb to curb width of 34 feet. It has unlimited on-street parking provided on both sides of the street and has sidewalks with park rows on both sides as well. 8th Street carries a traffic volume of approximately 897 vehicles per day and is classified as a neighborhood street. B Street is classified as an avenue (major collector) and is 28 feet wide curb to curb at this location. B Street, like 8th Street, has on-street parking allowed on both sides of the street and also has sidewalks and parkrows on both sides and carries a traffic volume of 1704 vehicles per day.

Staff made a site visit to review any visual impairments of the intersection. Staff believes that entering the intersection from 8th street headed south there are visual impairments that create site distance issues in both the east and west directions.

The Manual on Uniform Traffic Control Devices (MUTCD) has set standards or warrants for the placement of four-way stops. The City has also adopted supplemental warrants for the placement of four-way or all way stops. The City's standards were adopted in 1990 by Resolution No. 90-08. Under that resolution stop signs may be warranted if traffic volumes exceed 1500 and 1000 for the major and minor legs of the intersection or if street grades exceed 15%. A copy of MUTCD sections 2B.07 is also attached which is somewhat more comprehensive than the City's. Under the MUTCD standards, there are four warrants to be considered including;

1. Installation of a 4-way stop as an interim to the installation of a traffic signal.
2. A crash history of 5 or more crashes within a 12 month period.
3. Traffic volumes of 800 VPH on the major leg or a combination of 200 units (vehicles, bikes and pedestrians)per hour on the minor leg.
4. A combination of the above criteria.

CONCLUSION:

The purpose of a four-way stop is to assign right of way at a four leg intersection where traffic volumes are nearly equal. Based on existing count data staff would recommend updating the traffic count, previously conducted in 2006, on 8th and 'B' Street to determine if ADT stop sign warrants are met. Warrants are not meet for crash history.

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 *The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.*

Section 2B.07 Multi-Way Stop Applications

Support:

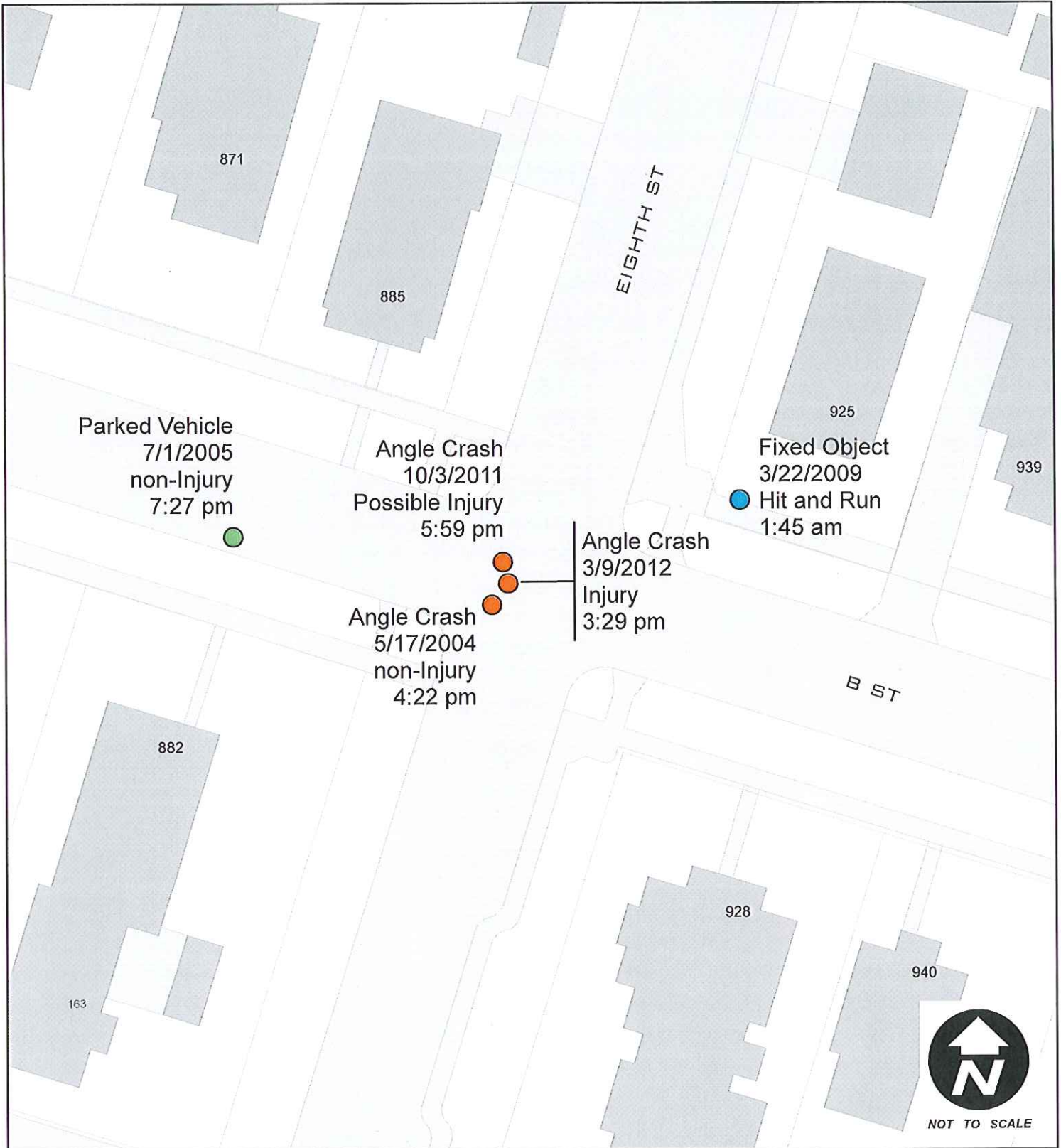
- 01 *Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*
- 02 *The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 *Other criteria that may be considered in an engineering study include:*
- A. *The need to control left-turn conflicts;*
 - B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
 - C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
 - D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

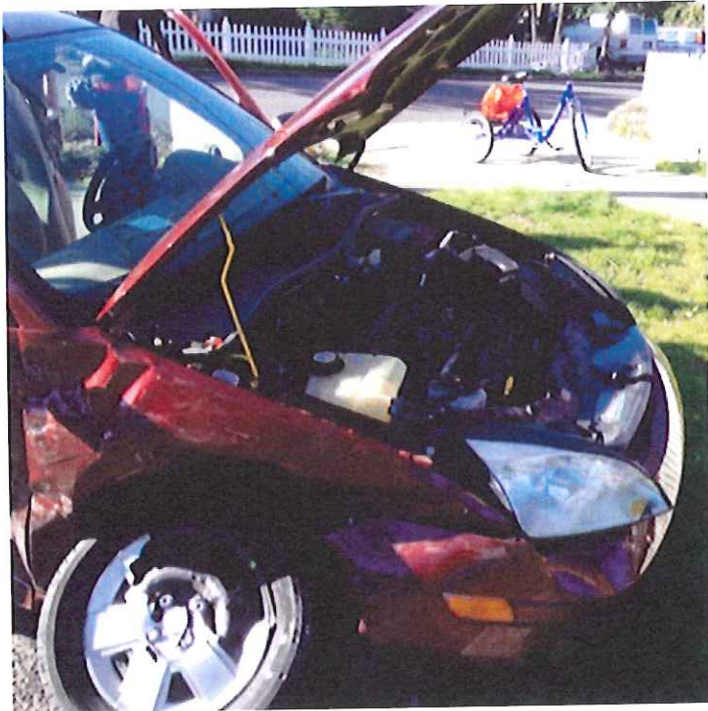
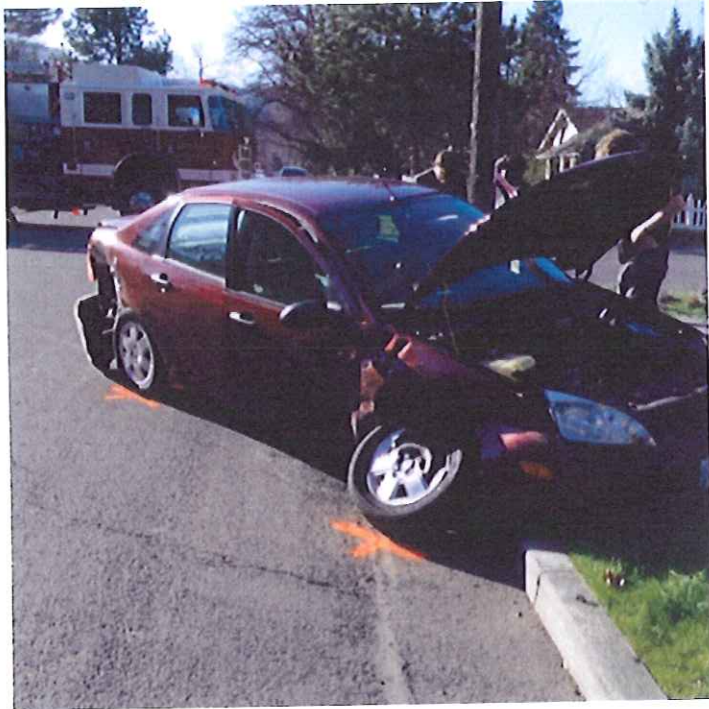


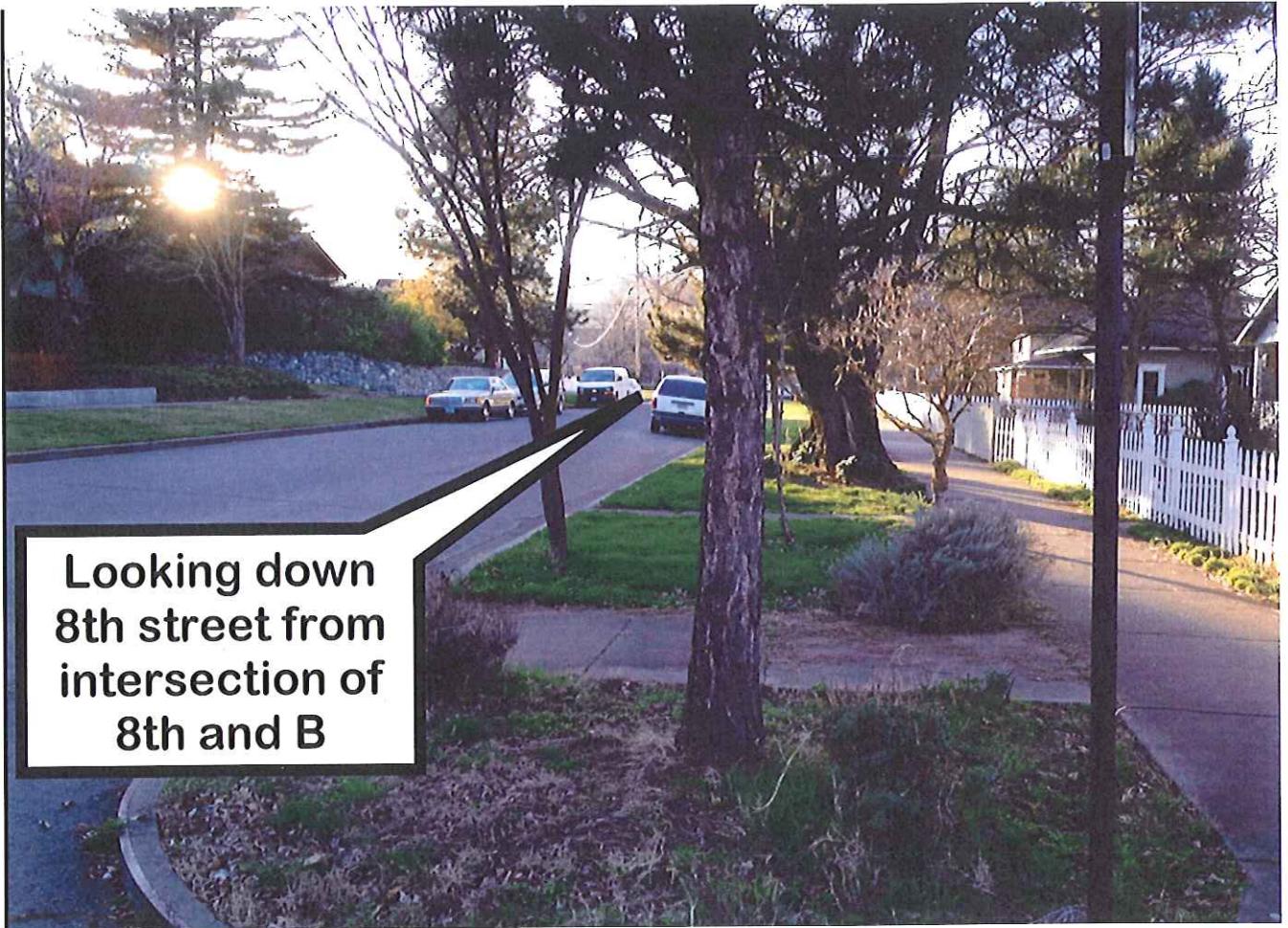
Traffic Accident Summary

Eighth Street and B Street Intersection

1/1/2000 - 3/20/2012







Looking down
8th street from
intersection of
8th and B



Looking down B
Street from stop
sign on 8th.



**View from behind
white stop sign
line looking west
down 8th street**



**Normal stop for
cars at corner
of 8 and B**

Memo

CITY OF
ASHLAND

Date: October 14, 2011
From: James H. Olson, Engineering Services Manager
To: Transportation Commission
Re: Update on the Hersey/Wimer Intersection Re-alignment Project

SUMMARY

The following report details the history, progress, challenges, and timelines for the Hersey/Wimer Intersection Re-alignment project and the N. Main Street Road Diet Project.

BACKGROUND AND POLICY IMPLICATIONS:

Project Scope: The combined road diet and intersection re-alignment project constitutes a multi-faceted and very complicated course of work. The project involves not only simple concrete and asphalt construction, but extensive utility re-locations, right-of-way and easement acquisitions, construction of a public parking, drainage facilities, pervious asphalt construction, bicycle and pedestrian facilities, street lighting, and extensive landscaping. The expected price tag for this project will top \$1,000,000. If this project were to be undertaken by ODOT, it would most likely require a minimum of two years to develop and implement. City staff is aware of the time constraints imposed on this project and have allocated all of our available resources to fast-track this work. To supplement City staff and to assist in the design and construction efforts, the following consulting firms and agencies are being utilized:

1. Construction Engineering Consultants, Inc. (CEC)
2. Polaris Land Surveying
3. Oregon Department of Transportation (ODOT)
4. Urban Development Services, LLC (UDS)
5. KenCairn Landscape Architecture
6. CVO Electrical Systems, LLC (CVO)
7. Right-of-Way Associates, Inc. (ROWA)
8. H & S Appraisal, LLC
9. Kittelson and Associates

A project of this size and complexity also requires full participation and assistance from a multitude of City divisions and departments including:

1. Electric Department
2. Ashland Fiber Network (AFN)
3. Police Department
4. Ashland Fire and Rescue
5. Street Division
6. Water Division
7. Wastewater Division
8. Engineering Division
9. Community Development



The Engineering Division has assumed the role of project leader in this effort and acts as the coordinator for all of the City departments and private consultants.

Project History and Mile-Points:

In consideration of the complexity of the intersection re-alignment project, staff anticipated that the Council might wish to have this project completed before the Road Diet Project was put in place. It made sense that if the left turns were to be allowed and were to be made safer at the Hersey/Wimer intersection, then the road diet would have a much greater chance of success. However, regardless of the acceptance of the Road Diet Project by the Council, the re-alignment of the Hersey/Wimer intersection is a project that can significantly reduce vehicle crashes and should be completed as quickly as possible.

This intersection has long been Ashland's most dangerous intersection and has the highest number of vehicle crashes of any intersection for the past 10 years. This project was added in the Capital Improvement Project list many years ago as we struggled with ODOT to fund this project as one of their preservation projects. Failing that, we looked at other grant options such as the Congestion Mitigation and Air Quality (CMAQ) grants and Fund Exchange grants. When a likely funding source was identified we immediately began to develop this project; knowing that if the Council elected to require that this project be completed prior to implementing the road diet we would need every available day to meet anticipated time lines.

Following is a list of historical mile-points in the development of the Hersey/Wimer Re-alignment Project to date:

1. June 27, 2011: Requested proposals for engineering services for the design of the Hersey/Wimer Re-alignment Project.
2. July 7, 2011: Received a proposal from CEC Engineering Consultants Inc. to complete the design for \$29,170.00.
3. July 8, 2011: Received a drawing from John Colwell showing his desired parking and access configuration.
4. July 12, 2011: City hired CEC Engineering Consultants, Inc. at \$29,170.00 to design the Hersey/Wimer Re-alignment Project. The CEC contract also included Polaris Land Surveying as a sub-consultant.
5. July 27, 2011: Held project kick-off meeting with the expanded design team, consisting of staff from the following agencies:
 - a. COA – Planning (1 staff member)
 - b. ODOT (2 staff members)
 - c. COA- Engineering (2 staff members)
 - d. COA-Streets (1 staff member)
 - e. COA-Water (1 staff member)
 - f. COA-AFN (1 staff member)
 - g. COA-Electric (1 staff member)
 - h. Consultant (2 staff members)



6. August 2, 2011: The Council moved to approve a one year pilot road diet project on N. Main Street and required that the Hersey/Wimer intersection be re-aligned to allow left turns at that intersection. The Council also directed that the project be completed in the spring and that the re-alignment portion of the work be done sequentially with the road diet.
7. Sept 19, 2011: Received a proposal from Right-of-Way Associates, Inc. for \$22,000 to negotiate and acquire rights-of-way for the re-alignment.
8. Sept 19, 2011: Held design team meeting
9. Oct 26, 2011: Contracted with Right-of-Way Associates, Inc. for right-of-way acquisition services.
10. Nov 14, 2011: Received proposal from Urban Development Services, LLC (UDS) to assist in parking lot design and permitting.
11. Nov 21, 2011: Contracted with UDS, LLC to provide preliminary parking lot design services including landscaping and pedestrian amenities. The contract was for \$9,500 and included KenCairn Landscape Architecture as a sub-consultant.
12. Dec 05, 2011: Held design team meeting.
13. Jan 14, 2012: Held design team meeting.
14. Jan 24, 2011: Held utility conflict meeting with all impacted utilities, including Century Link, Avista, COA Electric, AFN, COA Water, Sewer, and Storm Drain.
15. Jan 25, 2012: Met with UDS, LLC and planning staff regarding parking lot design issues.
16. Feb 21, 2012: Received draft electrical design plans from CVO Electrical Systems, LLC.
17. Feb 21, 2012: Authorized the ordering of power poles and electrical equipment.
18. Mar 2, 2012: Submitted an application to Planning for a site review approval to construct a public parking lot at 430 N. Main Street. The application also included a request to remove two trees on the site.
19. Mar 2, 2012: Prepared an easement for access to the parking lot from Lori Lane.
20. Mar 12, 2012: Prepared and sent easements and right-of-way documents to ROWA.
21. Mar 21, 2012: Prepared an easement for placement of an electrical transformer and vault on N. Main Street near Wimer Street.



22. Apr 2, 2012: Amended contract with CEC by \$7,005 to provide additional surveying, design the parking lot bio-swale, provide alternative parking lot designs, and design parking lot lighting.
23. Apr 5, 2012: Amended contract with ROWA to include additional easement negotiations and additional property appraisals for \$4,300.
24. Apr 18, 2012: Received draft funding agreements from ODOT.
25. Apr 18, 2012: Planning staff approved the City's application for a site review approval to construct the public parking lot. If no objections are received, the decision becomes final on May 1, 2012.

Project Challenges:

The Hersey/Wimer Intersection Re-alignment Project can be categorized into the following phase of implementation:

1. Preliminary design
2. Utility relocations
3. Property acquisition
4. Final design and bidding
5. Construction

All of these phases are equally important and each, in turn, must be completed prior to moving to the next phase. Each phase has its own unique set of challenges as outlined below:

1. Preliminary Design – The project design includes the design of the electrical undergrounding, paving, retaining wall construction, parking lot construction, and landscaping.

The electrical element of the project will provide for the undergrounding of all above ground utility lines on Wimer and Hersey within the construction zone. This work will require specialized equipment such as 50-foot steel poles needed at the termini of the existing above ground lines and oversized concrete vaults to handle the mainline voltage.

The design of this system was completed by CVO Electrical Systems, LLC in March 2012 and was incorporated into the project plans. Specialized equipment such as the steel poles often requires a longer than usual delivery time, often 6-8 weeks, and will be ordered by the City rather than by the contractor. The vaults have already been ordered and the poles are in process.

2. Utility Relocations – The City Water Department, Avista Utilities, and Century Link all are performing upgrades or relocations to their respective utilities to accommodate this project. The Water Department has already completed the replacement of a section of old 6-inch pipe with a new 8-inch ductile iron pipe. Avista Utilities will soon begin replacing about 300 feet of old 1-inch gas main with a new 2-inch main. Century Link will also be completing the relocation of wires on Wimer Street to accommodate the placement of a new electrical vault. All of these adjustments must be completed prior to commencement of work by the primary contractor.



3. Property Acquisitions – The acquisition of rights-of-way and easements is the most critical element of the project and it is also the most challenging. For the Hersey/Wimer Re-alignment Project, two parcels of land will be acquired; one at the northeast corner of Hersey and North Main and the other at the southwest corner of Wimer and North Main.

The property on Wimer Street, owned by Robert and Corinne Lombardi, is an apartment building. We are acquiring 556 square feet of property which will not impact the existing building or driveway. The curb on this side of the street will be relocated approximately 5.5 feet further to the south which will require the removal of two trees. A temporary construction easement is also being requested.

The property on Hersey Street owned by John and Cheryl Colwell supports a chiropractic clinic and has far more issues and complications. The property currently has 13 on-site parking spaces and two street access points. Both of these driveways are located within 25 feet of the intersection and would, under current standards, not be allowed. On arterial streets, driveways must be at least 100 feet from the intersection, and since the new construction will remove both of the existing driveways, it is necessary to provide a new access that meets current standards. The only possible access would be through the City owned property just north of the Colwell property.

The construction will also remove three of thirteen off street parking spaces. These spaces will need to be provided elsewhere. Again, the City owned parcel at 430 N. Main Street can accommodate that need. It should be pointed out that this property was acquired by the City on March 17, 2005 for that express purpose. To satisfy Mr. Colwell's needs and the requirements of our municipal code and ODOT standards, it was necessary to construct a public parking lot encompassing the entire property. Three or four of the parking spaces must be allocated to Colwell; which can be done by granting him fee title to the property or simply an easement for parking. Another easement must be granted to him for access through the City property to connect to N. Main Street. The design of this parking lot required a planning action, commission review, ODOT approval and a complete landscape plan; all of which took more time than anticipated.

The right-of-way negotiation process has begun and is being conducted by ROWA. The use of a right-of-way agent was deemed necessary for the following reasons:

- Provide expertise in ORS Section 35, which deals with public acquisitions.
- Given the fast track nature of this project, staff has been required to re-assign many of the tasks that they might assume under more normal circumstances.
- ROWA will serve as an unbiased third party during the negotiation process, representing both the City and the property owner.
- ROWA will provide all essential background information and provide assistance to the City if condemnation becomes unavoidable. The Council may wish to consider the appropriateness of a condemnation, if it is impossible to conclude negotiations in a normal manner.

The acquisition process could not start until the project was completely designed and the exact extend of the right-of-way and easement needs were known. Only when the alignment was finalized, the utilities and the retaining walls designed were we able to measure and describe the exact boundaries of the rights-of-ways.



Once the descriptions were completed, the legal deed documents were created then approved by our Legal Department. When these items were completed, ROWA was still unable to begin negotiation for the Colwell tract until the planning approvals for the parking lot construction were finalized, which happened on April 13, 2012.

Development Calendar:

We intend to proceed with the development of this project as if the rights-of-way can be acquired under normal processes and within a reasonable time. The right-of-way acquisition is key to the entire process and if that process is delayed, the entire project will likewise be delayed.

Following is the proposed schedule for completion of the project:

- | | |
|-----------------------------------------|-----------------|
| 1. Final plan submittal- | May 02, 2012 |
| 2. Final plan review completion- | May 10, 2012 |
| 3. Advertise for bids- | May 17, 2012 |
| 4. Open bids- | June 07, 2012 |
| 5. Council approval and contract award- | June 19, 2012 |
| 6. Issue notice to proceed- | June 25, 2012 |
| 7. Construction completed- | August 17, 2012 |
| 8. Road diet marking completed- | August 24, 2012 |

FISCAL IMPLICATIONS:

The Hersey/Wimer Intersection Re-alignment Project is being funded jointly by the City and by ODOT through a fund exchange agreement. The City and ODOT had previously entered into an agreement whereby, the City (through ODOT) would exchange \$726,272 in agency funds for \$682,695.68 in Federal funds for the overlay of Allison Street and a portion of North Mountain Avenue. We were able to re-allocate these funds toward the Hersey/Wimer project, by terminating the previous agreements and creating the attached agreement.

The City was also able to re-allocate internal funds that were allocated for the overlay of Wightman Street and Taylor Street. Prior to this re-allocation, the four streets listed for overlay were carefully analyzed and deemed stable enough to weather a five-year delay in overlay.

Following is a summary of the funds available for the Hersey/Wimer Intersection Re-alignment Project:

- | | |
|-------------------------------------------|----------------------|
| • ODOT Fund Exchange | \$ 682,695.68 |
| • City budget for Taylor Street overlay | \$ 125,000.00 |
| • City budget for Wightman Street overlay | \$ <u>225,000.00</u> |
| TOTAL: | \$1,032,695.68 |



MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY, 2012

NO. OF ACCIDENTS: 10

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	22:18	Mon	E Hersey at Oak St	2	N	N	N	N	N	Y	N	N	collision within intersection. Dv2 struck v1 while v2 turning right, v1 travelling straight ahead.
2	11:45	Mon	N Main St at W Hersey	1	1	N	Y	N	N	N	N	N	Driver struck pedestrian in crosswalk while driver was attempting to turn right onto N Main. Ped transported to ACH/minor injuries.
6	11:24	Fri	SOU Lot #1 at Webster/Wightman	2	N	N	N	N	Y	Y	N	N	Dv1 struck parked v2 in parking lot while backing. Cited driving while suspended/uninsured.
10	12:55	Tues	Siskiyou at Avery	2	Y	N	P	N	Y	Y	N	N	v1 rearended while stopped for pedestrians crossing Siskiyou in crosswalk. Dv2 cited for following too close.
10	15:00	Tues	Ashland St at Ray Lane	3	Y	N	N	N	Y	Y	N	N	dv3 rearended v2 pushing it into v1. V2 and 1 were stopped waiting for peds to cross street. Dv3 cited careless driving.
17	11:19	Tues	Siskiyou at Bridge St	2	Y	N	Y	N	Y	Y	N	N	v1 rearended while stopped for pedestrians crossing Siskiyou in crosswalk. Dv2 cited for following too close.
19	21:44	Thr	Orange Av near Willow St	2	N	N	N	Y	Y	Y	N	N	dv1 cited duii after striking parked car.
20	12:34	Fri	E Main St near Lithia Way	2	N	N	N	Y	Y	Y	N	N	Dv2 struck v1 while stopped at a red light. Dv2 Arrested duii-medications/alcohol
22	17:54	Sat	A St and Oak St	2	N	N	N	N	Y	Y	N	N	dv2 struck v1 while turning right onto Oak St. V1 was travelling straight. Dv2 cited failure to obey traffic control device.
26	14:41	Thr	E Main St at Crocker	2	N	N	N	N	N	Y	N	N	v2 was stopped in lane of travel waiting to turn left onto Crocker, and was struck by dv1.

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2012

NO. OF ACCIDENTS: 9

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
7	08:29	Tues	Tolman Creek Rd near Mistletoe	1	N	N	N	Y	Y	Y	N	N	Vehicle ran over entire median. Arrested for DUI Controlled Substance.
8	23:01	Wed	Morton at Siskiyou	2	N	N	N	N	Y	Y	Y	N	V1 hit parked V2 while negotiating a turn. Driver left scene. Driver later contacted police and was cited Hit and Run, Reckless Driving and Tampering with Evidence
13	15:36	Mon	Siskiyou at Ashland St	2	N	N	N	N	Y	Y	N	N	dV1 ran into V2 while attempting to change lanes. Cited unlawful lane change.
14	UNK	Tues	Iowa St near Wightman	2	N	N	U	U	N	Y	Y	N	V struck while parked, no leads.
17	13:07	Fri	Ashland St near Tolman Creek Rd	2	N	N	N	N	Y	Y	Y	N	Driver of motorhome backed into another car in parking lot and left scene. Was witnessed. Driver later found and cited.
19	22:24	Sun	Siskiyou at Triangle Park, and multiple locations	6	Y	U	N	Y	Y	Y	Y	Y	Driver cited DUII Misdemeanor, Reckless Driving, Failure to perform duties, eluding police, minor in possession, reckless endangerment, assault pso
20	UNK		Fordyce, near Munson Dr	2	N	N	U	U	N	Y	Y	N	Hit and Run, parked vehicle. No leads.
22	13:42	Wed	E Main St at S Pioneer	2	N	N	Y	N	Y	Y	N	N	dV1 ran red light and into passenger side of v2. Cited Failure to obey traffic control device.
24	12:09	Fri	Ashland St at Tolman Creek Rd	2	N	N	N	N	Y	Y	N	N	dV1 ran red light and into passenger side of v2. Cited Failure to obey traffic control device.

MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH

NO. OF ACCIDENTS: 13

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
3	20:45	Sat	parking lot, 2500 block Ashland St	2	N	N	N	Y	Y	Y	Y	N	Driver vehicle backed into parked vehicle in parking lot. Left scene. Charged with reckless driving, and hit and run.
6	08:20	Tues	S Mountain Av near Ashland St	2	N	N	N	N	N	Y	N	N	Driver vehicle1 bumped vehicle 2 while attempting to parallel park.
8	~8:00	Thur	parking lot, 801 Ashland St	2	N	N	N	N	Y	Y	Y	N	driver vehicle 1 backed into vehicle 2 while pulling out of parking lot. Left scene. Was found and cited.
9	15:29	Fri	B St at Eighth St intersection	2	N	N	N	N	Y	Y	N	N	Speeding vehicle on B St collided with vehicle crossing on Eighth. Driver of vehicle 1 cited careless driving, and speeding.
10	11:25	Sat	A St west of Third.	2	N	N	Y	N	Y	Y	N	N	Driver of parked vehicle opened door into traffic striking vehicle 2. Driver v1 cited.
13	UNK	Tues	AHS student parking lot.	1	N	N	U	U	N	Y	Y	N	damage to wood fence and chain link fence from vehicle in parking lot. No leads.
15	18:40	Thur	Clay St near Faith Av	1	N	N	Y	N	Y	Y	N	N	Speeding car slid out in turn on Clay St, struck power pole. Several injured passengers. Driver cited multiple counts.
16	02:31	Fri	Lithia Way near Oak St	2	N	N	N	N	Y	Y	N	N	Driver vehicle 1 changing lanes collided with vehicle 2. Minor damage. Cited for unlawful lane change.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
19	10:54	Mon	Ashland St near Lit Way	2	N	N	N	N	N	Y	N	N	Driver veh 1 travelling in center lane in preparation to turn was struck by veh 2, who entered lane from parking lot. No citations.
20	15:41	Tues	University St south Siskiyou Blvd	1	N	Y	Y	N	Y	Y	N	N	Bicyclist attempted to pass vehicle on left while it was pulling into parking space. Cyclist at fault, cited unlawful pass.
21	23:27	Wed	parking lot off of Oregon St, west of Frances	2	N	N	N	Y	Y	Y	Y	N	driver vehicle 1 struck another in parking lot. Cited DUII, MIP, Reckless driving, Hit and Run.
22	19:44	Thur	parking lot, 1400 block Ashland Street	3	N	N	N	N	Y	Y	Y	N	driver vehicle 1 struck 2 parked cars in parking lot and left scene. Was later found and cited for Hit and Run and Reckless Driving.
23	12:26	Fri	Ashland St near Walker Av	2	N	N	N	N	N	Y	N	N	2 drivers collided in center lane on Ashland St, no citations.

MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL

NO. OF ACCIDENTS: 8

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	15:53	Mon	Iowa St east of Morton 50 ft	1	1	N	Y	N	N	N	N	N	Skateboarder ran off sidewalk into road, was run over by passing vehicle. Broken leg. Cited Prohibited Skateboarding.
6	15:03	Fri	Granite St near intersection with Glenview	1	N	N	N	U	N	Y	Y	N	dV ran into fence, damaging 40 ft of it. Left scene. No suspects nor leads.
13	21:17	Fri	Mistletoe Road 1/4 mile north of Siskiyou Blvd	1	N	N	N	N	Y	Y	Y	N	dV missed turn and ran into fence and left scene. Soon returned. Was cited hit and run. Minor.
16	13:08	Mon	Siskiyou at Palm	2	Y	N	P	N	Y	Y	N	N	dV1 stopped for ped crossing in crosswalk was rear-ended by v2. Dv2 cited for following too close. Possible minor injury.
16	19:00	Mon	E Main St at Pioneer	2	N	N	N	N	Y	Y	N	N	dv2 ran red light and slammed into side of v1 which was turning. No injuries. dv2 cited Failure to obey traffic control device, and failure to renew registration.
19	13:55	Thr	Normal Av at Ashland St	2	Y	N	N	N	Y	Y	Y	Y	dv2 backed into Fire truck at intersection while d was making room for ped to cross. Dv2 fled from scene. Was followed, found and cited for hit and run.
19	16:19	Thr	Van Ness at Water St	2	N	N	Y	N	N	Y	N	N	dv1 struck v2 attempting to cross Van Ness. Did not see v2. Dv1 at fault, but was not cited.
26	21:13	Thr	N Main St at W Hersey	3	Y	N	P	N	Y	Y	N	N	dv1 struck v2 pushing it into v3 causing damage to all vehicles. V3 was waiting to turn left, while ped crossed in front. dv1 cited for careless driving.

**Transportation Commission
Action Summary
as of November 2011**

Month Year	Item Description	Status	Date Complete
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved;TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights Crk Intersections	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrow	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/20/10
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

Council Communication

May 1, 2012 – Business Meeting

2012 Annual Appointments

FROM:

Barbara Christensen, City Recorder, christeb@ashland.or.us

SUMMARY

Approval of the Mayor's recommendations for the Annual Appointments to the various Commissions and Committees.

BACKGROUND AND POLICY IMPLICATIONS:

The ending term for most Commission/Board members is April 30, 2012. Proper notice was made in our local newspaper and the City's website on the vacancies.

Appointments are 3-year appointments with terms ending April 30, 2015 with exception of the Planning Commission which are 4-year appointments with terms ending April 30, 2016 and the Band Board which are 1-year terms.

Airport Commission

Richard Hendrickson - reappointment
Dave Wolske - reappointment

Forest Lands Commission

Albert Pepe - reappointment
James Berge – reappointment
Stefani Seffinger – new (Parks Liaison)

Band Board

(All reappointments)
Marvin Belford
Don Bieghler - Director
Harry Kannasto
Doug MacDowell
Raoul Maddox
David Hoxie

Historic Commission

Allyson Renwick - reappointment
Dale Shostrom - reappointment
Samuel Whitford – reappointment

Housing Commission (full)

Regina Ayars - reappointment

Buildings Appeal Board

Carol Horn Davis - reappointment
Royce Duncan - reappointment

Public Arts Commission

Dana Bussell - reappointment
Margaret Garrington - reappointment
Sandra Friend - reappointment

Conservation Commission

Thomas Beam – reappointment
Mark Weir – reappointment
James McGinnis - reappointment

Planning Commission

Michael Dawkins – reappointment
Melanie Mindlin – reappointment
Troy Brown – new appointment



Transportation Commission

Shawn Kampmann – reappointment
Mike Gardiner – reappointment
David Young – reappointment

Tree Commission

Russell Neff – reappointment
Casey Roland - reappointment

FISCAL IMPLICATIONS:

N/A

STAFF RECOMMENDATION AND REQUESTED ACTION:

None

SUGGESTED MOTION:

Motion to approve annual appointments to the various City Commissions as recommended by Mayor John Stromberg.

ATTACHMENTS:

Applications received



C TRAFFIC SAFETY Connection

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

April

Volume 10, Number 5

Walk & Bike Challenge



Have you ever wanted to start a walking school bus or a bike train at a school near you? May is *Walk + Bike Challenge Month* and students are encouraged to use active transportation to get to school all month long.

The *Walk + Bike Challenge* is a friendly competition aimed at encouraging more kids and families to use active transportation to travel to and from school and throughout their neighborhoods. The *Challenge* is hosted by the **Bicycle Transportation Alliance (BTA)** with support from the **Oregon Department of Transportation (ODOT)**, the **City of Portland Bureau of Transportation (PBOT)**, and other partners.

During the *Challenge*, school coordinators track the number of students biking, walking, and skating to school throughout the month. At the end of the *Challenge*, prizes go to the schools that log the most biking and walking trips, the most largest total number of students walking and biking, and highest percentage of students (out of the total school population) walking and biking.

This remarkable trend is a reflection of the public's commitment to investing in safe biking and walking routes, education, and encouragement programs like the *Walk + Bike Challenge*. The trend is also seen in communities around the state as Oregon is the national leader in overall participation in *Walk + Bike* events.

For more information visit: <http://walknbike.org/walk-bike-challenge-month>

ACTS Oregon Welcomes Todd Hinchliffe

Hello everyone, I am Todd Hinchliffe, the new Executive Director for ACTS Oregon. It is exciting to be able to build on the legacy that Ruth Harshfield has left behind during her leadership for the past 15 years. I look forward to bringing my experience in working with non-profits to this essential organization.

As a parent of two small children, I am personally passionate about child seat safety. My son, who is nine, is currently battling me on using a booster seat when none of his friends still use one. Since he is only 50 pounds and 4 feet 2 inches tall, my wife and I are holding strong on him still using a booster seat even if his friends aren't using one. This is not easy, believe me, there are days when I need to use anything, including bribery, to make sure my kids stay in their car seats.



I have seen how traffic has dramatically changed during the 15 years that I have lived in Oregon. What makes Oregon a unique place, where many

people use alternative transportation, also makes it challenging for individual drivers, buses, pedestrians and cyclists to share the same roads. Drivers today need to be alert at all times and take proper precautions inside their vehicles. As ACTS Oregon continues to grow, it is essential for us to have a strong plan for developing community safety awareness for current and future drivers.

I look forward to working closely with the community and Board to build a strong organization

that is prepared to be a model for the rest of the country on successfully balancing the influx of traffic and safety. Please contact me at the office with any ideas or questions you may have to help in this important mission.

-Todd Hinchliffe

Portland Safe Routes to School Booster Seat Use Assemblies

ACTS Oregon is pleased to have partnered with the **City of Portland** to present assemblies in Portland Elementary Schools this year. They are fun, interactive assemblies to Kindergarten and 1st grade students on the importance of booster seat usage. The presentation is approximately 30 minutes long and includes a PowerPoint presentation and video with images of the correct and incorrect way to use a booster seat.

One of the favorite parts of the assembly for the children is the crashing of Mr. & Mrs. Egg's car. We show an example of the good egg who is wearing her seat belt and the bad egg that is not. When they go for a drive "just down the street" and Mr. Egg decides he doesn't need to buckle up, the children see he soon regrets that decision. Then as they are leaving the presentation the children all get a chance to walk by Sally Noodle and see if they are over 4'9" tall. In all the schools

we attended we did not see one child over 4'9". The children are then given a *Buckle Up, Booster User* sticker and a flyer with information on where their family can go to get a booster at a reduced cost or to have their child safety seat inspected.



The presenters: Charity Sturgeon and Sandy Holt - **ACTS Oregon**, along with Tammy Franks and Adrienne Gallaro - **Randall Children's Hospital at Legacy Emanuel**, visited 22 schools. The program reached over 2,300 children, and nearly 200 staff and parents with the important message to always "Get in Back, Get a Boost & Buckle Up."

For more information about booster seat use program or how you can have this presentation at a school near you, contact Charity Sturgeon at charity@actsoregon.org

ACTS Oregon

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Funded through a grant from ODOT
Transportation Safety Division.

Layout by Amber Husted

When to Replace a Child Safety Seat Following a Vehicle Crash

ACTS Oregon's *Child Safety Seat Resource Center* Helpline regularly receives calls from concerned families wondering whether or not to replace their child's car seat after their vehicle has been involved in a crash.



The National Highway Traffic Safety Administration's (NHTSA) recommends

that child safety seats be replaced following a "moderate" or "severe" crash in order to ensure a continued high level of crash protection for child passengers. NHTSA also recommends that child safety seats do not automatically need to be replaced following a "minor crash".

But how can we determine what is considered a minor, moderate, or severe crash? NHTSA

Teen Passenger Death Rate Starts Uptick at Age 13

Adapted from IIHS Status Report Vol. 47 No. 2

The teenage crash problem starts years before most teens become licensed drivers and is greatly affected by state licensing policies. These are the main findings of a study of crashes in which 13-15 year-olds died.

Most of the teens this age who died were passengers, and more often than not, another teenager was at the wheel. It is not until age 17 that teens die in crashes more often as drivers than as passengers.

The study examined fatal crashes nationwide of 13-15-year old passengers and drivers during 2005-09. 1,994 passengers and 299 drivers ages 13 to 15 died in motor vehicle crashes, an average of about 460 a year.

Starting around age 13, the teen passenger death rate climbs steadily as young teens increasingly travel with friends who already have learner permits or licenses.

In the study, 37 percent of the passenger deaths of 13 year-olds happened when a teen was driving. This compares with 54% at age 14, and 66% at age 15.

Graduated licensing laws, which phase in young

has developed a straight-forward system to determine what level of crash a vehicle has been involved in. Based on this system, it can be determined whether or not a child safety seat should be replaced.

NHTSA's Position states that: Minor crashes are those that meet ALL of the following criteria:

- The vehicle was able to be driven away from the crash site;
- The vehicle door nearest the safety seat was undamaged;
- There were no injuries to any of the vehicle occupants;
- The air bags (if present) did not deploy; AND
- There is no visible damage to the safety seat

NHTSA adds that, "Clarifying the need for child seat replacement will reduce the number of children unnecessarily riding without a child safety seat while a replacement seat is being acquired, and the number of children who will have to ride without a child seat if a seat were discarded and not replaced. This clarification will also reduce the financial burden of unnecessary replacement."

beginners to full driving privileges, have helped to save thousands of teens' lives. During the past 2 decades, fatal crashes of 13-15 year olds have declined sharply, but teens still continue to die in crashes.

Most graduated licensing systems restrict how many, if any, teens can ride along. Laws also limit nighttime driving and require adult supervision for a specific length of time. These provisions have proven effective. Teen licensing laws work best when teens abide by them, police enforce them, and parents set limits on when and with whom their children can travel.



Driver characteristics: Nearly three-quarters of 13-15 year-olds who were driving at the time of their fatal crash were doing so without a license or permit or with permits but without required adult supervision. The fatal crashes of teen drivers who had learner permits but were driving with-

out adult passengers and the fatal crashes of teen drivers without permits or licenses were more likely to involve speeding, single vehicles, or not using belts than the fatal crashes of licensed teen drivers.

Teenage drivers in crashes in which 13 to 15 year-old passengers were killed tended to be older teens, particularly 16 and 17 year-olds. Federal fatal crash data, however, don't indicate if

Continued on page 3

National CPS Certification Training in Albany



Tech class in the snow? That's right... Students and instructors experienced a winter wonderland the first few

days of spring in Albany. Thank you to all for gladly tolerating such adverse conditions! Despite the weather, this class was a wonderful group to work with.

Congratulations to Oregon's newest CPS Technicians!

Angel Ross – Community Volunteer, Kari Nelson – Harney Safe Communities,

Cherryl Edar-Allred – Liberty Mutual, Sally Comstock – OHSU, Aubrey Wyant – Old Mill Center for Children and Families, Amy Tooley – Salem Hospital, Katie Paul – Sherman County Victims Assistance Program, Anfesa Kuznetsov – Sublimity Fire, Sherry Green and Amy Thompson – Willamette Valley Medical Center.

And a big thank you to an amazing instructor team for going above and beyond! Instructors shoveling snow to set up hands



on activities and skills testing was a first for ACTS Oregon. Again, thank you!

Denise Cardinali – Corvallis Fire Volunteer, Jed Wilson – Albany Police, Jeff Oliver and Sandy Holt – ACTS Oregon.

Read the Latest NCSA Publications

The NCSA (National Center for Statistics and Analysis) is pleased to provide links to these latest publications:



Lower Extremity Injuries and Intrusion in Frontal Crashes:

This paper explores the potential causal factors associated with the risk of moderate or more severe lower extremity injuries in frontal crashes with a particular emphasis on

the role of intrusion. <http://www-nrd.nhtsa.dot.gov/Pubs/811578.pdf>

The Association Between Crash Proximity to Level 1 and 2 Trauma Centers and Crash Scene Mortality of Drivers Injured in Fatal Crashes: This research note models the association between the proximity of a fatal crash to a Level 1 and 2 trauma center and the crash scene mortality of the driver in the fatal crash. <http://www-nrd.nhtsa.dot.gov/Pubs/811599.pdf>

Lives Saved in 2010 by Restraint Use and Minimum Drinking Age Laws: Crash Stats bent down peering at a digital device, which will exist until the end of the week.

updating the lives saved by restraint use and minimum drinking age laws. In 2010 an estimated 12,546 lives were saved from the use of seat belts in passenger vehicles. Seat belts have saved over 69,000 lives during the 5-year period from 2006 to 2010. <http://www-nrd.nhtsa.dot.gov/Pubs/811580.pdf>

2010 Motor Vehicle Crashes - Overview: This research note, previously released in December of 2011, has been revised to reflect slight changes in the GES estimates. <http://www-nrd.nhtsa.dot.gov/Pubs/811552.pdf>

Do You Text and Walk?

By Community Team, CBC News

As part of an April Fool's Day gag, an "E-lane" popped up in Philadelphia, taking a cheeky jab at distracted walkers.

The designated lane created for distracted walkers takes aim at the dangers of distracted walking.



A City official prepares an E-lane marker

City officials painted lines on a stretch of street near city hall, designating it an "E-lane," with a stick figure

"Stand on any sidewalk in Philadelphia.

You will see fellow citizens with busy lives who can't take the time to look up from their iPhones, and other electronic devices," said Mayor Michael Nutter in a news release announcing the one-week pilot project.

"The E-Lane is a safe and convenient option for those distracted walkers and should

make sidewalks safer for the rest of us."

As a part of his scheme, Nutter released a phony video showing the designated lanes and is cut off mid-interview by a distracted pedestrian. A group of anti-texting protesters also appeared in the video.

"I felt safer because I knew that I wasn't going to bump into anyone walking in the other direction," said one woman in the video.

According to Rina Cutler, deputy mayor for transportation and utilities in Philadelphia, a pedestrian is struck by a car every four hours in the city.

Read the full article at: <http://www.cbc.ca/>

Teen Passengers

Continued from page 2

these drivers were older siblings, friends, or other peers, or why the teens were on the road and where they were headed when they crashed.

Teens with learner permits and adult supervision had the best profile. These teens were least likely to be in single-vehicle crashes or to have been speeding, and the majority

were using belts.

Licensing age: The age at which teens can obtain licenses has an impact on young teens. Most states license at 16, 16 ½, or somewhere in between, and a few license even younger. Only New Jersey has a licensing age as old as 17, a policy that is more in line with those of other countries. Research shows delaying licensure is helping to reduce fatal crashes per capita among 17 year-olds in New Jersey.

Although the numbers were small, rates of young teen drivers involved in fatal crashes per 100,000 population (referenced against the crash rates of 25-59 year-olds) were highest in states that license prior to age 16 and lowest in states that don't allow permits until teens reach 16.

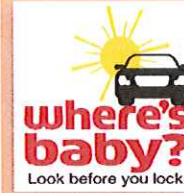
For a copy of "Motor Vehicle Fatal Crash Profiles of 13-15 year-olds" email publications@ihs.org. Read the full report at: <http://www.ihs.org/sr/default.aspx>



Check Up Events and Fitting Stations
 Visit www.ChildSafetySeat.org/calendar.html for updated listings.

Date	City	Location	Address	Time
4/18/12	Prineville	Crook County Fire	500 NE Belknap	3pm - 6pm
4/19/12	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
4/21/12	Seaside	Seaside Fire	150 S Lincoln	10am - 12pm
4/21/12	Salem	Salem Hospital	Pkg Garage - Mission/Capitol	12:30pm - 3pm
4/21/12	Sherwood	Sherwood Police	20495 SW Borchers Dr	10am - 12pm
4/25/12	Bend	Bend Fire	1212 SW Simpson	10am - 1pm
4/25/12	Forest Grove	Forest Grove Fire	1919 Ash St	4pm - 6pm
4/26/12	Eugene	Eugene Fire	1725 W 2nd Ave	5pm - 7pm
4/28/12	Cottage Grove	S Lane County Fire	233 Harrison Ave	9am - 12pm
4/28/12	Portland	Progressive Insurance Center	8115 SE 82nd Ave	10am - 1pm
5/2/12	Coos Bay	Coos Bay Fire	450 Elrod Ave	11am - 1pm
5/3/12	Redmond	Redmond Fire	341 Dogwood Ave	11am - 2pm
5/3/12	Newberg	Newberg Fire	3100 Middlebrook Dr	5pm - 7pm
5/5/12	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9am - 12:30pm
5/5/12	Lake Oswego	Lake Oswego Fire	300 B Street	10am - 2pm
5/10/12	Ontario	Ontario Fire	444 SW 4th St	4pm - 6pm
5/10/12	St. Helens	St. Helens Fire	105 S. 12th St	4pm - 6pm

**NHTSA's "Where's Baby?"
 Look Before You Lock"
 Hyperthermia Campaign**



NHTSA's *Where's Baby. Look Before You Lock* campaign highlights hyperthermia and the need for parents and caregivers to be extra careful

with children in cars during warm weather months. There will be a national media tour along with a social media campaign via Twitter and Facebook.

You can help us support NHTSA's campaign by retweeting and sharing their posts, and "Like" NHTSA on their Facebook page. Be sure to also check our Facebook and Twitter account to see what we are doing to support this heat stroke campaign. Visit the Safe Kids website to see the Safe Kids statement supporting NHTSA's efforts. Check out the whole campaign at <http://www.safercar.gov/heatstroke>

Callers often tell us that they struggle to find the Child Safety Seat Resource Center. Please help us get the word out.

This card prompts caregivers to call for information on free child safety seat events and for answers to questions about child passenger safety.

Cards can be displayed in the convenient holder on office counters or simply handed out.

Let's Get The Word Out!



Get Your Calling Cards at www.ChildSafetySeat.org/Store

The Traffic Calmer



A monthly newsletter for the Traffic Logix community

April 12

The Truth about Speed Limits



The History of Speed Limits

The first recorded speed limit in the United States was set in Boston in 1750. Assigned to wagon, carriage, and horse traffic, the speed limit demanded that they not exceed a walking pace on Sunday, with a **penalty fine of 10 shillings**, equal to around \$90 today. By the 1900s, speed limits had been established in many states, varying across the country although often higher or nonexistent in rural areas. Most states had highway speed limits ranging from 65 to 75 mph with urban areas posting lower speed limits.



Antique Speed Limit Sign

From 1974-1987, all states adopted the [national 55mph speed limit](#), which was a federal initiative in response to oil shortages. In 1987, Congress allowed states to increase the maximum to 65 mph. In 1995 the national speed limit was repealed and states were free to decide speed limits on their own.

How Speed Limits Are Decided

Each state has laws that determine speed limits for different types of roadways such as urban roads, residential districts, and interstate highways. In New Jersey, for example, the maximum speed limit on urban roads is 25 mph, on rural roadways it is 50 mph, and on highways it fluctuates between 55 and 65 mph based on the length of the roadway. In Alaska, the speed limit in alleyways is 15 mph, in a business

In this issue:

- The History of Speed Limits*
- How Speed Limits are Decided*
- Changing Speed Limits*
- Getting People to Notice*
- On the Streets*
- Premiering*
- Did you Know?*
- Traffic Logix Tidbits*

On the Streets



In [New Providence, NJ](#), speed limits on roads adjacent to a local school may be lowered to improve safety for children walking to and from school. Council members are considering reducing the speed limit by at least 10 mph.

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speed

Changing Speed Limits

Many states have **specific speed limits for school zones**. In Arizona, the school speed limit is 15 mph while in California it is 25 mph. In many states, school zone speed limits are only in effect during school hours or when children are present. **Work zone speed limits** are generally lower than posted speed limits as well, and can vary based on time of day and week. These changing speed limits are posted on signs but can be confusing to motorists.



Variable speed limit signs such as the SafePace 500 automatically adjust the speed limit based on the schedule you enter. These signs ensure that motorists are always aware which speed limit is in effect. Traffic Logix also offers flashing beacons which can be used to alert drivers when they are entering a school or work zone.

Getting People to Notice

Standard speed limits are generally posted with black letters on white signs. There is no law about how far apart speed limit signs must be, however the MUTCD states that signs must be posted close to where speed limits change. With the constant influx of information faced by today's motorists, speed limit signs can sometimes go unnoticed, leading to unlawful and dangerous driving. Brightly lit LED signs such as the compact SafePace 100 "Your Speed" sign, the full size SafePace 400 "Your Speed" sign, and the dynamic messaging SafePace 600 speed sign help to return motorist attention to the roads. Often posted together with a speed limit sign, the radar signs remind drivers of the speed they should be driving at while alerting them to their existing speeds.



Officials in Florida consider lowering the speed limit on a stretch of the I75 after a massive pileup killed 11 this January when a dozen cars and six trucks collided. Opinions are divided on whether this will help make the roadway safer.

Did you know?



One third of all fatal crashes are caused by speeding, killing nearly 900 Americans each month.

Traffic Logix Tidbits



We are proud to exhibit at this month's upcoming CAI (Community Associations Institute) annual exhibit and trade show in Las Vegas on May 2-4. Stop by and learn more about how our solutions can protect your residents.

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Memo

Transportation Commission 5/24/2012

TO: Ashland Transportation Commission

FROM: Brandon Goldman, Senior Planner
Brandon.Goldman@ashland.or.us

RE: Normal Avenue Neighborhood Plan

Summary

On May 1, 2012 the City Council authorized an Intergovernmental Agreement (IGA) with Oregon Department of Transportation's (ODOT) Transportation and Growth Management (TGM) program to undertake the development of the Normal Avenue Neighborhood Plan. The objective of TGM funded projects is to better integrate transportation and land use planning and develop new ways to manage growth in order to achieve compact pedestrian, bicycle, and transit friendly development. The City of Ashland has been awarded a \$70,000 TGM Grant to develop the Normal Avenue Neighborhood Plan.

The Normal Avenue Neighborhood Plan is intended to guide future changes to the area in a way that supports a compact neighborhood form, and which will ultimately accommodate a variety of housing, connect a system of greenways, protect and integrate existing creek corridors and wetlands, and enhance mobility for area residents through establishing safe and direct walking and bicycle routes, as well as help to build a foundation that supports future bus service in the area. Plan preparation is expected to be completed by July 2013. Upon completion of this project, the Normal Avenue Neighborhood Plan will provide a coordinated approach for future area development.

This neighborhood planning effort will address the following objectives:

Project Objectives

- Increase efficiency in the use of land through concentration of housing in a centrally located area within the City UGB planned for future urban development;
- Achieve a development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service;
- Delineate housing, neighborhood serving commercial, open space, public space, and green infrastructure improvements, in a manner that provides for preservation and enhancement of creeks and wetlands;
- Develop new illustrative conceptual architectural and site plans for Project Area consistent with Transportation and Growth Management objectives. Concepts will meet City's and the property owners' development goals and standards.
- Design a local street grid for the Project Area including connections to existing and planned street, pedestrian, and bicycle facilities outside Project Area, to more fully integrate the Project Area into the City transportation system;

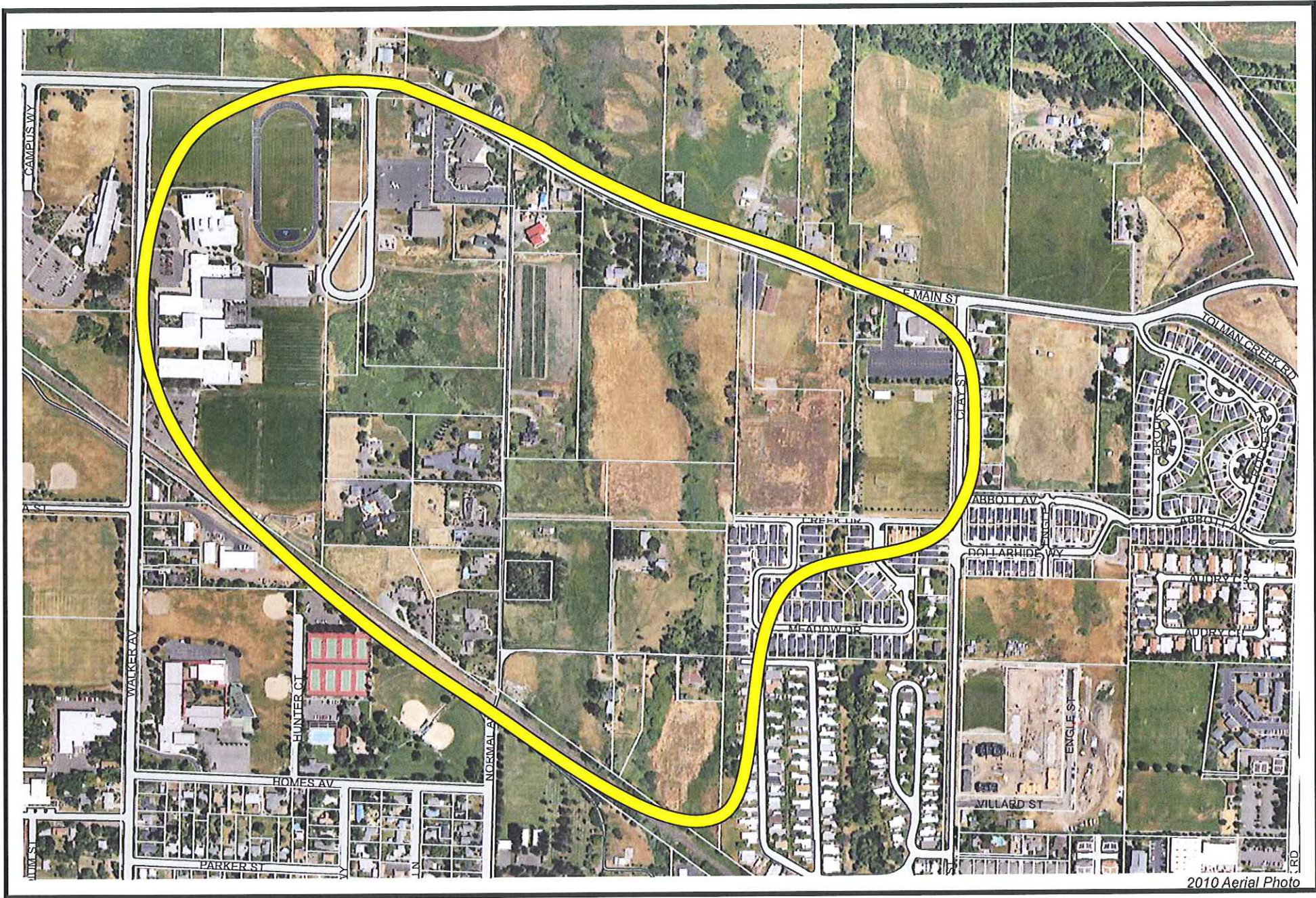


- Provide for pedestrian and bicycle routes and facility improvements within the Project Area that will provide safe access to local schools;
- Provide alternatives to, or delay the need for, expansion of the City UGB;
- Reduce emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled;
- Provide an implementation strategy that includes supporting Comprehensive Plan and updated TSP amendments, form based codes, and design standards; and
- Present the Plan and documentation necessary to support adoption to City's Planning Commission (PC) and City Council (Council).

ATTACHMENTS:

- Estimated project timeline
- Plan area aerial photo
- Plan area natural resources map

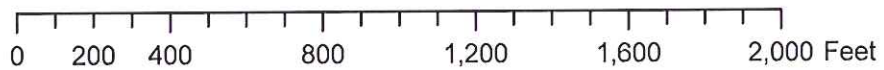




2010 Aerial Photo



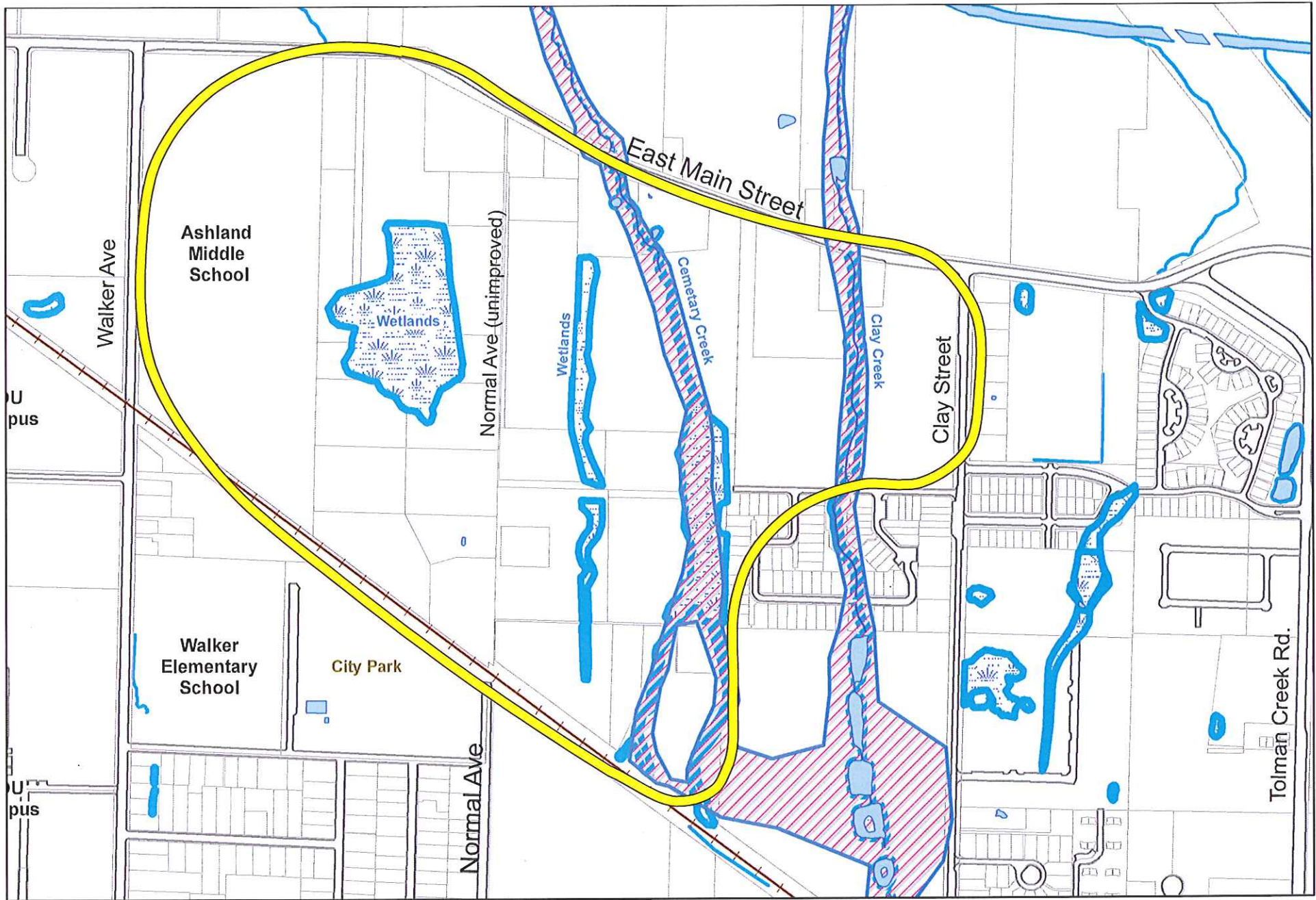
North Normal Neighborhood Plan Area



Normal Avenue Neighborhood Plan

Estimated project Timeline

	2012										2013						
	May	June	July	Aug	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Aug.	Sept
Background data collection (GIS mapping, surveys, interviews)	█	█	█														
Housing Needs Analysis	█	█	█														
Housing Framework			█	█	█												
Greenway and Openspace Framework			█	█	█												
Mobility Framework			█	█	█												
Infrastructure Framework			█	█	█												
Sustainable Neighborhood Framework			█	█	█												
Concept Plan Development (existing conditions)					█	█	█	█									
Public Charrette								█									
Draft Normal Avenue Neighborhood Plan									█	█	█						
Draft Site Design & Code amendments										█	█	█	█				
Public Open House and PC Study Session												█					
Final Draft Normal Avenue Neighborhood Plan													█	█	█		
Formal Planning Commission and Council Review															█	█	█



Jodi Vizzini

From: Kat Smith [ladybikesafety@gmail.com]
Sent: Wednesday, May 16, 2012 12:17 PM
To: transportation_commission@ashland.or.us; Jodi Vizzini
Subject: Kat Smith Public Comment

Hello all -

I am submitting my public comment via email because I cannot make it to the next meeting.

My name is Kat Smith and I live at 770 Faith Ave, Ashland OR.

Here are some areas around town that pose a safety hazard to cyclists:

1) There is a storm drain on the north side of Siskiyou Blvd between Clay St. and Tolman Creek Rd. that needs to be put back in place

2) The bike lanes need to be repainted on:

Siskiyou Blvd. from Park St. to Walker Ave
Walker Street from Iowa to Ashland St

Hopefully this is already on the maintenance schedule. Is there someone I can contact directly in the future with maintenance concerns?

3) The bike lane on Ashland St. between Normal St. and Park St. is currently blocked due to construction on the Ashland Fire District 3 station - there are no signs indicating that bikes and cars need to share a lane of traffic - signage is clear for pedestrians

4) There is a construction sign pertaining to Exit 14 on Ashland St. in front of the Oil Stop that partially blocks the bike lane forcing bicyclists to merge with car traffic on a descent - sometimes the sign is blown over and completely blocks the entire bike lane - this area is already a biking challenge due to the number of driveways, speed limit and high traffic volume in the area - I believe ODOT would be in charge of relocating the sign - would it be possible to fix the sign to the concrete barricade that separates the bike lane from the sidewalk?

5) Are there any plans to reconfigure the Ashland St. and Faith Ave intersection? If so, what are they? We experience a high number of speeding vehicles on Faith Ave and with over a dozen children biking and walking here we find it unnerving and frustrating. Have you heard this concern before? If so, what traffic calming ideas do you have? Speed humps, sharrows, etc.?

Thank you for taking my recommendations and questions into consideration.

Please let me know if you have any questions.

Be well,

Kat Smith