

CITY OF
ASHLAND

ASHLAND PLANNING COMMISSION

STUDY SESSION

JANUARY 22, 2008

7:00 PM

**NOTE: THIS MEETING WILL BE HELD IN THE GROVE –
1195 E. MAIN – DIRECTLY ACROSS THE PARKING LOT
FROM THE COUNCIL CHAMBERS**

AGENDA

- I. Call to Order
- II. Announcements
- III. Unfinished Business – Adoption of Findings
 - A. Planning Action 2007-01939, 165 Lithia Way, Urban Development Services, LLC
- IV. Arterial Setbacks – Review Draft Ordinance Language
- V. Powers and Duties – *Stromberg & Dotterer*
- VI. Adjournment

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone number is 1-800-735-2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

UNFINISHED BUSINESS

ADOPTION OF FINDINGS

PA2007-01939

165 LITHIA WAY

BEFORE THE PLANNING COMMISSION
January 8, 2008

IN THE MATTER OF PLANNING ACTION #PA2007-01939 REQUEST FOR)
SITE REVIEW APPROVAL TO CONSTRUCT A 16,246 SQUARE FOOT,) FINDINGS,
THREE-STORY MIXED-USE BUILDING FOR THE PROPERTY LOCATED) CONCLUSIONS,
AT 123 NORTH FIRST STREET AND 165 LITHIA WAY. THE PROPOSED) AND ORDERS
BUILDING WILL CONTAIN BASEMENT PARKING, COMMERCIAL)
OFFICE SPACE ON THE FIRST AND SECOND FLOORS, AND FOUR)
RESIDENTIAL CONDOMINIUMS ON THE THIRD FLOOR. A REQUESTS)
FOR MODIFICATION OF PLANNING ACTION #2007-00091 TO ALLOW
THE CONSOLIDATION OF TWO LOTS AND AN ADMINISTRATIVE
VARIANCE TO THE SITE DESIGN AND USE STANDARDS' DOWNTOWN
DESIGN STANDARDS VI-B-3 TO ALLOW RECESSED BALCONIES ON
THE FRONT OF THE PROPOSED BUILDING.

APPLICANT: URBAN DEVELOPMENT SERVICES, LLC

RECITALS:

- 1) Tax lots 9000, 9001, 9002, 9003, 10100, 11601 & 11701 of 39 1E 09BA are located at 165 Lithia Way and 123 North First Street and are zoned C-1; Commercial. The applicant is requesting a Site Review approval to construct a 16,246 square foot, three-story, mixed-use building for the property located at 123 North First Street and 165 Lithia Way. The proposed building will contain basement parking, commercial office space on the first and second floors, and four residential condominiums on the third floor. Also included are requests for modification of Planning Action #2007-00091 to allow the consolidation of two lots and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building.
- 2) The criteria for Site Review approval are as follows:
 - A. All applicable City ordinances have been met or will be met by the proposed development.
 - B. All requirements of the Site Review Chapter have been met or will be met.
 - C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
 - D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.
- 3) The criteria for an Administrative Variance to the Downtown Site Design and Use Standards are as follows:

1. There is a demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site, an existing structure or proposed use of the site;
 2. There is demonstrable evidence that the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan in a manner that is equal or superior to a project designed pursuant to this standard or historical precedent (Illustration; Recommend 11).
 3. The exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards.
- 4) The criteria for Preliminary Plat approval are as follows:
- A. Submission. The subdivider shall submit eight (8) copies of a preliminary plat and other supplementary material as may be required to indicate the general program and objectives of the project to the office of the Director of Public Works. The plat shall be prepared by a registered surveyor.
 - B. Scale. The preliminary plat shall be drawn on a sheet eighteen (18) inches by twenty-four (24) inches in size at a scale no smaller than one (1) inch equals one hundred (100) feet.
 - C. General information. The following general information shall be shown on the preliminary plat:
 1. Proposed name of the subdivision, which must not duplicate nor resemble the name of another subdivision in Jackson County and shall be approved by the Planning Commission.
 2. Date, north point, and scale of drawing.
 3. Appropriate identification clearly stating the map is a preliminary plat.
 4. Location of the subdivision sufficient to define the location and boundaries of the proposed tract.
 5. Names and addresses of the owner, subdivider, and surveyor.
 - D. Existing conditions. The following existing conditions shall be shown on the preliminary plat:
 1. The location, width, and names of all existing or platted streets within or adjacent to the tract, together with easements and other important features, such as section lines and corners, and monuments.
 2. Location and direction of all watercourses and areas subject to flooding.
 3. Natural features such as rock outcroppings, marshes, wooded areas, and isolated preservable trees.
 4. Existing uses of the property, including location of all existing structures to remain on the property after platting.
 5. Zoning on and adjacent to the tract.
 6. Contours at an interval of five (5) feet.
 - F. Land division - proposed plan. The following information shall be included on the preliminary plat:
 1. The location, width, names and approximate grades of streets, and the relationship of the streets to any projected streets as shown on any development plan adopted by the Planning

Commission, or if there is no development plan, as suggested by the City to assure adequate traffic circulation.

2. The location and purpose of easements.
 3. The location, approximate dimensions, and proposed lot and block numbers, for all lots and blocks.
 4. Sites, if any, allocated for purposes other than single family dwellings.
- G. Partial development. Where the plat to be subdivided contains only part of the tract owned or controlled by the subdivider, the Planning Commission may require a Master Plan for the unsubdivided portion.
- H. Explanatory information. The following information shall be submitted in separate statements accompanying the preliminary plat or, if practicable, shall be shown on the preliminary plat:
1. A vicinity map, showing existing subdivisions, streets, and unsubdivided land adjacent to the proposed subdivision and showing how proposed streets may be extended to connect with the existing streets.
 2. Proposed deed restrictions, if any, in outline form.
 3. Where there are slopes in excess of ten (10) percent within the area to be subdivided, a preliminary grading plan may be required by the Planning Commission. A grading plan should show existing and finished grades on lots and streets proposed to be graded. Before grading can begin, the grading plan shall be approved by the Planning Commission, which may request a review and report from the City Engineer.
- I. Tentative approval.
1. Within thirty (30) days from the first regular Planning Commission meeting following submission of the plat, the Planning Commission will review the plan and may give tentative approval of the preliminary plat as submitted or as it may be modified or, if disapproved, shall express its disapproval and its reasons therefore.
 2. Approval of the preliminary plat shall indicate the Planning Commission's approval of the final plat provided there is no change in the plan of subdivision as shown on the preliminary plat and there is full compliance with the requirements of this Title.
 3. The action of the Planning Commission shall be noted on two (2) copies of the preliminary plat, including reference to any attached documents, describing conditions. One (1) copy shall be returned to the subdivider and the other retained by the Planning Commission. (Ord. 2052, 1979)
- 5) The Planning Commission, following proper public notice, held a Public Hearing on January 8, 2008 at which time testimony was received and exhibits were presented. The Planning Commission approved the application, subject to conditions pertaining to the appropriate development of the site.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits, lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, Miscellaneous Exhibits, lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that office uses are permitted uses in the Commercial (C-1) zoning district. Additionally, the Planning Commission finds that the residential units in a mixed-use development are permitted in the C-1 zone, and the proposal to construct four residential units is in compliance with the requirements of the C-1 Retail Commercial District Chapter 18.32. The C-1 zoning district requires a minimum of 65% of the gross floor area of the ground floor of the building to be used for permitted or special permitted uses. The subject proposal designates the ground floor and second floor as commercial space. The applicant's subdivision approval proposed to preserve the overall 43-unit residential density of the entire site and allocate it between the individual lots, subject to available parking. In this case, lots one and two were each allocated a possible six residential units, resulting in a possible 12 units for the combined lot. The applicant is proposing four units as part of this development, with the additional units to be reallocated to the subdivision as a whole. The C-1 zoning district does not require standard setbacks from property lines unless a parcel abuts a residential zoning district. In this case, the subject property is surrounded by properties with commercial zoning. As a result, standard setbacks from property lines are not required. The proposed building height is approximately 39 feet on all four elevations. The maximum building height permitted in the C-1 zone is 40 feet.

2.3 The Planning Commission finds that the building is setback 20 feet from front property line as required on the arterial street Lithia Way, per Chapter 18.68.050.

2.4 The Planning Commission finds that the project meets the parking requirements of Chapter 18.92. Office and residential uses for the building require 31 spaces, and 31 spaces are being provided in the shared parking area and beneath the building.

2.5 The Planning Commission finds that the public utilities have capacity to serve the development and that the application meets the approval criteria for a Modification to the Preliminary Plat approval. Water, sewer, paved access to and through the development site, electricity, urban storm drainage and adequate transportation to and through the subject property can and will be provided. All utility services other than electricity serving the site are to be upgraded: a new eight-inch water line is to be extended to provide a connection to B Street, with all water meters to be located off of First Street rather than Lithia Way; the existing six-inch sewer line in First Street will be upgraded to eight-inches, a revised utility plan showing the upgraded line running from the project driveway to the intersection of First and B

Streets will be provided, and the required manholes are to be identified on this plan; and a new 12-inch public storm drain line will be installed in the First Street right-of-way to convey stormwater run-off from the site to the existing storm drain line at B and First Streets. The Planning Commission finds that as it presently exists, the site is nearly entirely paved, and that with this application, 19.5 percent of the site will be landscaped, reducing run-off from the site, and a bio-swale will be installed to allow for on-site detention and filtration of stormwater before it enters the city storm sewer system. The Planning Commission finds that paved vehicular access is to be provided directly from First Street, and that a vehicular connection out to Pioneer Street will also be provided via an easement through the existing City of Ashland public parking lot. The existing public sidewalks along the project perimeter on both Lithia Way and First Street will be widened to present street standards. The Lithia Way pedestrian corridor will be improved to Boulevard/Arterial standards, which require a minimum of 12-foot width, with a four-foot commercial hardscape parkrow with tree wells between the curb and sidewalk and at least an eight-foot wide sidewalk. First Street will have a ten-foot pedestrian corridor installed with four-foot commercial hardscape parkrow and six-foot wide sidewalk. Pedestrian-scaled streetlights are to be installed according to the commercial streetlight standards for the Downtown Historic District.

2.6 The Planning Commission finds that the project is in compliance with the Basic Site Review Standards for Commercial Development. The orientation is to Lithia Way and the parking is located behind the building. Streetscape and landscape amenities are being provided in conformance with the Standards. The applicant's landscaping plan included 19.5% landscaping of the common area to be shared by all the lots.

2.7 The Planning Commission finds that the project is in compliance with the Detailed Site Design Standards. The building is not subject to floor area ratio, as it is in the Historic District. The building face incorporates many windows and awnings are provided for pedestrian shelter. The Plaza Site Plan (P1) details the hardscape details used to emphasize the plaza area. Parking areas have gone through Site Design at the time of subdivision and have met requirements for pedestrian access, landscaping, and screening.

2.8 The Planning Commission finds that the project is in compliance with the Large Scale Design Standards, as the floor area is greater than 10,000 square feet. The building does not exceed the maximum square footage of 45,000 square feet, and pedestrian circulation requirements were addressed at the time of subdivision. The Large Scale requirements require one foot of plaza or public space for every 10 square foot of gross floor area. Per Section II.C.3.a, the gross floor area does not include parking area located underneath the building area. In this case the above ground area is 16,246 square feet and the underground parking area not within the footprint of the building is approximately 13,000 square feet, for a total of approximately 17,546 square feet. This would require approximately 1755 square feet of public space. The applicants are providing a 1691 square foot plaza in the front of the building and, additionally, may be credited a portion of the subdivision's common area, a portion of which is located directly to the west of the proposed building, thus the project meets the square footage requirement. The public space is required to contain 4 elements of interest, per Section II.C.3.b, in order to qualify as public space. In this case, the applicants have chosen to incorporate seating space, outdoor eating areas, trees, and sunlight and shade areas.

2.9 The Planning Commission finds that the project is in compliance with the Downtown Design Standards and Historic District Standards. The building will be similar in height, scale, massing, setback, roof shape, sense of entry, and the rhythm of openings to other buildings in the Downtown area. Aside

from the requested exception, the applicants have included design features to address these standards. The applicants have proposed a multi-story, downtown-style building. The building extends from side lot line to side lot line, and incorporates large street-level windows and transparent doors. The building incorporates horizontal and vertical rhythms through divisions on the facade as required by the standards. The upper floor windows are vertical. The building incorporates an architectural base, as is typical in historic buildings in the area. The roof is flat, with a parapet and includes a cornice. The frontage of the building is primarily brick, with cement plaster on the upper floor. Since the required 20 foot setback from arterial setbacks creates a restricting condition, which prevents the building from being placed on the front property line, the zero setback standard does not apply to this property. However, the applicants have attempted to meet the intent of the standard by creating a pedestrian plaza between the building and the sidewalk.

2.10 The Planning Commission finds that the application meets the approval criteria for an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building. The Variance will help meet the intent of Standard VI.A.1, which calls for building height to vary slightly from adjacent buildings in order to "maintain the traditional staggered streetscape appearance. The Variance is the minimum necessary, and the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the application for a Site Review approval to construct a 16,246 square foot, three-story, mixed-use building for the property located at 123 North First Street and 165 Lithia Way, a modification of Planning Action #2007-00091 to allow the consolidation of two lots, and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building has satisfied all relative substantive standards and criteria and is supported by evidence in the record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2007-01939. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2007-01939 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.
- 2) That all conditions of the Subdivision approval, PA #2007-00091, unless otherwise modified herein, shall remain in effect.
- 3) That any change of use from general office, as proposed, to a use which requires additional parking capacity is subject to Site Review approval.
- 4) That the applicant obtains a fence permit prior to installation of any structure within the front yard setback area that is greater than 18 inches in height.

- 5) The windows on the ground floor shall not be tinted so as to prevent views from outside of the building into the interior of the building
- 6) That the front entrances adjacent to Lithia Way shall remain functional and open to the public during all business hours.
- 7) That prior to tree removal, site work, storage of materials or building permit issuance, a Tree Verification Permit shall be obtained, and tree identification and protection measures installed, inspected and approved on site by the Staff Advisor.
- 8) That the engineered construction drawings for the public sidewalk improvements along Lithia Way shall be submitted for review and approval of the Ashland Planning and Engineering Divisions, and the Oregon Department of Transportation prior to signature of the final survey plat, prior to work in the street right-of-way and prior to installation of improvements in the pedestrian corridor. The Lithia Way pedestrian corridor is required to be a minimum of 13 feet in width, with a 5-foot commercial hardscape parkrow with tree wells between the curb and sidewalk and a minimum of an 8-foot wide sidewalk. Sidewalks installed outside of the existing right of way require that public pedestrian easements be provided or additional right-of-way dedicated. Pedestrian-scale streetlights shall consist of the City of Ashland's historic/commercial streetlight standard.
- 9) That a minor encroachment of the face of the building into the pedestrian right-of-way on the east side is permitted, if needed to meet the design recommendations of the Historic Commission.
- 10) That prior to the issuance of a building permit:
 - a) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this Site Review approval shall be submitted and approved prior to issuance of a building permit.
 - b) That the final plat for the subdivision approval (PA2007-00091) with the modifications approved herein be submitted and approved. All hardscape, landscaping, irrigation, parking, bicycle parking, walkways, sidewalks, street trees, street lights and pedestrian scale on-site lighting, and the bio-swale, shall be installed according to approved plan, inspected, and approved prior to the signature of the final survey plat.
 - c) That changes addressing Historic Commission recommendation be reviewed by the full Historic Commission during early design development and that the recommendations of the Historic Commission with final approval of the Staff Advisor shall be incorporated into the building permit submittals. The required changes shall not include the detailing on the east side of the building that was part of the January 2, 2008 Historic Commission Recommendations.
 - d) That a comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval with the building permit submittals. That a sign permit shall be obtained prior to installation of new signage. Signage shall meet the requirements of Chapter 18.96.

- e) All private easements and public utility easements on the property shall be shown on the building permit submittals.
 - f) That a drainage plan shall be submitted at the time of a building permit for review and approval by the Engineering, Building, and Planning Divisions.
 - g) A final utility plan for the project shall be reviewed and approved by the Planning, Engineering and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.
 - h) The applicant submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to building permit submittals. Transformers and cabinets shall be located in areas least visible from the street, while considering the access needs of the Electric Department.
 - i) That mechanical equipment shall be screened from view from Lithia way. Location and screening of mechanical equipment shall be detailed on the building permit submittals.
 - j) Exterior lighting shall be shown on the building permit submittals and appropriately shrouded so there is no direct illumination of surrounding properties.
 - k) That the building materials and the exterior colors shall be identified in the building permit submittals. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application. Exterior building colors shall be muted colors, as described in the application. Bright or neon paint colors shall not be used in accordance with II-C-2f)1) of the Detail Site Review Standards.
 - l) The inverted u-racks shall be used for the bicycle parking. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met in accordance with 18.92.040.I.
 - m) Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard B in the formula $[(\text{Height} - 16) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade shall be included in building permit submittals.
- 11) That prior to the issuance of a certificate of occupancy:
- a) The landscaping and irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. If, upon review of the submitted landscape and irrigation plans, any revisions to landscape plants or irrigation are required to conform to Section III of Site Design and Use Standards, they shall be incorporated into a revised landscape plan and submitted for review and approval of the Staff Advisor
 - b) All bicycle parking shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy.
 - c) The requirements of the Ashland Fire Department, including the installation of any required fire hydrants and fire apparatus access and turnaround requirements shall be complied with prior to issuance of the building permit or the use of combustible materials, whichever

applicable. Fire Department requirements shall be included on the engineered construction documents for public facilities. If a fire protection vault is required, the vault shall not be located in the sidewalk.

- d) An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with the Recycling Requirements of AMC 18.72.115.A.

Planning Commission Approval

Date

ARTERIAL SETBACKS

DRAFT ORDINANCE

Memo

DATE: 1/15/2008

TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Arterial Front Yard Setback Review
January 22 Planning Commission Study Session agenda item

Question:

- 1) Does the Planning Commission wish to direct staff to prepare the attached draft ordinance language for a public hearing at the Planning Commission?
- 2) Does the Planning Commission wish to direct staff to expand the attached ordinance language to include the five arterial streets in Ashland?

Staff Recommendation:

Staff recommends the Planning Commission direct staff to prepare the attached draft ordinance language for a public hearing at the Planning Commission. In addition, Staff recommends that the draft ordinance language be expanded to include the five arterial streets in Ashland.

Background:

December 11, 2007 Planning Commission Meeting

At the December 11, 2007 Planning Commission meeting, the Planning Commission directed staff to draft ordinance language for Lithia Way based on staff's recommended street frontage improvement approach which would reserve room for street frontage improvements including bicycle lanes, parkrows, street tree wells and sidewalks by creating a build-to line that would be measured from the back of the curb.

Draft Ordinance Revisions

Attached are draft revisions to the Ashland Land Use Ordinance (ALUO) relating to the Arterial Front Yard Setback in Section 18.68.050 for Lithia Way. The revisions are based on staff's recommended street frontage improvement approach.

Below is a list of issues that were raised in previous Planning Commission discussions and are incorporated in the draft ordinance revisions.



- **Front Yards vs. All Yards** – The existing ordinance language requires a 20-foot setback from the **front** property line to new construction. The draft language requires consideration of **all yards** abutting an arterial. Staff reviewed the properties abutting the five arterials in Ashland and identified numerous cases where the side or even rear yard is abutting an arterial. As a result, the existing language does not address side and rear yards abutting arterials, and results in inconsistent treatment of setbacks. The City Council made an interpretation on May 16, 2006 in an attempt to address this issue saying that "...all corner lots in the downtown overlay area which sit adjacent to an arterial street shall have the front lot line along the arterial street." Eliminating the front property language and replacing it with all yards to include side and rear yards makes the draft language consistent with Council interpretation.
- **Plaza Requirements** – The issue of requiring plaza or public space areas on Lithia Way was raised in previous discussions by the Planning Commissions. A draft standard has been suggested for addition to the Detail Site Review Zone Standards and to the Downtown Design Standards.
- **Commercial Parkrows** – The Street Standards have been revised to explicitly state that the required commercial parkrow width is a minimum of five feet to match the width of the street tree grates. Additionally, the minimum dimension of a street tree grate is specified as five feet by five feet.

Project Time Line

The Arterial Front Yard Setback Review began in July 2007. The following is a breakdown of the meetings to date.

- **February 2007 Planning Commission Meeting:** Planning Commission includes the Arterial Front Yard Setback on a list of short-term plan and code amendments to work on.
- **July 24, 2007 Planning Commission Study Session:** Review of Background, History and Objectives of Arterial Setbacks
- **September 20, 2007 Fitting Roadways to Community Needs: Arterial Streets for Walkable Communities:** General Interest Workshop
- **September 25, 2007 Planning Commission Study Session:** Review of Street Frontage Improvement Methodology, Analysis and Recommendation
- **December 11, 2007 Planning Commission Meeting:** Review of Street Frontage Improvement Approach as Applied to Lithia Way

Planning Commission Options:

The Commission may direct staff to prepare the attached draft ordinance language for a public hearing at the Planning Commission.



The Commission may direct staff to prepare the attached draft ordinance language for a public hearing at the Planning Commission meeting with changes as needed.

The Commission may direct staff to expand the attached ordinance language to include the five arterial streets in Ashland and prepare the draft ordinance language for a public hearing at the Planning Commission.

The Commission may chose to take no action thereby leaving the Arterial Front Yard Setback in 18.68.050 in place.

Attachments:

Draft Ordinance Revisions Related to ALUO 18.68.050

“Great Streets: What makes them special?”, Planning: The magazine of the American Planning Association, January 2008



Deletions are ~~struck through~~ and additions are underlined.

Amend Chapter 18.68, General Regulations

18.68.050 ~~Arterial Street Special-Setback~~ Requirements.

A. Purpose and Intent.

The arterial street requirements are intended to reserve space to permit the future widening of arterial streets for street improvements.

B. Definitions.

2. Definitions.

a. Arterial street – Those streets identified as a Boulevard in the Ashland Transportation System Plan.

b. Back of the curb – The side of the curb opposite the street driving surface. If a curb is not in place, the future curb shall be located by determining the necessary improvements to meet the Street Standards in Section 18.88.020.K as measured from the from the center line of the street along the property frontage. In the case of a state highway, the improvements shall be coordinated with the Oregon Department of Transportation. If the case of a parking bay or bump-out, the back of curb shall be located by projecting the normal curb line on the sides of the parking bay or bump-out through the parking bay or bump-out area.

Comment [u1]: Add graphic showing back of curb.

c. Commercial pedestrian corridor – The area measured from the back of the curb towards the adjacent property line that includes a parkrow including street trees and street furniture situated between the curb and the sidewalk, and a sidewalk situated between the parkrow and the adjacent property in accordance with the Street Standards in Section 18.88.020.K.

d. Plaza, or public space - an open area usually located between the street and buildings, surfaced with hardscape materials, and often featuring walkways, trees and landscaping, weather protection, water features and public art, and places to sit.

e. Residential pedestrian corridor - The area measured from the back of the curb towards the adjacent property line that includes a parkrow including street trees situated between the curb and the sidewalk, and a sidewalk situated between the parkrow and the adjacent property in accordance with the Street Standards in Section 18.88.020.K.

A C. Special Base Line Setbacks. ~~To permit or afford better light, air and vision on more heavily traveled streets and on streets of substandard width, to protect arterial streets, and to permit the eventual widening of hereinafter named streets, e~~ Every yard abutting a street, or portion thereof, shall be measured from the special base line setbacks listed below instead of the lot line separating the lot from the street.

<u>Street</u>	<u>Setback</u>
East Main Street, between City limits and Lithia Way	35 feet
Ashland Street (Highway 66) between City limits and Siskiyou Boulevard	65 feet

Also, front yards for properties abutting all arterial streets shall be no less than twenty (20) feet, with the exception of the C-1-D district.

D. Arterial Street Yard Requirement.

For properties abutting arterial streets, all yards shall be no less than twenty (20) feet, with the exception of the C-1-D district. Yards shall be measured horizontally at right angles to the property line adjacent to the arterial street from the lot line adjacent to the arterial street to the nearest point of a building.

Comment [u2]: Deleted "front" yards to make "yards" including side and rear. There are properties abutting arterials in which the side or rear property line is adjacent to the arterial rather than the front property line. Provides consistency with 5.16.06 Council interpretation.

I. Arterial Street Yard Requirement – General Exception.

For properties abutting arterial streets, yards adjacent to arterial streets shall not be required to meet the Arterial Street Yard Requirement if the following requirements are met.

a. Street Frontage Improvement. If it can be demonstrated that there is sufficient space to bring the property frontage in compliance with the Street Frontage Improvement Standard in Section 18.68.050.D.1.c, the plaza requirements in the Site Design Standards in Section 18.72.080 and the following requirements are met. Requests to modify the dimensions, design or layout of the Street Frontage Improvement Standard shall be processed under the Exception to the Street Standards in Section 18.88.050.F.

i. Dedication or Reservation. The additional right-of-way necessary to accommodate the street frontage improvement shall be dedicated in accordance with Section 18.82.020. In cases not requiring a street dedication, the area necessary to accommodate the street frontage improvement shall be reserved for future street improvements. A build-to line shall be established on the outer boundary of the area for the street frontage improvement, and the construction of permanent structures is prohibited in the reserved area.; and

Comment [u3]: Add graphic showing reserved area and outer boundary.

ii. Installation of Improvements. The street frontage improvement shall be installed if a right-of-way dedication is required. and

iii. Agreement. The reduction or elimination of the twenty 20-foot yard setback for properties abutting arterial streets shall be secured in an agreement between the applicant and the city.

b. Street Frontage Improvement Standard.

i. Lithia Way. The following standard shall be required for street frontage improvements for properties abutting Lithia Way and outside the C-1-D district.

- **Pedestrian corridor.**

A minimum of 15 feet as measured from the back of the curb towards the subject property shall be improved with a commercial pedestrian corridor.

- **Bike lanes.**

If a bike lane does not exist on the arterial street adjacent to the property frontage, a bike lane shall be provided on the arterial street adjacent to the property in accordance with the street standards in Section 18.88.020.K.

c. Exemptions. The following activities are exempt from the Street Frontage Improvement requirements in Section 18.68.050.D.1.a as specified.

i. Changes to residentially-zoned properties abutting arterial streets requiring a building permit or planning action shall be exempt from the right-of-way dedication and improvement installation requirements if the number of dwelling units does not increase.

ii. Changes to properties abutting arterial streets requiring a building permit or planning action in which the property frontage is in compliance with the street frontage improvement standard at the time of application. The requirements of the general exception for arterial street yard requirements are satisfied and the property is exempt from the Arterial Street Yard Requirement.

d. Plans Required for General Exception.

A survey prepared by an Oregon licensed surveyor is required with building permit and planning action applications for properties adjacent to an arterial street. The survey shall contain the following information:

i. Scale.

The scale shall be at least one (1) inch equals fifty (50) feet or larger.

ii. North arrow.

iii. Date.

iv. Street names and locations of all existing and proposed streets within or on the boundary of the proposed development.

v. Lot layout with dimensions for all lot lines.

- vi. Location of all existing buildings, fences and structures with the proposed development.
- vii. Location of public utility easements in and adjacent to the proposed development.

Amend Chapter 18.72, SITE DESIGN AND USE STANDARDS

Amend Section 18.72.080 Site Design Standards.

II-C-2 Detail Site Review

Developments that are within the Detail Site Review Zone shall, in addition to complying with the standards for Basic Site Review, conform to the following standards:

II-C-2a) Orientation and Scale

- 1) Developments shall have a minimum Floor Area Ratio of .35 and shall not exceed a maximum Floor Area Ratio of .5 for all areas outside the Historic District. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum Floor Area Ratio.
- 2) Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.
- 3) Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.
- 4) Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to entrances.
- 5) Infill or buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.
- 6) Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

II-C-2b) Streetscape

- 1) Hardscape (paving material) shall be utilized to designate “people” areas. Sample materials could be unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
- 2) A building shall be setback not more than 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 20 feet of the sidewalk. (Amended September 23, 2003 Ordinance # 2900)

II-C-2c) Parking and On-site Circulation

- 1) Protected raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.
- 2) Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least 10 feet in width, or by a building or group of buildings.
- 3) Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. One-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and to the internal circulation of the building.

II-C-2d) Buffering and Screening

- 1) Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Thos buffers can consist or either plant material or building materials and must be compatible with proposed buildings.
- 2) Parking lots shall be buffered from the main street, cross streets and screened from residentially zoned land.

II-C-2e) Lighting

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

II-C-2f) Building Materials

- 1) Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.

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

II-C-2g) Plaza and public spaces

1) If a property abuts a street classified as a Boulevard in the Ashland Transportation System Plan, is zoned C-1 and is located in the Downtown Design Standards boundary, a plaza or public space may be required if another plaza or public space is not located within 400 feet and on the same side of the street as the subject property. Location and placement of plaza or public spaces may be coordinated with adjoining properties.

2) If a property abuts a street classified as a Boulevard in the Ashland Transportation System Plan, and is located in the Detail Site Review Zone but outside the Downtown Design Standards boundary, a plaza or public space may be required if another plaza or public space is not located within 800 feet and on the same side of the street as the subject property. Location and placement of plaza or public spaces may be coordinated with adjoining properties.

3) For plaza or public spaces required under this section, one square foot of plaza or public space shall be required for every 20 square feet of gross floor area.

4) Except for the size requirements, plaza or public spaces required under this section shall meet the Public Space requirements of the Site Design and Use Standards, II-C-3 Additional Standards for Large Scale Projects.

Downtown Design Standards

VI-J) Other

- 1) Non-street or alley facing elevations are less significant than street facing elevations. Rear and sidewalls of buildings should therefore be fairly simple, i.e., wood, block, brick, stucco, cast stone, masonry clad, with or without windows.
- 2) Visual integrity of the original building shall be maintained when altering or adding building elements. This shall include such features as the vertical lines of columns, piers, the horizontal definition of spandrels and cornices, and other primary structural and decorative elements (Illustration: Recommend 6; Avoid 4 & 9).
- 3) Restoration, rehabilitation or remodeling projects shall incorporate, whenever possible, original design elements that were previously

removed, remodeled or covered over (Illustration: Recommend 6; Avoid 4 & 9).

- 4) Parking lots adjacent to the pedestrian path are prohibited (Refer to Site Design and Use Standards, Section II-D, for Parking Lot Landscaping and Screening Standards). An exception to this standard would be paths required for handicapped accessibility.
- 5) Pedestrian amenities such as broad sidewalks, surface details on sidewalks, arcades, alcoves, colonnades, porticoes, awnings, and sidewalk seating shall be provided where possible and feasible.
- 6) Uses which are exclusively automotive such as service stations, drive-up windows, auto sales, and tire stores are discouraged in the downtown. The City shall use its discretionary powers, such as Conditional Use Permits, to deny new uses, although improvements to existing facilities may be permitted.
- 7) Plaza or public spaces
 - a. If a property abuts a street classified as a Boulevard in the Ashland Transportation System Plan, is zoned C-1 and is located in the Downtown Design Standards boundary, a plaza or public space may be required if another plaza or public space is not located within 400 feet and on the same side of the street as the subject property. Location and placement of plaza or public spaces may be coordinated with adjoining properties.
 - b. For plaza or public spaces required under this section, one square foot of plaza or public space shall be required for every 20 square feet of gross floor area.
 - c. Except for the size requirements, plaza or public spaces required under this section shall meet the Public Space requirements of the Site Design and Use Standards, II-C-3 Additional Standards for Large Scale Projects.

Amend Chapter 18.82, STREET AND GREENWAY DEDICATIONS

Amend Section 18.82.020 Street Dedication Required.

Land will be dedicated by a property owner for the construction of a street or greenway when:

- A. A development requiring a planning action, partition, or subdivision takes place on the owner's property; and

- B. The development will result in increases in the traffic generated (pedestrian, bicycle, auto) in the area, by some measure; and
- C. The property contains a future road or greenway dedicated on the official map adopted pursuant to Section 18.82.050; or
- D. The property is adjacent to a street classified as a Boulevard in the Ashland Transportation Plan, and does not meet the Arterial Street Requirements of Section 18.68.050.
- DE. It is assumed that all development requiring planning actions will increase traffic generated in the area unless it can be proven otherwise to the satisfaction of the Planning Commission.
- EF. The City may require additional right-of-way on streets which do not meet the Street Standards of Chapter 18.88, Performance Standards Options, or for necessary realignments of intersections or street sections. These do not have to be shown on the official map.

Amend Chapter 18.20, R-1 SINGLE-FAMILY RESIDENTIAL DISTRICT

Amend Section 18.20.040 General Regulations

- A. **Minimum lot area:** Basic minimum lot area in the R-1 zone shall be five thousand (5,000) square feet, except six thousand (6,000) square feet for corner lots. R-1 areas may be designed for seventy-five hundred (7,500), or ten thousand (10,000) square foot minimum lot sizes where slopes or other conditions make larger sizes necessary. Permitted lot sizes shall be indicated by a number following the R-1 notation which represents allowable minimum square footage in thousands of square feet, as follows:

R-1-5	5,000 square feet
R-1-7.5	7,500 square feet
R-1-10	10,000 square feet

- B. **Minimum lot width:**

Interior lots	50 feet
Corner lots	60 feet
All R-1-7.5 lots	65 feet
All R-1-10 lots	75 feet

- C. **Lot Depth:** All lots shall have a minimum depth of eighty (80) feet, and a maximum depth of one hundred fifty (150) feet unless lot configuration prevents further development of the back of the lot. Maximum lot depth requirements shall not apply to lots created by a minor land partition. No lot shall have a width greater than its depth, and no lot shall exceed one hundred fifty (150) feet in width. (Ord. 2052, 1979; Ord. 2425 S3, 1988)

- D. **Standard Yard Requirements:** Front yards shall be a minimum of, 15 feet excluding garages. Unenclosed porches shall be permitted with a minimum setback of eight feet or the width of any existing public utility easement, whichever is greater,

from the front property line. All garages accessed from the front shall have a minimum setback of 20' from the front property line; side yards, six feet; the side yard of a corner lot abutting a public street shall have a ten foot setback; rear yard, ten feet plus ten feet for each story in excess of one story. In addition, the setbacks must comply with Chapter 18.70 which provides for Solar Access. (Ord. 2097 S5, 1980; Ord. 2121 Se, 1981, Ord. 2752, 1995)

E. Arterial Street Requirements: In addition to the standard yard requirements, yards for properties abutting arterial streets shall meet the requirements of Section 18.68.050.

Comment [u4]: Similar language will be added to zoning districts abutting arterials.

EF. Maximum Building Height: No structure shall be over thirty-five (35) feet or two and one-half (2 1/2) stories in height, whichever is less. Structures within the Historic District shall not exceed a height of 30 feet.

FG. Maximum Coverage: Maximum lot coverage shall be fifty (50%) percent in an R-1-5 District, forty-five (45%) percent in an R-1-7.5 District, and forty (40%) percent in an R-1-10 District.

GH. Maximum Permitted Floor Area for dwellings within the Historic District. The maximum permitted floor area for primary dwellings within the Historic District shall be determined by the following:

1. The maximum permitted floor area shall include the total floor space of all floors (gross floor area) of the primary dwelling measured to the outside surfaces of the building, including but not limited to exterior walls, potential living spaces within the structure with at least 7' of head room and attached garages. The floor area shall not include basements, detached garages, detached accessory structures, or detached accessory residential units. Detached garages, accessory structures, or accessory residential units shall be separated from other structures by a minimum of 6', except that unenclosed breezeways or similar open structures may connect the structures.
2. The following formula shall be used to calculate the Maximum Permitted Floor Area (MPFA), provided however, that regardless of lot size, the MPFA shall not exceed 3,249 sq. ft.:

$$\text{Lot area} \times \text{Adj. Factor} = \text{Adjusted lot area} \times 0.38 \text{ FAR} = \text{MPFA}$$

(from Table 1)

TABLE 1 Adjustment Factor Table

Lot Area	Adj. Factor	Lot Area	Adj. Factor	Lot Area	Adj. Factor	Lot Area	Adj. Factor
0-2500	1.20	6501 - 7000	0.88	11001 - 11500	0.66	15501 - 16000	0.55
2501 - 3000	1.16	7001 - 7500	0.85	11501 - 12000	0.64	16001 - 16500	0.54
3001 - 3500	1.12	7501 - 8000	0.82	12001 - 12500	0.62	16501 - 17000	0.53
3501 - 4000	1.08	8001 - 8500	0.79	12501 - 13000	0.61	17001 - 17500	0.52
4001 - 4500	1.04	8501 - 9000	0.77	13001 - 13500	0.60	17501 - 18000	0.51
4501 - 5000	1.00	9001 - 9500	0.75	13501 - 14000	0.59	18001 - 18500	0.50
5001 - 5500	0.97	9501 - 10000	0.73	14001 - 14500	0.58	18501 - 19000	0.49
5501 - 6000	0.94	10001 - 10500	0.71	14501 - 15000	0.57	19001 - 19500	0.48
6001 - 6500	0.91	10501 - 11000	0.68	15001 - 15500	0.56	19500 and greater	0.47

HI. **New single family structures and additions to existing single family structures within the Historic District** shall not exceed the MPFA unless a Conditional Use Permit is obtained. In no case shall the permitted floor area exceed 25% of the MPFA. In addition to the findings for a Conditional Use Permit, the standards noted in Section IV of the Site Design and Use Standards shall be considered in the request."

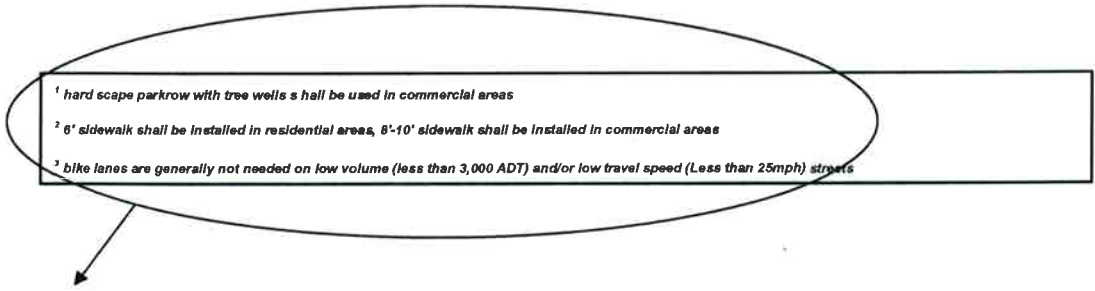
Amend Chapter 18.88, PERFORMANCE STANDARDS OPTIONS

Amend Section 18.88.020.K Street Standards (Modify Street Standards Handbook)

Table 1: City of Ashland Street Design Standards

TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING in 8' bays			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Collector, Residential</i>	1,500 to				NA	NA ³				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side	ADT	50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
<i>Neighborhood Collector, Commercial</i>										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	75'-8' ¹	6'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	75'-8' ¹	6'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	75'-8' ¹	6'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Street, Residential</i>	less than				NA	NA ³				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none

75'-8'¹



¹ **hard scape parkrow with tree wells shall be used in commercial areas.**
The width of hardscape parkrows in commercial areas shall be a minimum of 5 feet in width to coincide with the tree grate width. The minimum tree grate width shall be 5 feet by 5 feet square. The minimum width of landscaped parkrows without tree well, regardless of residential or commercial zoning, is 7 feet.

² **6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas.**
A 10' sidewalk shall be required on Boulevards (arterial) streets in the Downtown Design Standard Zone.

³ **bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets**

Amend Section 18.88.050.F Exception to Street Standards

F. **Exception to Street Standards.** An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. ~~There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.~~
- B. ~~The variance will result in equal or superior transportation facilities and connectivity;~~
- C. ~~The variance is the minimum necessary to alleviate the difficulty; and~~
- D. ~~The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.~~

There is demonstrable difficulty in meeting the specific requirements of the Street Standards due to a unique or unusual aspect of the site or of the adjacent right-of-way; and the exception will result in equal or superior transportation facilities and connectivity; and approval of the exception will not substantially negatively impact adjacent properties or street improvements; and the exception is the minimum variance which would alleviate the difficulty; and approval of the exception is consistent with purpose and intent of the Street Standards; or

B. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Street Standards.

Comment [u5]: Approach recommended in Siegel report.

Relevant Article

"GREAT STREETS"

from

***PLANNING – The magazine of
the American Planning
Association***

January 2008

Great



Courtesy of Shutterstock

Take a walk with us down 10 of America's "great streets," as they were designated in October by the American Planning Association. The street designations are part of a larger APA program intended to recognize great places in the U.S. In all, 10 streets and 10 neighborhoods, narrowed down from some 100 nominations, were selected according to how well they met the criteria for great places—devised by a committee of planners convened by APA.

Factors taken into account include maintenance, sustainability, and safety. A key element of a great street is connectivity: whether it is linked to a larger street network. Great streets are those that take advantage of natural features and bow to fine architecture. They encourage social activities and take all types of users into account, not just drivers. Most important, great streets have some memorable feature—tall trees, pleasant houses, a row of small shops, a popular cafe.

All of the streets pictured on these pages are unique, but they are alike in one way: They exhibit the qualities of good planning (although some of them predate organized planning efforts). The evidence of good planning ranges from sensitive traffic-calming measures to thoughtful placement of street lights to signs of green infrastructure.

Ruth Knack, AICP, Planning

North Michigan Avenue, Chicago; Canyon Road, Santa Fe; Main Street, Northampton

Streets

What makes them special?

Shopper's delight

Several of the streets share a retail focus. Chicago's North Michigan Avenue, the "Magnificent Mile," is at the high end of the consumer scale, but it's also a window shopper's paradise. Many of the shops are in vertical malls, although an increasing number are in stand-alone buildings. The mixed use skyscrapers lining the avenue (which replace several architectural treasures) are softened by rows of trees and seasonal sidewalk planters and medians. For decades, the street has been looked after by the Greater North Michigan Avenue Association, whose members help to fund the greenery. "Oftentimes, you will find various property owners engaging in a little friendly competition to see who can 'out-beautify' the other in these mini urban

gardens," says Sarah Fleming, the association's planning manager.

In New York, check out 125th Street—Martin Luther King, Jr., Boulevard. Harlem's main crosstown thoroughfare bustles with activity—and traffic. It's an African American mecca that is gradually changing, adding more retail and housing of all sorts. A zoning update is now under way, according to Edwin Marshall of the New York City planning department, along with other activities intended to help Harlem's Main Street develop its identity both as a regional business district and as a cultural, arts, and entertainment district.

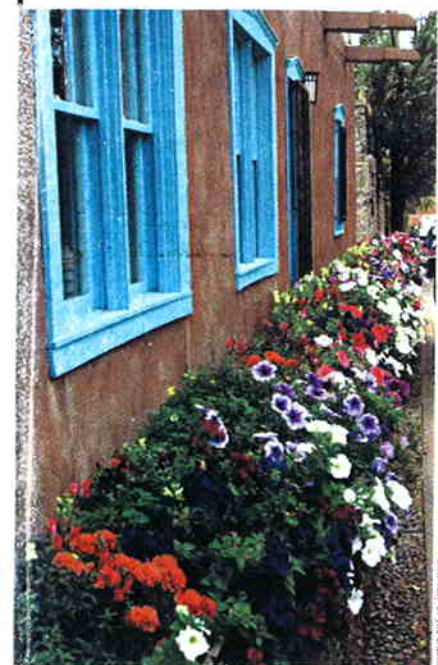
Ocean Drive at the south end of Miami Beach offers a change of pace—a 10-block art deco blockbuster. Years of citizen activism resulted

in Ocean Drive's designation as a national and local historic district. Its small hotels have been transformed for a trendy new clientele with abundant shops and cafes situated along a 15-foot-wide sidewalk. A zoning plan for the street won an APA national planning award. Across the way is a palm-lined ocean beach and promenade.

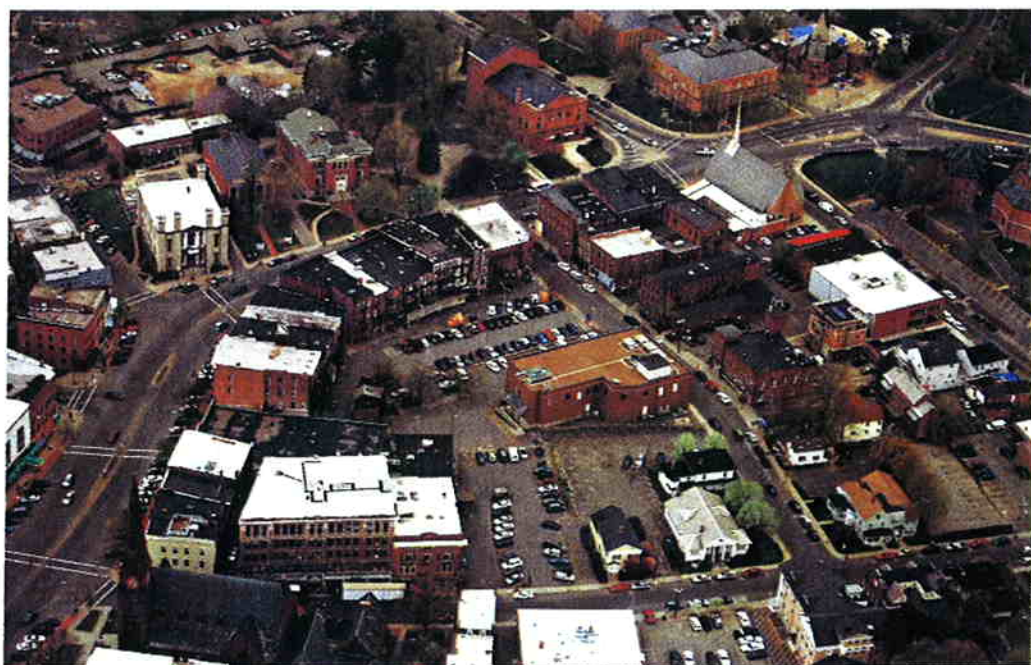
On the avenue

Other of APA's great streets are special as residential settings.

Grand 19th and early 20th century homes line Monument Avenue in Richmond, Virginia. Designated a National Historic Landmark in 1997, the avenue is widely known (and sometimes criticized) for the 11 statues at in-



Courtesy of the Burns



Courtesy of Kevin Martin

Delmar
Boulevard Loop,
St. Louis and
University City;
Bull Street,
Savannah;
Monument Avenue,
Richmond



Courtesy of Joe Ehrath

tersections along its 40-foot-wide median—but one recognizing Confederate figures. The exception is tennis champion Arthur Ashe, Richmond native. Here, too, local advocacy made a difference: In 1968, a resident stopped a paving machine from covering the avenue original asphalt paving blocks. The boulevard is one of the city's most popular pedestrian spaces, says Richmond planner T. Tyler Potterfield, "It's just a very grand space, but people feel very comfortable with it."

A streetcar ride to New Orleans's Garden District by way of St. Charles Avenue is a memorable trip. The oak-lined avenue, well on its way to recovering from Hurricane Katrina, is a living museum of antebellum houses. Fo

Dan Burden's Sidewalk-Level View of the World. By Ruth Eckdish Knack, AICP

For a committed pedestrian, there's nothing better than joining Dan Burden on a walkability audit. So I was delighted to tag along with a group of Texas planners a few years ago. We followed the leader through the streets of downtown Austin, carefully observing and recording the width of the sidewalk, the number of lanes in the street, the friendliness of adjacent buildings, the height of the street trees, and myriad other details, big and small.

Every half block or so, Burden would stop and encourage members of the group to talk about what they liked and what they didn't.

Burden had come to Austin at the request of APA's Texas chapter from his home in High Springs, Florida, an old railroad town of 4,000 not far from Gainesville, where he lives just three blocks from downtown.

Step by step

Burden's emergence as a walkability expert was gradual. He grew up in Columbus, Ohio, where his father was the fire chief. After starting college at Ohio State, he switched to the University of Montana at Missoula, where he earned a degree in forestry, focusing on recreation planning, and began work on a master's degree in com-



Dan Burden conducts a training audit in Orlando.

munications. "I realized that that was a skill I needed," he says.

An announcement that Florida was hiring a bicycle coordinator, a first for the state, lured Burden to the Southeast. He got the job and stayed for 16 years. But a trip to Australia broadened his horizons.

"I had an epiphany," he says. "Australia has the same land mass as the U.S., but it's much more like the U.S. I remember from my childhood." What's the difference? It's Australia's walkable streets. Convinced that Florida needed more than a bike coordinator, Burden added pedestrian coordinator to his title.

Passage of the first federal ISTEA act in 1991 provided funding for state pedestrian and bicycle coordinators, and Burden began to

get invitations to speak to groups in towns and cities throughout the U.S. In 1996, he decided to leave his state job and create Walkable Communities, a nonprofit organization dedicated to the cause of walking.

Taking stock

Burden's claim to fame is his "walking audit," the tool he uses to assess a street's pedestrian friendliness. "I first developed the concept so I could show planners, architects, engineers, and

others what walking was all about," he says. Eventually, he added more features to the audit and taught others how to lead them. He teaches a course on doing audits at the annual smart growth conference.

"In some communities, everyone gets it," he says. "In Sacramento, for instance, city officials insist that staff members join me on a walk every time I come to town. I am always amazed how people always remember the walking audit."

Burden describes a walkable environment as a place that feels comfortable to pedestrians. He asks auditors to assess a variety of factors: efficiency (can you find a place to park on the street?); convenience; mix of uses (can you get what you need?); welcoming quality; activity (people on the street at all hours—traffic, too)

six miles, this stretch of St. Charles Avenue passes two universities, a great city park, and an inspiring collection of lushly landscaped houses, marred only occasionally by incompatible development.

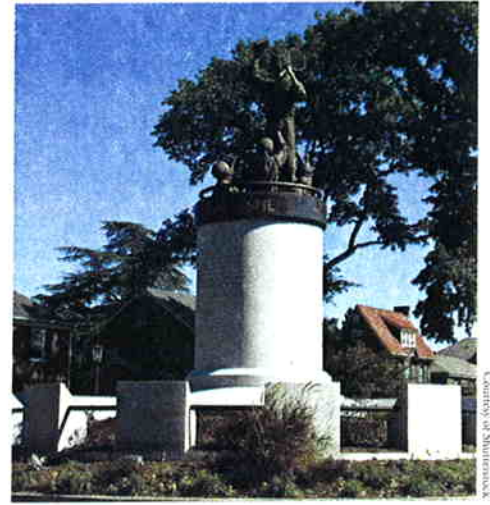
Small is beautiful

Streets in smaller cities and towns have their own special qualities.

Meandering Main Street in Northampton, Massachusetts, is a bustling commercial and civic center for this New England college town. On a Saturday afternoon, Main Street is jammed with shoppers and strollers, and residents of upper level apartments. A five-level parking structure hides behind a commercial building. Besides



Courtesy of Charlotte Moore



Courtesy of Shutterstock

sense of enclosure (from buildings, trees); and human scale (buildings the right height, sidewalks a comfortable width).

To rate high in the audit, a street must also have diversity (all kinds of people, old and new buildings); be green (tree canopies); be secure (“eyes on the street”); have personality (no two great streets feel alike); and have well-defined edges. It must accommodate traffic in balance with other uses, exhibit richness and complexity, and be a place for celebrations. And it must have “a great personality” (no two streets should feel alike).

“You must have these things or the street does not come alive,” he says.

Great streets

Burden is familiar with six of APA’s 10 newly designated great streets and is happy to comment on them:

- North Michigan Avenue, Chicago. “I consider this one the mother of all great streets for a number of reasons. It moves an enormous amount of traffic, but it does so politely. One of my criteria for a great street is that a pedestrian does not realize how much traffic there is, and that’s true here because of the beautifully planted medians. The attention paid to the landscaping, the flower arrangements, is extraordinary.

“Another reason for praising Michigan Avenue is that all sorts of stores want to be there. There’s something for everyone, with lots of window shopping. And the crowded sidewalks are delightful. The absolute measure of a great street is that it is packed with people. North

Michigan Avenue makes people want to join the parade.”

- Monument Avenue, Richmond. “This is a great residential street lined with fine houses. It has a wide and joyful median, and a quadruple canopy of trees. The parked cars actually create a sense of enclosure, and the side streets provide an added gift of green.”

- St. Charles Avenue, New Orleans. “What a street! I was a consultant on Audubon Park, which edges the street. I most appreciate the mix of uses and urban forms on St. Charles, including great restaurants. Joggers love its wide median, where the country’s oldest streetcar still runs.

St. Charles Avenue proves that even poorly maintained sidewalks can’t keep people away from a great street. I haven’t been there since Hurricane Katrina, but people say that this part of New Orleans is fairly intact.”

- Ocean Drive, Miami Beach. “It’s a magical street, because of the wonderful art deco buildings on one side and the park and ocean on the other. The sidewalks and the eateries are always packed.”

- Canyon Road, Santa Fe. “Any great street has to have its own unique qualities, and this one does. You can walk down it 100 times, and every time you will see brand new things.

The best thing is the wonderful arch that was built to frame the street. There is great richness here, with different uses on very block. But the corridor has enough cohesion to hold it together for the entire length.”

- State Street, Santa Barbara. “A remarkable street. It supports every type of retail, with in-

dependently owned stores and even a couple of seedy places mixed in with Nordstrom.”

Moving on

In the last decade, since creating Walkable Communities, Burden has visited hundreds of cities and towns every year. Three years ago, he decided to join the Orlando-based consulting company, Glatting Jackson, Kercher, Anglin, Lopez, Rinehart, while remaining president of his own firm. At Glatting Jackson he is a partner and senior urban designer.

“Merger seemed like a good idea,” he says, “because I was so unskilled at managing a business. Now, working with pros, I’m able to extend my services to a lot more people.”

Today, Burden continues to do audits, but he also works on Glatting Jackson charrettes and helps with planning projects. And he’s still on the road more than 300 days a year.

His message nowadays is somewhat larger: “We need to bring our communities to where we have more complete towns—with more density and the right mix of uses,” he says.

A huge part of his mission, he adds, is to get people interested in grayfield and brownfield conversions. Finally, he is beginning to focus on the connection between walkability and health. Increasingly, he notes, health-related organizations have become sponsors of his talks and audits.

Ruth Knack is the executive editor of *Planning*.

Characteristics of a Great Street

- Provides orientation to its users, and connects well to the larger pattern of ways.
- Balances the competing needs of the street—driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
- Fits the topography and capitalizes on natural features.
- Is lined with a variety of interesting activities and uses that create a varied streetscape.
- Has urban design or architectural features that are exemplary in design.
- Relates well to its bordering uses — allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses.
- Encourages human contact and social activities.
- Employs hardscape and/or landscape to great effect.
- Promotes safety of pedestrians and vehicles and promotes use over the 24-hour day.
- Promotes sustainability through minimizing runoff, reusing water, ensuring groundwater quality, minimizing heat islands, and responding to climatic demands.
- Is well maintained, and capable of being maintained without excessive costs.
- Has a memorable character.



Courtesy of Yifeng Guo



Courtesy of Shutterstock

St. Charles Avenue, New Orleans (top); Ocean Drive, Miami Beach; opposite: South Temple Street, Salt Lake City; 125th Street, New York



Courtesy of Paula Porter, Valdemoros

its walkability and eclectic mix of styles, Main Street has a distinctive sense of place, says Gene Bunnell, AICP, author of the APA Planners Press book, *Making Places Special*.

Art is the hallmark of a 1.5-mile stretch of Canyon Road in Santa Fe, where galleries and related businesses attract 1.5 million visitors a year. The one-story buildings hugging the street and the narrow sidewalks give Canyon Road “an intimate feel,” says retired Santa Fe city planner Jerry Porter. To maintain the street’s historic character, Santa Fe has enacted two powerful

tools: the historic style ordinance and a zoning ordinance establishing the residential arts and crafts district.

Poipourri

Mixed use is becoming the rule along many of the great American streets.

For 18 blocks, South Temple Street makes its mark on downtown Salt Lake City, as it has since it was envisioned by Joseph Smith in the Plat of Zion of 1833. For much of its length, it is a mixed use district: historic homes, churches,

offices, and shops. Historic district designation spurred a revival in the 1970s. “South Temple Street tells the great story of our city’s past,” says Salt Lake City planner Ana Valdemoros. It’s also a statement “about the efficient combination of historic preservation and modern planning tools.”

Delmar Boulevard Loop in St. Louis and University City is the story of a rebirth. Forty years ago, the historic boulevard was lined with vacant storefronts. Today, it’s an eclectic arts and entertainment district mixed with new housing. The loop refers to a onetime streetcar turnaround, and the boulevard is still accessible by a rail line, the MetroLink. Last year, voters approved a sales tax increase, earmarked in part for Delmar Boulevard improvements—possibly including a new trolley.

Savannah’s Bull Street connects five of the city’s famous public squares, part of Oglethorpe’s 1733 plan. Today the 10-block stretch of downtown Bull Street, zoned for mixed use, includes stately homes, government buildings, shops, and restaurants. The city’s height and design standards help to ensure that infill development is compatible with the old.

For longer descriptions of the Great American Streets, go to www.planning.org/greatplaces. Also on the website: instructions for nominating great streets, neighborhoods, and public spaces for designation in 2008.



Courtesy of Ryan Walker

***DRAFT
ORDINANCE***

***PLANNING COMMISSION
POWERS & DUTIES***

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE,
CHAPTER 2.12, CITY PLANNING COMMISSION**

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

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

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

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

WHEREAS, ORS 227.090 sets forth the powers and duties of Planning Commissions and Chapter 2.12 of the City of Ashland Municipal Code further enumerates such powers for the City of Ashland Planning Commission; and

WHEREAS, the City of Ashland Planning Commission has requested staff to update Chapter 2.12 as set forth below.

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

SECTION 1: Section 2.12.010, City Planning Commission - Created, is hereby amended to read as follows:

Section 2.12.010 CITY PLANNING COMMISSION - Created.

There is created a City Planning Commission of nine (9) members, to be appointed by the Mayor and confirmed by the City Council, to serve without compensation, not more than two (2) of whom may be ~~nonresidents of the City~~ reside outside the City limits, within Urban Grown Boundary. The Mayor, ~~or designee, City Attorney and City Engineer~~ shall be an ex officio, non-voting members of the City Planning Commission.

SECTION 2: Section 2.12.040, City Planning Commission- Elections of Officers- Annual Report, is hereby amended to read as follows:

Section 2.12.040 CITY PLANNING COMMISSION - Elections of officers-- Annual report.

The Commission, at its first meeting, **or as set forth in the Planning Commission bylaws**, shall elect a Chair and a Vice-Chair, and shall appoint a Secretary who need not be a member of the Commission, all of whom shall hold office at the pleasure of the Commission. The Secretary shall keep an accurate record of all proceedings, and the City Planning Commission shall, on the first day of October of each year, make and file a report of all its transactions with the City Council.

SECTION 3: Section 2.12.050, City Planning Commission – Quorum-Rules and regulations, is hereby amended to read as follows:

Section 2.12.050 CITY PLANNING COMMISSION - Quorum--Rules and regulations.

Five (5) members of the City Planning Commission constitute a quorum. The Commission may make and alter rules and regulations for its government and procedure, consistent with the laws of the state and shall meet at least once every thirty (30) days. **The recommendation to the City Council of any amendment to the Land Use Ordinance or Comprehensive Plan shall be by the affirmative vote of not less than a majority of the total members of the commission. (Ord. 1833, 1974)**

SECTION 4: Section 2.12.060, City Planning Commission –Powers and Duties, is hereby amended to read as follows:

Section 2.12.060 CITY PLANNING COMMISSION - Powers and duties--Generally.

A. The Planning Commission is the appointed citizen body with the primary role and responsibility of to providing advice and recommendations to the Mayor and City Council regarding direction to and oversight of City land use planning. The Commission reviews and makes recommendations regarding conducts stewardship of comprehensive land use planning and fosters public communication and leadership on land use issues. The Commission is responsible to the City Council for making recommendations on land use plans and policies that are synchronized informed bywith and coordinated with other City plans, policies, and functions.

~~A. The powers and duties of the City Planning Commission may be, but shall not be limited to, those set forth in O.R.S. 227.090, et. seq., as follows:~~

- ~~1. Recommend and make suggestions to the City Council and to all other public authorities concerning laying out, widening, extending, and locating streets, sidewalks and boulevards; parking; relief of traffic congestions, betterment of housing and sanitation conditions; and establishment of zones or districts limiting the use, height, area and bulk of buildings and structures;~~

- ~~2. Recommend to the City Council and all other public authorities, plans for regulation of the future growth, development and beautification of the municipality in respect to its public and private buildings and works, streets, parks, grounds and vacant lots; plans consistent with future growth and development of the City in order to secure to the City and its inhabitants sanitation, proper service to all public utilities; and transportation facilities;~~
- ~~3. Recommend to the City Council and all other public authorities, plans for promotion, development and regulation of industrial and economic needs of the community in respect to private and public enterprises engaged in industrial pursuits;~~
- ~~4. Advertise the industrial advantages and opportunities of the municipality and availability of real estate within the municipality for industrial settlement;~~
- ~~5. Encourage industrial settlement within the municipality;~~
- ~~6. Make an economic survey of present and potential possibilities of the municipality with a view to ascertaining its industrial needs;~~
- ~~7. Study needs of existing local industries with a view to strengthening and developing local industries and stabilizing employment conditions;~~
- ~~8. Do and perform all other acts and things necessary or proper to carry out the provisions of O.R.S. 227.010 to 227.150;~~
- ~~9. Study and propose, in general, such measures as may be advisable for promotion of the public interest, health, morals, safety, comfort, convenience, and welfare of the City and of the area six (6) miles adjacent thereto.~~

B. In addition, **The Planning Commission** shall have the powers and duties to:

1. Monitor, review and make recommendations to the Mayor and City Council Develop, review, and maintain regarding implementation of and revisions to the Comprehensive Plan., Periodically review and make recommendations to the City Council about the need to review and revise the Comprehensive Plan. Propose public processes, studies, and potential revisions to the Comprehensive Plan to the City Council.

2. conduct public reviews and updates Work in conjunction with other City citizen advisory commissions, boards, and citizen's and committees to ensure coordination of various elements as they affect of the Comprehensive Plan., and recommend revisions to the City Council.

2. Render quasi-judicial decisions on land use applications and appeals of administrative land use decisions as prescribed by the Ashland Code and Oregon state law.

3. Prepare, conduct Conduct public hearings on, and make recommendations to the City Council on legislative City planning processes and functions and on the legislative adoption of, and changes to, land use regulations and ordinances.

~~4. As directed by the Mayor and/or City Council, p~~**Participate in regional planning activities that affect City land use planning and make**Make recommendations to the City Council on appropriate actions in response to regional efforts that affect City land use planning.

~~5. S~~**To study and propose in general such l**and use measures as may be advisable fo~~to support the promotion of environmental quality, and sustainability, multi-modal transportation, and the retention and creation of family wage jobs .~~

6. Foster public awareness and involvement in all aspects of land use planning in the community.

~~1. (Repealed by Ord. 1833, 1974)~~

~~2. Review all proposed ordinances regulating or limiting the use, height, area, bulk and construction of buildings and appurtenant facilities, hold the necessary public hearings thereon, and make its recommendations thereon in writing to the City Council;~~

~~3. Act as the urban renewal agency in lieu of the former Ashland Development Commission, to which reference is made in Resolution No. 68-2, adopted by the City Council on January 9, 1968. (Ord. 1720, S7, 1972)~~

C. Except as otherwise set forth by the City Council, the Planning Commission may exercise any or all of the powers and duties enumerated in ORS 227.090 et. seq., as well as such additional powers and duties as are set forth herein.

SECTION 5: Severability. If any section, provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other sections, provisions, clauses, or paragraphs of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

SECTION 6: Savings Clause. Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement or other actions were commenced, shall remain valid and in full force and effect for purposes of all cases filed or actions commenced during the times said ordinance(s) or portions thereof were operative.

SECTION 7: Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 5-7) need not be codified.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2007, and duly PASSED and ADOPTED this _____ day of _____, 2007.

Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2007.

John W. Morrison, Mayor

Reviewed as to form:

Richard Appicello, Interim City Attorney

FUTURE MEETINGS

January 2008

Planning Commission Study Session and Meeting Schedule – Tentative

January 22nd – PC Study Session

1. Arterial Setbacks – Draft code language
2. PC Powers and Duties – Council Revisions

January 29th (Tuesday) – Croman Mill Redevelopment Plan

1. Key Participant Meetings – Daytime

January 30th (Wednesday) – Croman Mill Redevelopment Plan

1. Public Workshop #1 – Bellview Grange (7:00 p.m. to 9:00p.m.)

February 4TH (Monday) – PC Goals and Powers and Duties

1. Council Study Session – Monday (5:15 p.m. to 7:00p.m.)

February 26

1. Affordable Housing – Regulatory Barriers and Incentives
2. Public Arts Master Plan – Committee Presentation (**Tentative**)

March 19th (Tentative) – Croman Mill Redevelopment Plan

1. Key Participant Meetings - Daytime
2. Public Workshop #2 – Bellview Grange (7:00 p.m. to 9:00p.m.)

March 20th (Tentative) – Croman Mill Redevelopment Plan

1. Public Workshop #3 – Bellview Grange (7:00 p.m. to 9:00p.m.)

March 25th – Spring Break Week – Alternate Meeting Date?

1. Wetland and Riparian Ordinance Update – Review Draft