

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
MARCH 12, 2013
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street

- II. **ANNOUNCEMENTS**

- III. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. February 12, 2013 Regular Meeting

- IV. **PUBLIC FORUM**

- V. **DISCUSSION ITEMS**
 - A. **Unified Land Use Ordinance - Part 4: Site Development and Design Standards.**

- VI. **ADJOURNMENT**

**CITY OF
ASHLAND**



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 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).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
February 12, 2013

CALL TO ORDER

Chair Melanie Mindlin called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy J. Brown, Jr.
Michael Dawkins
Richard Kaplan
Debbie Miller
Melanie Mindlin

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
April Lucas, Administrative Supervisor

Absent Members:

None

Council Liaison:

Mike Morris, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar reminded the Commission of next week's Planning Commission training presented by the Rogue Valley Council of Governments. He also announced the City Council passed first reading of the Transportation System Plan Update and stated second reading will be held in March.

Commissioner Mindlin requested the commission set a date for the annual retreat at the end of the meeting.

CONSENT AGENDA

A. Approval of Minutes.

1. January 8, 2013 Regular Meeting.
2. January 22, 2013 Special Meeting.

Commissioners Miller/Dawkins m/s to approve the Consent Agenda. [*Commissioner Brown abstained from the adoption of the January 22, 2013 minutes.*] Voice Vote: all AYES. Motion passed.

PUBLIC FORUM

No one came forward to speak.

DISCUSSION ITEMS

A. Potential Code Amendments Related to the Establishment & Operation of Short-Term Vacation Home Rentals.

Community Development Director Bill Molnar stated the purpose of tonight's agenda item is to review the draft memo prepared for the City Council's March 4th Study Session meeting and for the commission to provide any final refinements to the memo. He briefly outlined the current requirements for short-term vacation rentals and stated at their last meeting the commission recommended to: 1) extend this use to all lands zoned multi-family, 2) maintain the conditional use permit requirement, 3) remove the owner on-site requirement for single home rentals, and 4) not allow this use in single family zones. Mr. Molnar noted the compliance discussion that occurred at the last meeting and believes the City needs to be more aggressive in this area. He suggested further efforts may include making information available to those seeking to travel to Ashland so they can find out which accommodations are legitimate and which ones are not.

Commissioner Mindlin noted the letter from the Housing Commission which recommends the City not alter the current ordinance requirements; and stated Ashland's Bed & Breakfast industry has also lobbied for no change. Mr. Molnar commented on the Housing Commission's viewpoint of looking for housing opportunities within our boundaries. He stated they believe there is a

finite supply of housing available in Ashland and they want the City to be very cautious about any ordinance changes that would reduce that inventory.

Commissioner Mindlin questioned the statement in the draft memo that claims there is an increased demand for short-term home rentals. Mr. Molnar clarified the commission can edit the memo as they choose and could reword or remove this statement if they feel it does not capture their intent. He also clarified for the commission that the Comprehensive Plan supports economic activity if it is not incompatible to do so and the City's Comprehensive Plan speaks to the benefits of mixed use neighborhoods; however, this should only be done if the use does not disturb the main intent of the neighborhood. He stated there needs to be a review process and the current practice is to issue conditional use permits in the multi-family zones so that the uses can be monitored and evaluated.

Commissioner Kaplan recommended several modifications to the memo:

- 1) Item #1 (pg.2), last sentence: suggested the phrase "not in compliance" instead of "conflict".
- 2) Under Other Considerations (pg.3), he stated the language switches to first person and the rest of the memo is written in third person.
- 3) Item #3 (pg.4), last sentence, he stated the word "No" is too strong and suggested using "fewer complaints" instead.
- 4) Kaplan voiced support for the option to prohibit advertisement of invalid establishments and would like this language reflected in the memo.

Public Input

Mark Schoenleber/60 Wimer/Stated he owns two legal vacation rentals and stated removing the owner on-site requirement conflicts with the City's desire to maintain the character of neighborhoods. He also voiced concern with removing the 200 ft. from an arterial requirement and stated this will drive these uses deeper into the neighborhoods. Mr. Schoenleber also raised the issue of parking and cautioned the commission about changing the current ordinance.

Abi Maghamfar/120 Gresham/Stated he owns Abigail's Bed & Breakfast and is also one of the founding members of the Ashland Lodging Association. Mr. Maghamfar stated he understands enforcement is not their purview, but at the same time they are setting land use regulations and when you do this someone has to enforce them. He stated his organization adamantly objects to opening up R1 zones to vacation rentals and stated the City needs to address the illegal vacation rentals operating in Ashland. Mr. Maghamfar requested an equal and level playing field in the multi-family and commercial districts and stated everyone should have to comply with the same rules. He stated the existing ordinance is sufficient and they do not believe this issue should have come this far and all started because one person who was operating illegally addressed the City Council. He commented on supply and demand and noted there are 75 licensed establishments in Ashland. He stated the supply is plentiful and the demand can be met by existing licensed establishments. He added shutting down those who are operating illegally would benefit the City.

Ellen Campbell/120 Gresham/Stated legal units pay Oregon state taxes and also pay the County's personal property tax. She added those that are operating illegally are pocketing a lot of money that should be going to the City.

Mr. Maghamfar was asked to provide the current vacancy rates during high season. He responded that the vacancy rates vary, but on average it is 70% during high season. He noted guests are limited to the number of seats available in the theater, and until there are other reasons for people to visit Ashland there is no need to increase the City's lodging capacity. He added if the City were to place a list of licensed accommodations on their website, the B&B industry could promote this.

Commission Discussion/Deliberations

Commissioner Brown stated he is on the same page as the Housing Commission and they should leave well enough alone. He added the draft memo seems to suggest they are advocating for change and believes it should read if you must change, these are the areas that could be looked at.

Commissioner Kaplan agreed with Brown's statement, but stated he agrees with the position to advocate for change. When asked if he believes whether Ashland needs more inventory or if his support is based on making the ordinance easier to comply with, he stated it is the latter. He added he would prefer that people be allowed to operate legally than to operate illegally for no good reason.

Commissioner Dawkins stated he was happy to see the Housing Commission's recommendation and stated his position is halfway between Commissioner Brown and Kaplan. He agreed that there needs to be a level playing field and would be comfortable with allowing some homes in the multi-family zone to come in as rentals, but would only advocate for this if they adopt a fixed number for these types of units. He added if the Commission does not want to set a number, his position is to not change the ordinance.

Commissioner Miller stated her preference is to not expand into the R-1 zone, and if they were to remove the 200 ft. from an arterial requirement it should only be in the downtown area. She noted the parking concerns raised during public testimony and stated this is a concern for her as well.

Commissioner Brown commented on the purpose of zones and stated the City is correct to limit where these uses can exist. He stated he does not see the need to increase the housing stock for these temporary tenants and stated if they increase the number of units available, this will increase the compliance problem.

Commissioner Mindlin voiced her desire to provide a clear recommendation to the City Council and questioned whether they want to recommend expanding this opportunity or not. Commissioner Brown stated "No". Commissioner Miller stated only in the downtown area. Commissioner Kaplan stated "Yes" and supports removing the 200 ft requirement in the multi-family zone. Commissioner Dawkins stated "Yes", but only if they place a limit on the number permitted.

Commissioner Mindlin summarized the commission's discussion and stated it appears they are not convinced there is more of a demand than the City can meet, however there may be a demand for certain types of accommodations that are not currently available. If the Council decides to expand into this area, the commission recommends that the units be in a multi-family zone and within walking distance of the downtown, and to establish a limited number of allowed units. The Commission also supports the prohibition of advertisements of invalid establishments.

Mr. Molnar stated it would be helpful if the commission could draft a formal recommendation and Commissioner Mindlin stated she would work on this with staff.

B. Unified Land Use Ordinance – Part 4: Site Development and Design Standards.

Planning Manager Maria Harris explained tonight's meeting will focus on the first section of 18-4: Site Development and Design Standards. She stated this section covers the standards that apply to site and building design and provided an overview of the proposed amendments.

- 1) ***Width of Garage Openings Facing a Street.*** This is a proposed new standard for multi-family residential developments that require site review approval and requires garage openings facing the street to not exceed 50% of the building width. Commissioner Mindlin raised issue with this amendment. She stated with a 50 ft. wide lot and a two car garage, you would not be able to meet this standard and still accommodate the City's required setbacks. Ms. Harris clarified this standard would only apply to multi-family developments and it is uncommon to see multi-family developments with the classic single family home and garage design referred to by Mindlin.
- 2) ***Parking Demand Analysis.*** This amendment would allow an applicant to provide a parking demand analysis as a basis for differing from the minimum number of off-street parking spaces. This option requires the analysis be prepared by a qualified professional and assess the parking demand and supply in addition to a variety of other factors. Ms. Harris asked the commission for input on whether this provision should be a staff approval, a public hearing, or to process it with the main action and support was voiced for processing it in the same manner as the main application. Comment was made questioning what kind of professional is going to provide this analysis and recommendation was made for this to be defined. Additional recommendations were made for the language to better define what the analysis needs to include and for it be clear that there is discretion involved in approving these.
- 3) ***Joint Parking and Shared Parking Maximums.*** The proposed change would allow up to a 100% reduction for facilities that are jointly used or shared.
- 4) ***Minimum of Two Bicycle Parking Spaces.*** The amendment is to provide a minimum of two bicycle parking spaces.
- 5) ***Threshold for Dividing Larger Parking Area and Provide Walkways Through Larger Parking Areas.*** Ms. Harris noted this issue came up during the review of the Pedestrian Places ordinance and stated the proposed language changes the

threshold for dividing and providing walkways through parking areas to meeting two requirements – 50 spaces and areas where pedestrians have to walk across more than 100 ft.

- 6) ***Vertical Clearance for Driveways, Aisles, Etc.*** The recommendation is to exempt parking structures from a vertical clearance requirement because this is already addressed by building code.
- 7) ***Vision Clearance for Screening Walls and Hedges.*** The proposed addition is to require that walls and hedges designed to screen driveways and parking areas meet vision clearance requirements.
- 8) ***Amendments to landscape Plans.*** The suggestion is to allow amendments to landscape plans for fire safety, decreased water use, and energy efficiency as a ministerial or Type I approval.
- 9) ***Credit for Existing Plants and Trees.*** The proposed language makes it clear that existing healthy plants and trees that are preserved can be counted toward meeting the landscape requirement.
- 10) ***Bio-Swale Plantings.*** Requires plants used for storm water retention/detention to be water-tolerant species.
- 11) ***Expanding Low Water Use Landscaping to Residential Projects.*** The commission was asked whether they would support expanding the low water use landscaping requirement to multi-family residential projects that require site review approval. Commissioner Mindlin commented that this idea has merit, but does not want to add this as a requirement. Commissioner Dawkins commented on the use of emitters and the damage they do to plant life, and would like to specifically prohibit their use in the code.
- 12) ***Plant Size Specifics.*** Ms. Harris clarified minimum tree and shrub sizes are suggested. Commissioner Mindlin commented that the issue might be a lack of water rather than the wrong plant size being planted. She also stated that homeowners often don't know how to get the same quality plants as landscape professionals. Commissioner Brown suggested including a maximum plant size. Ms. Harris clarified this language comes from the State model code and they would be taking this amendment before the Tree and Conservation Commissions for input. She also clarified the Tree Commission reviews landscape plans and lets people know if they have the wrong tree or planting selected for a specific area.
- 13) ***Erosion Control, Soil Maintenance and Crime Prevention.*** The proposed new language addresses erosion control, soil maintenance, and design landscape with crime prevention in mind.
- 14) ***Screening Loading Facilities.*** The suggestion is to include loading facilities in the screening and buffering requirement.
- 15) ***Maintenance of Landscaping.*** Ms. Harris stated a requirement to replace dead or dying plants within 180 of discovery is suggested. Comment was made questioning how someone knows when a plant has started to die. Additional comment was made that sometimes there are good reasons to remove a dying plant and not replace it, such as when overplanting occurs.
- 16) ***Temporary Tree Fencing in Riparian Areas and Wetlands.*** The suggestion is to include an exemption for temporary tree protection that is required as part of construction.
- 17) ***Fence and Wall Setbacks.*** Language has been added that clarifies fences and walls that meet the height requirements do not have to meet the standard setbacks for structures.
- 18) ***Outdoor Lighting.*** Several new standards are suggested addressing the shielding of light fixtures, locating light fixtures in walkways so there is an adequate pedestrian through zone, and maintaining outdoor lighting.

OTHER BUSINESS

Commissioner Mindlin requested the Commission discuss potential dates for their annual retreat. The commission held a short discussion and agreed to use the second weekend in May as their permanent date for the annual retreat.

ADJOURNMENT

Meeting adjourned at 9:25 p.m.

Memo

DATE: March 12, 2013

TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Unified Land Use Ordinance Project
Part 4 – Site Development and Design Standards (Second Section)

SUMMARY

The second section of Part 4 Site Development and Design Standards covering Public Facilities is attached for the Planning Commission review and discussion. Part 4 is broken in sections for the Planning Commission review because it is lengthy as it contains all of the City's site and building design standards. The Planning Commission reviewed the first section of Part 4 at the February 5 meeting, and the remainder of Part 4 will be reviewed at an upcoming meeting. Also included below is a follow up item on subdivision phasing that came out of the Planning Commission discussion at the January 8 meeting.

SECOND SECTION OF PART 4 – SITE DEVELOPMENT AND DESIGN STANDARDS

QUESTION: Does the Planning Commission have comments on the Public Facilities chapter from Part 4 Site Development and Design Standards of the unified ordinance?

BACKGROUND: The Public Facilities chapter covers the public facility improvements (i.e. utilities and streets) required with a planning application, right-of-way dedications and the timing of installation of public facilities. The Street Design Standards are currently located in a separate booklet, and adopted as approval criteria.

The Unified Ordinance Outline and the second section of Part 4 are attached. The work on the Public Facilities chapter was focused on consolidating utility requirements from various chapters, and putting the Street Design Standards into an ordinance format. The material in the Public Facilities chapter is taken from the 18.68 General Regulations, Chapter 18.80 Subdivision, 18.82 Street and Greenway Dedication, 18.88 Performance Standard Options and the Street Design Standards (separate booklet). The street standards were originally designed as a handbook, and included background material on street layout and design throughout the document. The standards were extracted from this material, edited for clarity and reformatted.

Some new material from the Oregon Model Code has been added to the ordinance and is highlighted with comments. Most of the additions address standard City practice, and are added to the code to make it clear and more user-friendly. For example, street signs are required as part of development of new



streets, and there is another section of the municipal code that covers the naming of the streets. A short section has been added on both items.

SUMMARY OF AMENDMENTS: The potential amendments are summarized below.

- **Signing in Favor of a Local Improvement District** - see pp 4-3 and 4-4
 The current code indicates that signing in favor of a local improvement district is required when a request is made for a building permit. This requirement has been deleted because it causes confusion for smaller projects such as a home remodel or addition that require a building permit, don't make an impact to the transportation system, and do not require a planning approval. Developments that make an impact on the transportation system and are required to make proportional improvements to the street system are typically addressed through a planning action condition of approval.
- **General Street Requirements** – see p 4-7
 A section on street names, street signs and streetlights was added for clarity. All of these items are required of development, but are not identified in the existing ordinance. A cross reference is provided to Ashland Municipal Code (AMC) 13.24 which governs the naming of streets.
- **Updates to Connectivity Standards** – see pp 4-10 - 4-12
 Language was added on connecting to existing and future streets on adjacent lands, intersection angle, physical site constraints and traffic calming. The section on physical site constraints is added for consistency with the Hillside and Natural Area standards (p4-36). The section on traffic calming is added for consistency with the existing standard on Cut-through Traffic in the Required Street Layout and Design Principles (page 4-10).
- **Neighborhood Street Connections and Extending Existing and Future Streets** – see p 4-35
 Language was added requiring developments to provide for neighborhood street connections that are required to serve the development. Additionally, language was added requiring streets on adjacent properties to be extended into new developments, and that new streets as part of development are stubbed out to serve adjacent vacant and redevelopable parcels. The existing Street and Greenway Dedications chapter did not clearly address the smaller, neighborhood streets that are needed to provide access to a development and future development. The Street Dedication Map typically depicts the larger street connections that are needed in the future, but does not layout the street network down to the neighborhood or subdivision scale.
- **Nonconformities Created by Street Dedication** – see p 4-36
 The language in the existing code in 18.76.190 Dedication of Property for Public Use is carried forward and revised for clarity. The section allows lots that dedicate street right-of-way to maintain a conforming status. Currently, this is the case for partitions and Performance Standards Subdivisions, but is not clearly specified for subdivisions done under Chapter 18.80. This has also been an issue in street improvements done through a Local Improvement District. Sometimes when streets are improved through the Local Improvement District process, owners are willing to dedicate public right-of-way for amenities like sidewalks. However, without this



provision, contributing the area along the front or sides of properties is discouraged because it can make lots not meet the size or dimensional requirements (e.g. setback, lot width and depth).

- **Connection Between Required Street Dedications and Development Impacts**
see pp 4-35 – 4-36

The language regarding the requirement of dedication of land for streets or greenways was revised to reflect more recent case law which requires dedications and improvements to be roughly proportional to the impacts of the development.

- **Sanitary Sewer and Water Service Improvements** – see p 4-39
A new section was added addressing the requirement for new development to connect to the city’s water and sanitary sewer system. New development requires “adequate public facilities” as part of the approval criteria, and this section is intended to give clear direction to the application on what the approval authority is using in determining adequate capacity.
- **Storm Drainage and Surface Water Management Facilities**, see p 4-40
Similar to the water and sanitary sewer section, a section is added address the requirement for new development to provide adequate provisions for storm water management. This is intended to give clear direction to the application on what the approval authority is using in determining adequate capacity.
- **Underground Utilities** – see p 4-41
A new section was added addressing the undergrounding of utilities (electric, communication, lighting) in new development. The language is from the Oregon Model Code, and underground utilities is standard practice in the City. The new language includes a section allowing exceptions to underground utilities when there are physical constraints or existing development conditions that make placement impractical.

DISCUSSION ITEM FROM PREVIOUS MEETING

During the discussion of Part 5 Application Review Procedures and Approval Criteria at the January 8 meeting, a question was raised regarding the current and proposed provisions for phasing of subdivisions.

The existing ordinance addresses the phasing of subdivisions in Chapter 18.80 Subdivisions (18.80.050.A and 18.80.050.F) and Chapter 18.88 Performance Standards Options (18.88.030.A.5.c and 18.88.030.B.2&3). The provisions allow for a subdivision to be filed in phases. The final plan or final map for the first phase of the subdivision has to be approved within 18 months of the approval of the outline plan or preliminary plat. (The timing requirement of 18 months is the same whether the final plan or map is for the entire subdivision or for the first phase.) In terms of the timing of phases after the first phase, the current ordinance implies that the phasing schedule for a subdivision is described in the application and approved by the Planning Commission at the outline plan or preliminary map phase (“*The final plan may be filed in phases as approved in the outline plan.*”). The code also addresses the phasing of the improvements that are required for the subdivision (utilities, streets, open spaces, landscaping). Chapter 18.88 requires 50% of the open space and common areas to be improved with the



first phase and all of the amenities to be complete when 2/3 of the units are finished. Chapter 18.80 requires completion of improvements for the first phase within 18 months of the final map approval.

The unified code consolidates and revises the existing language for clarity, but the content is largely the same as in the existing ordinance. Like the existing ordinance, the first phase of a phased subdivision is required to be approved within 18 months of the outline plan or preliminary map approval. Additionally, the required improvements that correspond to the first phase must be completed within 18 months of the final plan or map approval, and improvements for subsequent phases must be constructed in conjunction with each phase. There are two minor changes in the unified code involving phasing. The unified code explicitly states that the proposed phasing schedule is reviewed with the preliminary map for the subdivision, and that the Planning Commission has the ability to approve an overall time frame for the phases that is greater than 18 months between the preliminary and final plat approvals.

The approach from the unified code described above is consistent with the Oregon Model Code, with the exception that the model code allows two years for a final plat for the entire subdivision or first phase to be approved. The model code approach is typical by having the first phase completed in the normal time frame, with flexibility for the build out of the following phases. Generally, phased subdivisions allow the development of a subdivision over a longer period of time to respond to external conditions such as market demand. A subdivision is vested, or fully guaranteed as a legal right, when the lots are created by filing the final plat at the county.

ATTACHMENTS

1. Unified Ordinance Outline
2. Title 18 – Part 4 – Site Development and Design Standards, Chapter 18-4.6 Public Facilities



Ordinance Outline

The following outline groups similar code functions together into six distinct parts of the land use ordinance (Title 18), with each part containing a suite of related chapters, and subsections with each chapter.

18-1 General Provisions

- 18-1.1 Introduction
- 18-1.2 Title, Purpose and General Administration
- 18-1.3 Lot of Record and Legal Lot Determination
- 18-1.4 Non-Conforming Situations
- 18-1.5 Ordinance Interpretations
- 18-1.6 Zoning Permit Expiration, Extension and Enforcement

PC
reviewed
at
9/25/12
meeting

18-2 Zoning Regulations

- 18-2.1 Zoning Regulations – General Provisions
- 18-2.2 Base Zones – Allowed Uses
- 18-2.3 Special Use Standards
- 18-2.4 General Regulations for Base Zones
- 18-2.5 Standards for Residential Zones
- 18-2.6 Standards for Non-Residential Zones

PC
reviewed
at
11/13/12
meeting

18-3 Special Districts and Overlay Zones

- 18-3.1 Special District and Overlay Zone Purpose and Administration
- 18-3.2 Croman Mill District
- 18-3.3 Health Care Services District
- 18-3.4 North Mountain Neighborhood District
- 18-3.5 Southern Oregon University District
- 18-3.6 Airport Overlay

PC
reviewed
at
11/27/12
meeting



- 18-3.7 Freeway Sign Overlay
- 18-3.8 Performance Standards Options Overlay
- 18-3.9 Physical and Environmental Constraints Overlays (Floodplain Corridors, Hillside Lands, Severe Constraints, Wildfire Lands)
- 18-3.10 Water Resource Overlay
- 18-3.11 Site Development and Design Overlays (Detail Site Review, Downtown Design, Historic District, Pedestrian Place)
- 18-3.12 Residential Overlay

18-4 Site Development and Design Standards

- 18-4.1 Site Development and Design Standards Administration
- 18-4.2 Building Placement and Orientation
- 18-4.3 Parking, Access and Circulation
- 18-4.4 Landscaping, Fences and Walls, and Outdoor Lighting
- 18-4.5 [Reserved]

PC reviewed at 2/12/2013 meeting

18-4.6 Public Facilities

- 18-4.7 Signs
- 18-4.8 Solar Access
- 18-4.9 Subdivision Design
- 18-4.10 Grading and Excavation
- 18-4.11 Tree Preservation and Protection
- 18-4.12 Disc Antennas
- 18-4.13 Wireless Communication Facilities

PC will review at 3/12/13 meeting

18-5 Application Review Procedures and Approval Criteria

- 18-5.1 General Review Procedures
- 18-5.2 Site Design Review
- 18-5.3 Land Divisions and Property Line Adjustments

PC reviewed at 1/8/13 meeting



18-5.4 Conditional Use Permits

18-5.5 Adjustments and Variances

18-5.6 Modifications to Approved Planning Applications

18-5.7 Annexations

18-5.8 Plan Amendments and Zone Changes

18-5.9 Ballot Measure 49 Claims

18-6 Definitions and Rules of Measurements



18-4 - SITE DEVELOPMENT AND DESIGN STANDARDS**4A-2**

CHAPTER 18-4.6 - PUBLIC FACILITIES	3
18-4.6.010 PURPOSE AND APPLICABILITY	3
18-4.6.020 GENERAL REQUIREMENTS	3
18-4.6.030 STREET DESIGN STANDARDS	6
18-4.6.040 STREET AND GREENWAY DEDICATIONS	35
18-4.6.050 PUBLIC USE AREAS	38
18-4.6.060 SANITARY SEWER AND WATER SERVICE IMPROVEMENTS.	39
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18-4 - Site Development and Design Standards

Chapters:

- 18-4.1 Design Standards Administration
- 18-4.2 Building Placement, Orientation and Design
- 18-4.3 Access, Circulation, Parking, and Loading
- 18-4.4 Landscaping, Street Trees, and Screening
- [18-4.5 Reserved]*
- 18-4.6 Public Facilities**
- 18-4.7 Signs
- 18-4.8 Solar Access
- 18-4.9 Subdivision Design [Reserved]*
- 18-4.10 Grading and Excavation [Reserved]*
- 18-4.11 Tree Preservation and Protection
- 18-4.12 Disc Antennas
- 18-4.13 Wireless Communication Facilities

Chapter 18-4.6 - Public Facilities

Sections:

18-4.6.010	Purpose and Applicability
18-4.6.020	General Requirements
18-4.6.030	Street Design Standards
18-4.6.040	Street and Greenway Dedications
18-4.6.050	Public Use Areas
18-4.6.060	Sanitary Sewer and Water Service Improvements
18-4.6.070	Storm Drainage/Surface Water Management Facilities
18-4.6.080	Utilities

Comment: This chapter contains general requirements for public improvements, including utilities and streets. The chapter carries forward Ashland’s Street Standards (currently contained in a separate booklet) and language in the existing code regarding approval, timing and performance guarantees of public improvements. Because the material located throughout the existing code is formatted into a new chapter, some of the basic material like the purpose and applicability is new language. **New language is highlighted.** The standards will also be reviewed as part of the upcoming green development evaluation.

18-4.6.010 Purpose and Applicability

A. Purpose. The standards of Chapter 18-4.6 implement the public facility policies of the City of Ashland Comprehensive Plan.

B. Applicability. Chapter 18-4.6 applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Design Review where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this Chapter.

18-4.6.020 General Requirements.

Comment: This section is currently covered in the existing Chapter 18.80 Subdivisions, and addresses installation of public facilities, easements and performance guarantees. Subsection C, below, carries forward 18.68.150 Waiver of Right to Remonstrate and Consent to Participate in Costs of Improvements. The material is reformatted and the wording is revised for clarity.

A. Public Improvement Requirement. No building permit may be issued until all required public facility improvements are installed in accordance with the approved design, approved by the City Engineer, or a financial guarantee is provided pursuant subsection 18-4.6.020.F.

Comment: Subsection C carries forward 18.68.150 Waiver of Right to Remonstrate and Consent to Participate in Costs of Improvements. The highlighted language is deleted because signing in favor of a local improvement district is typically not required for a development that requires a building permit

18-4.6 – Public Facilities | General Requirements

(e.g. house remodel or addition), but does not make impacts to the transportation system and does not require a planning application.

B. Waiver of Right to Remonstrate and Consent to Participate in Costs of Improvements.

Whenever a ~~request is made for a building permit which involves new construction of a new residential unit and/or any~~ request involving a planning action which would increase traffic flow on any street not fully improved, the applicant is required to legally agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the costs of full street improvements and to not remonstrate to the formation of a local improvement district, to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks, and the undergrounding of utilities. This requirement is a condition prior to the issuance of a building permit or the granting of approval of a planning action and if the owner declines to so agree, then the building permit and/or planning action shall be denied. This shall not require paving of alleys, and shall not be construed as waiving property owners rights to present their views during a public hearing held by the City Council.

C. Permit Approval. No development of public facilities and no development within a public right-of-way shall be undertaken without plans having been approved by the city, permit fees paid, and permits issued. Permit fees are as established by resolution of the City council.

D. Easements. The developer shall make arrangements with the city and applicable utility providers for each utility franchise for the provision and dedication of easements necessary to maintain public facilities and utilities. Utility easements shall additionally conform to the requirements of the utility service provider. All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 18-5.2 Site Design Review, and Chapter 18-5.3, Land Divisions.

E. Performance Guarantee Required. The city at its discretion may approve a final plat or building permit prior to completion of required public improvements when it determines that enough of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a bond issued by a surety authorized to do business in the State of Oregon, irrevocable letter of credit from a surety or financial institution acceptable to the city, cash, or other form of security acceptable to the city.

F. Determination of Sum. The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs.

G. Agreement. Where improvements are required pursuant to this section, a signed and recorded agreement between the city and the subdivider or developer, as applicable, shall contain, at a minimum, all of the following:

1. The period within which all required improvements and repairs shall be completed;
2. A provision that if work is not completed within the period specified, the city may complete the work

and recover the full cost and expenses from the applicant;

3. The improvement fees and deposits that are required;
4. As applicable, a provision for the construction of the improvements in stages and for the extension of time under specific conditions therein stated in the contract.

H. Failure to Perform. In the event the subdivider or developer, as applicable, fails to carry out all provisions of an agreement required by this section, and the city has un-reimbursed costs or expenses resulting from such failure, the city shall call on the bond, cash deposit or letter of credit for reimbursement.

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18-4.6.030 Street Design Standards

Comment: The existing Street Standards are part of the land use ordinance and referenced throughout Title 18 as approval standards, but are currently located in a separate document. This section incorporates existing Street Design Standards, excluding much of the background and explanatory narrative in the handbook. Standards are edited for clarity.

A. Purpose. This section contains standards for street connectivity and design as well as cross sections for street improvements. The standards are intended to provide multiple transportation options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the City of Ashland Comprehensive Plan.

B. Applicability. The following standards apply to all street improvements, including new streets, alleys and pathways, and the extension or widening of existing streets.

Comment: Subsection C carries forward the existing 18.88.050.F Exception to Street Standards. Outside of changing the terminology from “exception” to “adjustment”, the one other change to the wording is highlighted below. In #4, the existing language refers to the purpose and intent of Chapter 18.88 Performance Standards Options because the Exception section is currently located in this chapter. The change refers to the purpose and intent of the purpose in the new Street Standards section, with the purpose and intent being based on language in the existing Street Standards document.

C. Adjustments. Adjustments to the Street Design Standards are not subject to the Variance requirements of Title 18-5 and may be granted through the Performance Standards Option, section 18-3.8.050, where all of the following criteria are met:

1. 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.
2. The variance will result in equal or superior transportation facilities and connectivity;
3. The variance is the minimum necessary to alleviate the difficulty; and
4. The variance is consistent with the Purpose and Intent of the Street Standards in section 18-4.030.A.

Comment: Subsection D carries forward the existing 18.88.050 Street Standards. The highlighted language in 6, 7 and 8 is new, and based on the Oregon Model Code.

D. General Requirements. New and reconstructed streets, alleys and pathways shall conform to the following requirements:

1. Dedicated Public Streets Required. All streets serving four units or greater, and which are in an R-1, RR and WR zone, must be dedicated to the public and shall be developed to the Street Standards of this section.

2. Location. Locate transportation facilities, such as streets, pedestrian and bicycle ways, and transit facilities, within public rights-of-way, except that the approval authority may approve transportation facilities outside a public right-of-way where a public access easement is provided.
3. Dead End Streets. No dead end street shall exceed 500 feet in length, not including the turnaround. Dead end roads must terminate in an improved turnaround as defined in XXX.
4. Obstructed Streets. Creating an obstructed street is prohibited.
5. Street Grade. Street grades measured at the street centerline for dedicated streets and flag dries shall be as follows:
 - a. Street and private drive grades in Performance Standards Developments shall not exceed a maximum grade of 15%.
 - b. Street and private drive grades in Performance Standards Developments shall not exceed a maximum grade of 15%. No variance may be granted to this section for public streets. Variances may be granted for private drives for grades in excess of 15% but not greater than 18% for no more than 200'. Such variances shall be required to meet all of the criteria for approval as found in 18.100.
6. Street Names. Street names shall meet the criteria and be processed in accordance with AMC 13.24.
7. Street Signs. Traffic control and street names sign placement shall be approved by the city. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. No parking signs shall be consistent with the street design approved with the development by the approval authority.
8. Streetlight Standards. Streetlights shall be installed or relocated with street improvement projects. Streetlights shall conform to City standards.

Comment: Subsection E is from Section 1 of the existing street standards, and has been edited for clarity.

E. Required Street Layout and Design Principles. Streets are important elements of the form, character and identity of Ashland and its neighborhoods. As a result, street layout and design are an integral part of neighborhood design. Therefore, the following principles shall be used for the planning and designing of streets:

- I. Specificity. Design streets individually and molded to the particular situation at hand by a multi-disciplinary team. Planners, engineers, architects, emergency responders, utility providers, landscape architects, as well as the developer and neighborhood or homeowners association groups should be included in street design teams. The following conditions (existing and projected) must be considered in order to design each street:
 - a. The volume of pedestrian, bicycle and motor vehicle traffic each day and at peak hours;
 - b. The speeds of motor vehicles, bicycles and pedestrians along the street as designed or redesigned;
 - c. The mix of pedestrian, bicycle and motor vehicle traffic (including percentage of large trucks);

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- d. The zoning and surrounding future land uses (assess pedestrian, bicycle and transit generators and attractors such as schools, shopping areas, community buildings, parks, churches and gathering places);
 - e. The natural features of the area such as slope, mature trees, creeks, wetlands, etc.;
 - f. The adjacent building setbacks with respect to the street;
 - g. Whether adjacent properties will be serviced directly from the street, or from alleys; and
 - h. The function of the street and relation to the surrounding street network.
2. Emergency Vehicles. Design streets to efficiently and safely accommodate emergency fire and medical services vehicles. The effects of decisions concerning turning radii and paths must be made with a full understanding of the implications of such decisions on the other users of the street.
 3. Shared Street Space. On neighborhood streets with relatively low average daily traffic (ADT), use the curb to curb area on neighborhood streets as a shared space by moving automobiles, parked cars and bicycles.
 4. Human Scale. Design streets at the human scale. Human scale is the relationship between the dimensions of the human body and the proportion of the spaces that people use. Those areas that provide visually interesting details, create opportunities for interactions and feel comfortable to pedestrians moving at slow travel speed are designed at a “human scale.” 5. Streetscape. Consider the entire area from building face to building face, or the “streetscape” in street design. The streetscape begins at the front of a vertical element, such as a building or fence on one side of a street and runs to the front of a building on the other side of the street. It is a three dimensional area running the length of the street.
 5. Connectivity. Streets should be interconnected. Cul-de-sacs and other dead-end streets are not typical of grid street networks except in areas where topographic, wetland and other physical features preclude connection. Where extreme conditions preclude a street connection, a continuous nonautomotive connection in the form of a multi-use path or trail shall be provided. See subsection 18-4.6.030.G, Connectivity Standards. 7. Multiple Routes. Layout streets using a grid or modified grid network pattern to provide multiple routes. See subsection 18-4.6.030.G, Connectivity Standards.
 6. Pedestrians, Bicyclists and Public Transportation Users. Pedestrians, bicyclists and bus riders are considered primary users of all streets. Design streets to meet the needs of pedestrians and bicyclists, thus encouraging walking, bicycling and riding the bus as transportation modes. Integrate pedestrian, bicycle and public transportation considerations from the beginning of the design process.
 7. Driveway Aprons and Curb Cuts. Minimize the number of driveway aprons and curb cuts to enhance the pedestrian environment and maintain vehicular, pedestrian and bicycle capacity. See subsection 18-4.6.030.K, Driveway Apron and Curb Cuts.
 8. Access to Activity Centers. Provide convenient access to and from activity centers such as schools, commercial areas, parks, employment centers, and other major attractors.
 9. Vista Terminations. Consider important sites at the end of streets and learn what civic buildings, or public spaces may be needed for a particular area. The focus of vista terminations may include buildings,

plazas, parks, or a notable view. New subdivision design should provide for vista termination in street layout.

10. Pavement Area. Minimize the pavement area of neighborhood streets, consistent with efforts to reduce street construction and maintenance costs, storm water runoff, and negative environmental impacts. Narrower streets also distinguish neighborhood streets from boulevards and avenues, and enhance neighborhood character.
11. Peak Run-Off. Where appropriate, use the local street system and its infrastructure to reduce peak storm water run-off into the city's storm drain system and natural water systems downstream, and provide biological and mechanical treatment of storm water runoff.
12. Preservation of Natural Features. Design neighborhood streets to be responsive to physical features, and to avoid or minimize impacts to natural features and water-related resources. See also subsection 18-4.6.030.G, Connectivity Standards.
13. Neighborhood Street Volumes. Design neighborhood streets to carry traffic volumes at low speeds. Neighborhood streets should function safely while reducing the need for extensive traffic regulations, control devices and enforcement.
14. Cut-Through Traffic. The neighborhood street should be designed to reduce continuous cut-through, non-local traffic on neighborhood streets.
15. Street Trees. Plant street trees on neighborhood streets to buffer pedestrians and adjacent land uses from traffic, enhance street image and neighborhood character, calm motor vehicle traffic speeds, and enhance neighborhood identity or sense of place. Trees planted in the parkrow, along the sidewalk, or anywhere in the public right-of-way must be from the City of Ashland "Recommended Street Trees: A Guide to Selection, Planting and Maintenance." See also subsection 18-4.6.030.H, Elements of the Street.
16. Street Lights. Use pedestrian scale and styles of poles that match the neighborhood. Spacing of light poles should be determined by the adjacent land uses. Place lighting at frequent intervals in busy retail and commercial areas, but lighting may be limited to intersections in residential areas. In some instances, building or fence-mounted lighting may replace the need for additional street lighting. Lighting elements should provide full-spectrum light so that colors at night are realistic.
17. Street Furniture. Street furniture includes pedestrian amenities such as benches, flower pots, sculptures and other public art, low walls for sitting and drinking fountains. Provide benches in retail and commercial areas, along frequently used pedestrian corridors (routes over one-quarter of a mile to schools, parks, shopping, etc.) and at bus stops. Provide trash receptacles in pedestrian sitting areas.
18. Curbs. Use a standard, vertical 6" high curb on improved streets. Rolled or mountable curbs should not be used because they do not create an effective safety barrier, channel storm water, or prevent automobiles from parking on the parkrow and sidewalk. The horizontal curb surface is not included in the parkrow, or sidewalk width.
19. Transit Routes and Stops. Design streets identified as future transit routes to safely and efficiently accommodate transit vehicles. Transit stops should include amenities, such as but not limited to a bench, shelter from the elements, a posted schedule, bicycle parking, and water fountains. Such amenities encourage combination trips such as walking or bicycling to the bus stop and vice-versa at the

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destination.

Comment: Subsection F is from Section II of the existing street standards, and has been edited for clarity. The highlighted language in 2,4, 7 and 10 is new, and based on the Oregon Model Code. Item 7 is added for consistency with the existing Section V: Hillside Streets and Natural Areas in the street standards (now Subsection J below). Item 10 is added for consistency and continuity with Item 16 Cut-Through Traffic in Subsection E above.

F. Connectivity Standards. New and reconstructed streets, alleys and pathways shall conform to the following connectivity standards, and the Street Dedication Map:

1. **Interconnection.** Streets shall be interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services and provide multiple travel routes. In certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings (See subsection 18-4.6.030.J Hillside Streets and Natural Areas.)
2. **Connectivity to Abutting Lands.** Design streets to connect to existing, proposed and planned streets adjacent to the development. Where the locations of planned streets are shown on the Street Dedication map, the development shall implement the street(s) shown on the plan pursuant to Section 18-4.6. Wherever a proposed development abuts vacant, redevelopable or a future development phase, provide street stubs to allow access to logically extend the street system into the surrounding area. Provide turnarounds at street ends constructed to Uniform Fire Code standards, as the City deems applicable. Design street ends to facilitate future extension in terms of grading, width and temporary barricades.
3. **Efficient Land Use.** Street layout shall permit and encourage efficient lot layout and attainment of planned densities.
4. **Integration With Major Streets.** Integrate neighborhood circulation systems and land development patterns with boulevards and avenues, which are designed to accommodate heavier traffic volumes. Locate and design streets to intersect as nearly as possible to a right angle.
5. **Alleys.** The use of the alley is recommended, where possible. Alleys can contribute positively to the form of the street and have many advantages including: alleys allow more positive streetscapes with front yards used for landscaping rather than for front yard driveways ; alleys can create a positive neighborhood space where the sidewalk feels more safe and inviting for pedestrians, neighbors socializing and children playing; when the garage is located in rear yards off the alley, interesting opportunities arise for creating inviting exterior rooms using the garage as a privacy wall and divider of space; alleys enhance the grid street network and provides midblock connections for non-motorists; alleys provide rear yard access and delivery; and provide alternative utility locations and service areas
6. **Preserving Natural Features.** Locate and design streets to preserve natural features to the greatest extent feasible. Whenever possible, street alignments shall follow natural contours and features so that visual and physical access to the natural feature is provided. Situate streets between natural features,

such as creeks, mature trees, drainages, open spaces and individual parcels in order to appropriately incorporate such significant neighborhood features. The city may approve adjustments to the street design standards in order to preserve natural features, per subsection 18-4.6.030.J Hillside Streets and Natural Areas.

7. **Physical Site Constraints.** In certain situations where the physical features of the land create severe constraints adjustments may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. See subsection 18-4.6.030.J Hillside Streets and Natural Areas.
8. **Off-Street Connections.** Connect off-street pathways to the street network and use to provide pedestrian and bicycle access in situations where a street is not feasible. In cases where a street is feasible, off-street pathways shall not be permitted in lieu of a traditional street with sidewalks. However, off-street pathways are permitted in addition to traditional streets with sidewalks in any situation.
9. **Walkable Neighborhoods.** Size neighborhoods in walkable increments, with block lengths as defined below:
 - a. The layout of streets shall not create excessive travel lengths. Block lengths shall be a maximum of 300 to 400 feet and block perimeters shall be a maximum of 1,200 to 1,600 feet. Block length is defined as the distance along a street between the centerline of two intersecting through streets. Block perimeter is defined as the sum of the block lengths of all sides of a block.
 - b. An exception to the block length standard may be permitted when one or more of the following conditions exist:
 - i. Physical conditions that preclude development of a public street. In certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. See subsection 18-4.6.030.J, Hillside Streets and Natural Areas;
 - ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, preclude a connection now or in the future considering the potential for redevelopment; or
 - iii. Where an existing public street or streets terminating at the boundary of the development site have a block length exceeding 600 feet, or are situated such that the extension of the street(s) into the development site would create a block length exceeding 600 feet. In such cases, the block length shall be as close to 600 feet as practical.
 - c. When block lengths exceed 400 feet, use the following measures to provide connections and route options for short trips:
 - i. Where extreme conditions preclude street connections, continuous nonautomotive connection shall be provided with a multi-use path. Off-street pathways shall not be used in lieu of a traditional street with sidewalks in cases where extreme conditions do not exist.
 - ii. Introduce a pocket park, or plaza area with the street diverted around it.

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- iii. At the mid-block point, create a short median with trees or use other traffic calming devices to slow traffic, break up street lengths and provide pedestrian refuge.

10. Traffic Calming. Traffic calming features, such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian refuges, speed table, and or special paving may be required to slow traffic in areas with high pedestrian traffic.

Comment: Subsection G is carried forward from Section III of the existing street standards. The requirements for a private drive have been added, and are carried forward from 18.88.050.A Private Drive.

G. Design Standards. A description of street design standards for each street classification follows. All elements listed are required unless specifically noted, and dimensions and ranges represent minimum standard or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those proposed by an applicant.

Table 18-4.6.030.H: 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			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	5'-8' ¹	6'-10' ²
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	5'-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"	5'-8' ¹	6'-10' ²
3-Lane Avenue	10,000	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	5'-8' ¹	6'-10' ²
Neighborhood Collector, Residential	1,500 to				NA	NA ³				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side		50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'

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Table 18-4.6.030.H: 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			
Parking Both Sides Neighborhood Collector, Commercial		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	5'-8' ¹	6'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	5'-8' ¹	6'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	5'-8' ¹	6'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	5'-8' ¹	6'-10' ²
Neighborhood Street, Residential	less than 1,500				NA	NA ³				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Shared Street	Placeholder									
Private Drive ⁴	100	15'-20'	12'-15'	Queuing	NA	NA	NA	NA	NA	NA
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

1) 7' – 8' landscape parkrow shall be installed in residential areas, a 5' hardscape parkrow with tree wells shall be installed in commercial areas.

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 Standards 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

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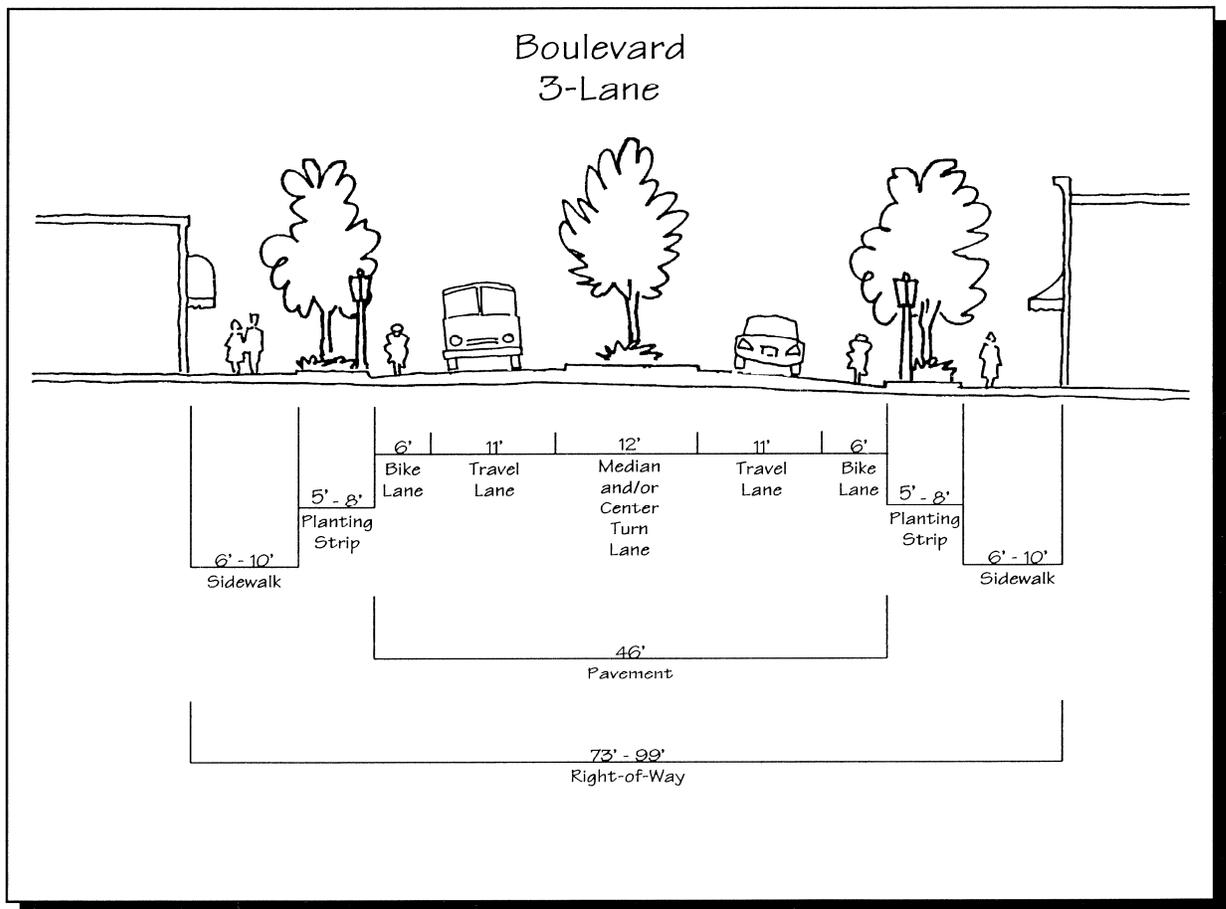
Table 18-4.6.030.H: City of Ashland Street Design Standards

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			
<p>4) A private drive is a street in private ownership, not dedicated to the public which serves three or less units. Private drives are permitted in the Performance Standards Options overlay.</p>										

H. Standards Illustrated. New and reconstructed streets, alleys and pathways shall conform to the following design standards.

I. Boulevard

Boulevards are major thoroughfares filled with both human and vehicular activity. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the boulevard’s use as a public space. Design should start with the assumption that the busy nature of a boulevard is a positive factor and incorporate it to enhance the streetscape and setting. A 2-lane, 3-lane, or 5-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.



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Street Function: Provide access to major urban activity centers and provide connections to regional traffic ways such as Interstate 5. Traffic without a destination in Ashland should be encouraged to use regional traffic ways and discouraged from using boulevards.

Connectivity: Connects neighborhoods to urban activity centers and to regional traffic ways such as Interstate 5.

Average Daily Traffic: 8,000 - 30,000 motor vehicle trips per day

Managed Speed: 25 mph - 35 mph

Right-of-Way Width: 61' - 87' for 2-Lane
73' - 99' for 3-Lane
95' - 121' for 5-Lane

Curb-to-Curb Width: 34' for 2-Lane
46' for 3-Lane; or 68' for 5-Lane

Motor Vehicle Lanes: Two 11' travel lanes for 2-Lane
11' travel lanes, one 12' median/center turn lane for 3-Lane
11' travel lanes, one 12' median/center turn lane for 5-Lane

Bike Lanes: Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic

Parking: In 8' - 9' bays

Curb and Gutter: Yes 6" vertical/barrier curb

Parkrow: 7' - 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.

5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscape parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.

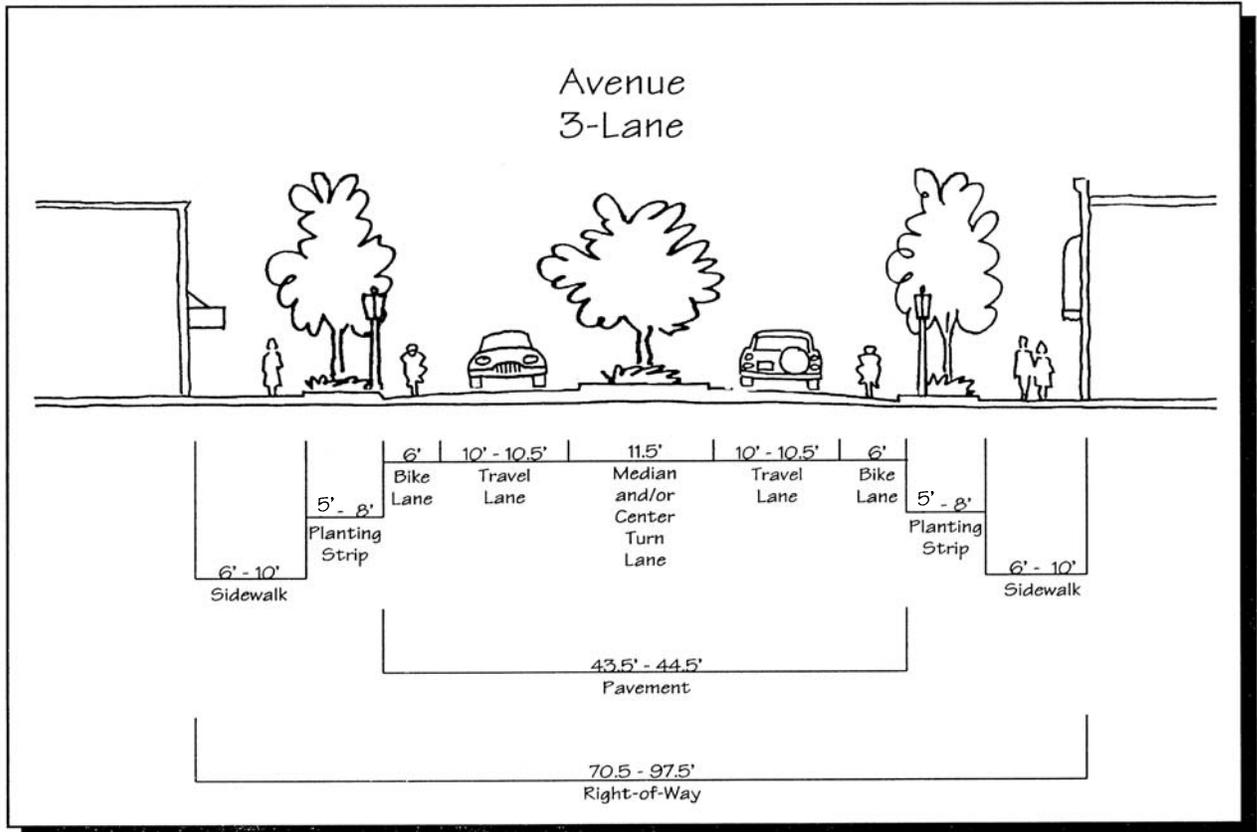
Sidewalks: 6' on both sides in residential areas.

8' – 10' on both sides in commercial areas.

A 10' sidewalk shall be required on Boulevards in the Downtown Design Standards Zone.

2. Avenue

Avenues provide concentrated pedestrian, bicycle, transit and motor vehicle access from neighborhoods to neighborhood activity centers and boulevards. Avenues are similar to boulevards, but are designed on a smaller scale. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and facilitates the avenue’s use as a public space. A 2-lane, or 3-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.



- Street Function: Provide access from neighborhoods to neighborhood activity centers and boulevards.
- Connectivity: Connects neighborhoods to neighborhood activity centers and boulevards.
- Average Daily Traffic: 3,000 - 10,000 motor vehicle trips per day
- Managed Speed: 20 mph - 25 mph
- Right-of-Way Width: 59' - 86' for 2-Lane
70.5' - 97.5' for 3-Lane
- Curb-to-Curb Width: 32' - 33' for 2-Lane
43.5' - 44.5' for 3-Lane
- Motor Vehicle Lanes: Two 10' - 10.5' travel lanes for 2-Lane

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Bike Lanes:	Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic
Parking:	In 8' - 9' bays
Curb and Gutter:	Yes, 6" vertical/barrier curb
Parkrow:	7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards. 5' hardscape parkrows shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in such commercial areas is 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.
Sidewalks:	6' on both sides in residential areas. 8' – 10' on both sides in commercial areas.

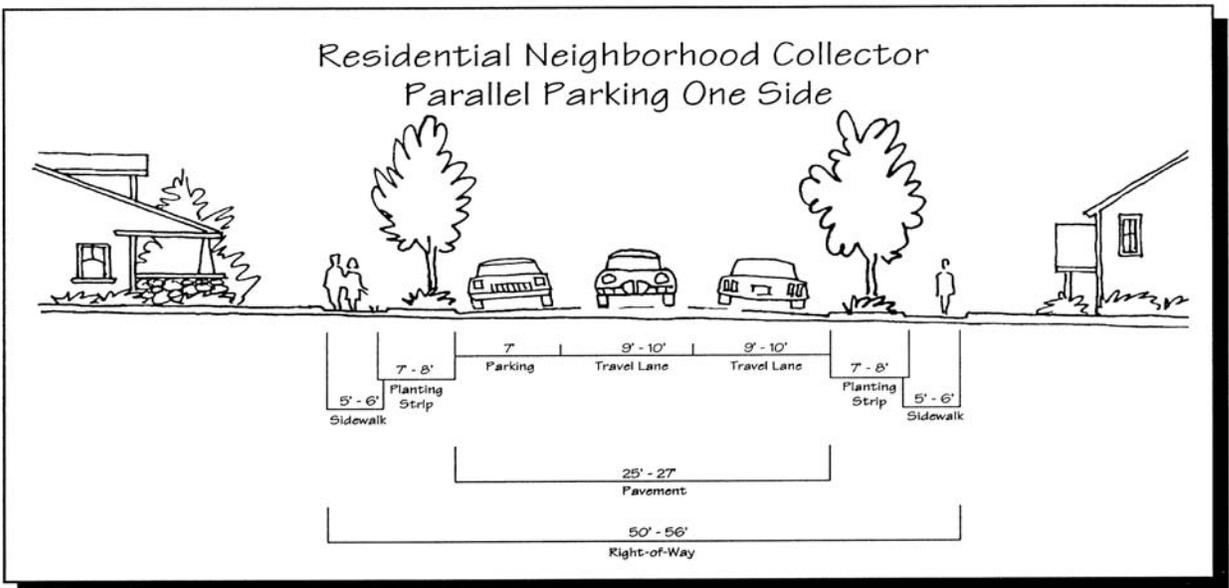
3. Neighborhood Collector

Neighborhood Collectors provide access to neighborhood cores and gather traffic from various parts of the neighborhood and distribute it to the major street system. Different configurations with several on-street parking options are provided for residential and commercial areas. See illustrations at the end of this section.

Residential Neighborhood Collector

Street Function:	Provide access in and out of the neighborhood.
Connectivity:	Collects traffic from within residential areas and connects these areas with the major street network.
Average Daily Traffic:	1,500 to 5,000 motor vehicle trips per day
Managed Speed:	15 mph - 20 mph
Right-of-Way Width:	49' - 51' for No On-Street Parking 50' - 56' for Parking One Side 57' - 63' for Parking Both Sides
Curb-to-Curb Width:	22' for No On-Street Parking 25' - 27' for Parking One Side 32' - 34' for Parking Both Sides
Motor Vehicle Lanes:	Two 11' travel lanes for No On-Street Parking Two 9' - 10' travel lanes' for Parking One Side and Parking Both Sides
Bike Lanes:	Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane shall be required.
Parking:	One 7' lane for Parking One Side Two 7' lanes for Parking Both Sides Parking may be provided in 7' bays rather than a continuous on-street parking lane.
Curb and Gutter:	Yes, 6" vertical/barrier curb
Parkrow:	8' parkrow on both sides for No On-Street Parking 7' - 8' parkrows on both sides for Parking One and Both Sides
Sidewalks:	5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic

18-4.6 – Public Facilities | Street Design Standards

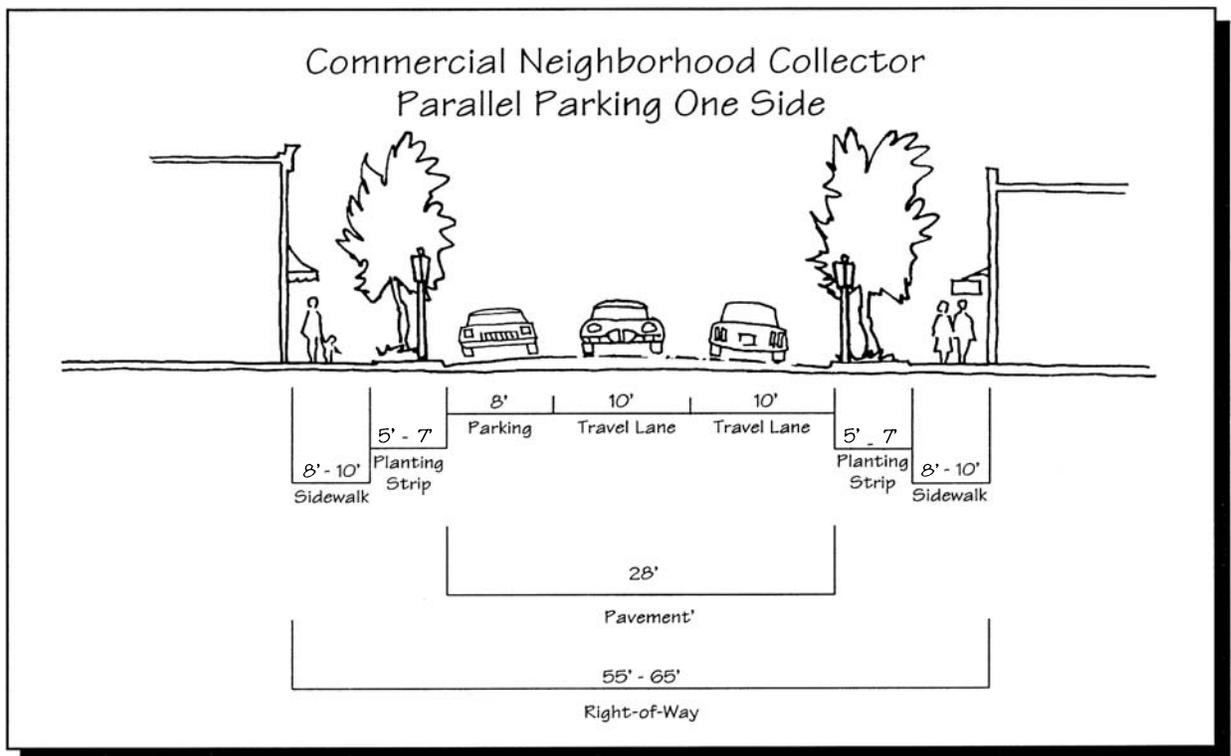




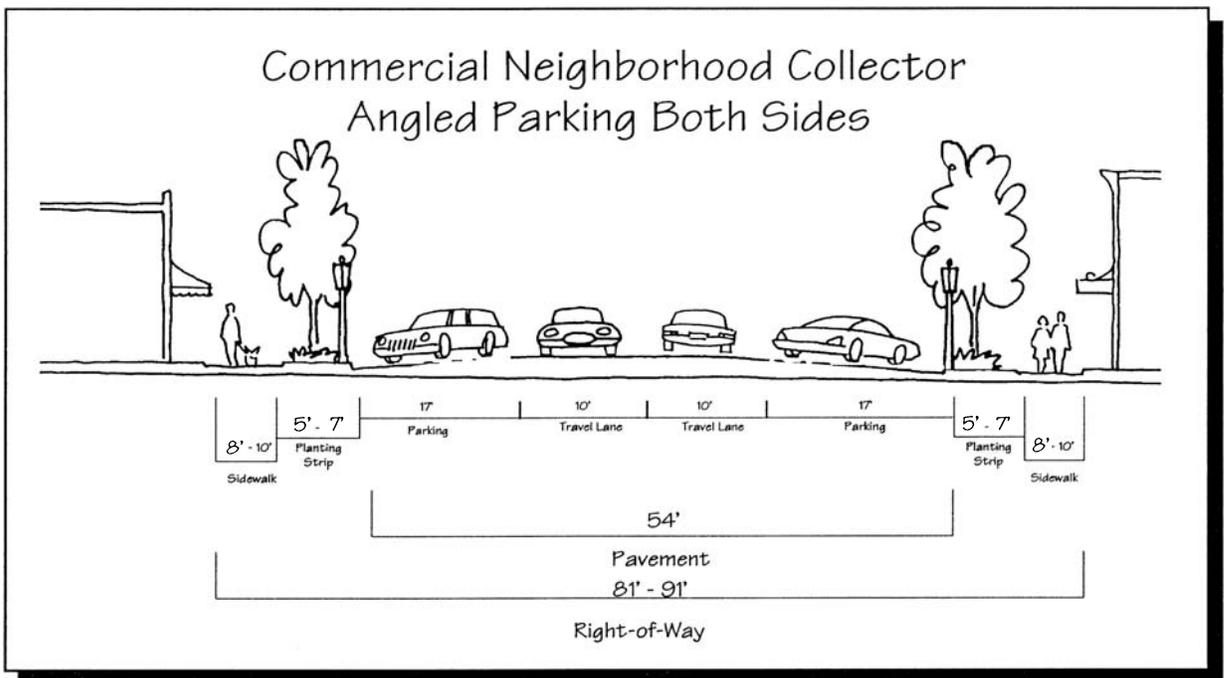
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Commercial Neighborhood Collector

Street Function:	Provide access in and out of neighborhoods and to neighborhood core with shopping and services.
Connectivity:	Collects traffic from within residential areas. Provides neighborhood shopping opportunities and connects these areas with the major street network.
Average Daily Traffic:	1,500 to 5,000 motor vehicle trips per day
Managed Speed:	15 mph - 20 mph
Right-of-Way Width:	55' - 65' for Parallel Parking One Side 63' - 73' for Parallel Parking Both Sides 65' - 74' for Diagonal Parking One Side 81' - 91' for Diagonal Parking Both Sides
Curb-to-Curb Width:	28' for Parallel Parking One Side 36' for Parallel Parking Both Sides 37' for Diagonal Parking One Side 54' for Diagonal Parking Both Sides
Motor Vehicle Lanes:	Two 10' travel lanes
Bike Lanes:	Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane may be needed.
Parking:	One 8' lane for Parallel Parking One Side Two 8' lanes for Parallel Parking Both Sides One 17' lane for Diagonal Parking One Side Two 17' lanes for Diagonal Parking Both Sides Parking may be provided in 7' bays rather than a continuous on-street parking lane.
Curb and Gutter:	Yes, 6" vertical/barrier curb
Parkrow:	5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in such commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.
Sidewalks:	8' - 10' on both sides



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4. Neighborhood Street

Neighborhood Streets provide access to individual residential units and neighborhood commercial areas. Different configurations with several on-street parking options are provided for residential and commercial areas. Neighborhood Streets are for use in the following single-family residential zones: WR (Woodland Residential), RR - 1 and RR - .5 (Low Density Residential), and R-1-3.5, R-1-5, R-1-7.5 and R-1-10 (Single-Family Residential) unless specifically noted.

Street Function: Provide access to individual residential units and commercial areas.

Connectivity: Connects to higher order streets.

Average Daily Traffic: 1,500 or less motor vehicle trips per day

Managed Speed: 10 mph - 20 mph

Right-of-Way Width: 47' - 51' for Parking One Side

50' - 57' for Parking Both Sides

Curb-to-Curb Width: 22' for Parking One Side

25' - 28' for Parking Both Sides

Motor Vehicle: One 15' queuing lane for Parking One Side

Travel Lanes: One 11' queuing lane for Parking Both Sides in the R-1 zone,

One 14' queuing lane for Parking Both Sides in higher density residential areas (i.e. R-1-3.5, R-2 and R-3)

On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is intended to create a “queuing street” such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.

Bike Lanes: Generally not needed on low volume/low travel speed streets.

Parking: One 7' lane for Parking One Side

Two 7' lanes for Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb

Parkrow: 8' parkrow in residential areas on both sides for No On-Street Parking.

Street trees shall be planted in the parkrow in accordance with the Street

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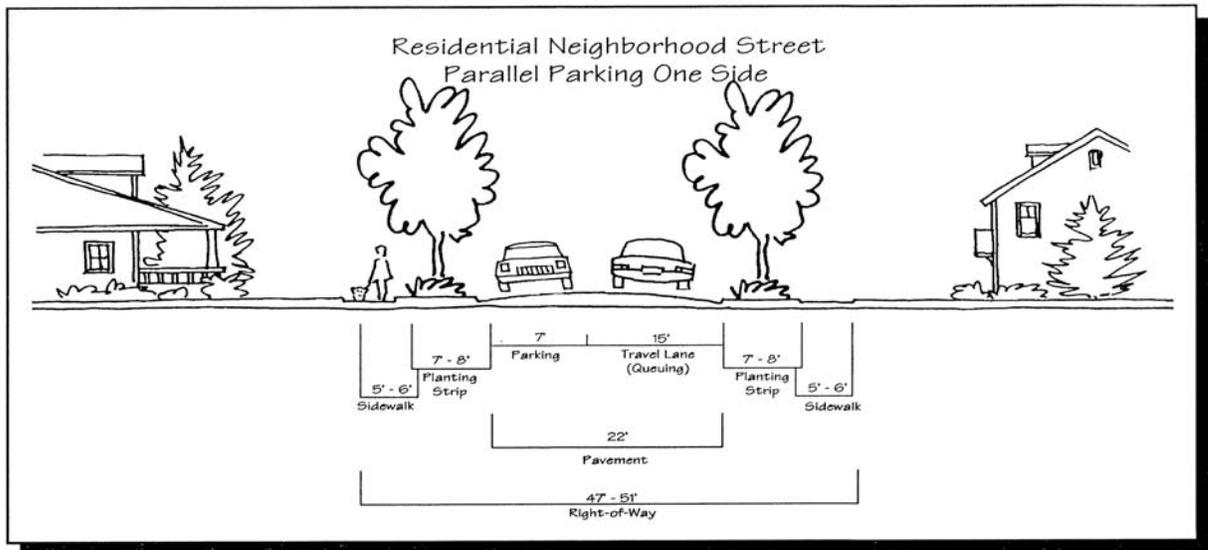
Tree Standards.

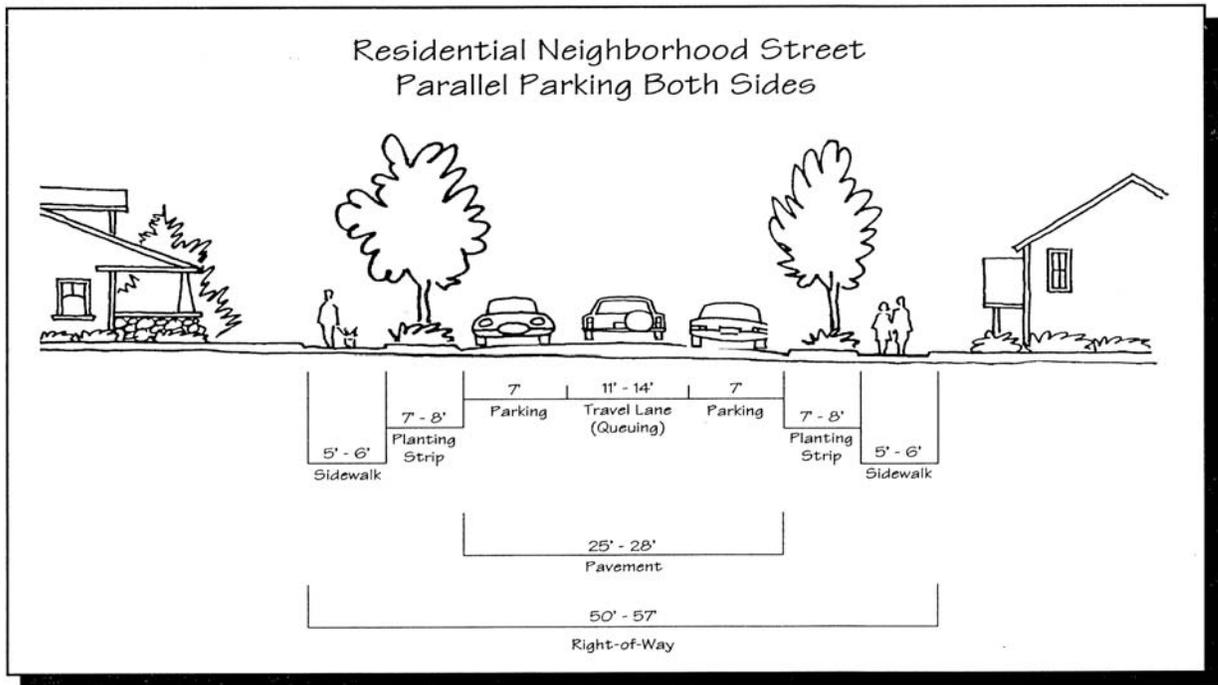
7' - 8' parkrows in residential areas on both sides for Parking One and Both Sides. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.

5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in such commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards.

Sidewalks:

5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic.





5. Shared Street

[Place holder]

Comment: The private drive section below is carried forward from 18.88.050.A Private Drive.

6. Private Drive

A private drive is a road in private ownership, not dedicated to the public which serves three or less units. Curbs and sidewalks are not required. Private drives are permitted in the Performance Standards Options overlay.

Street Function: Provide access to individual residential units.

Connectivity: Connects to higher order streets.

Average Daily Traffic: 100 or less motor vehicle trips per day

Managed Speed: 10 mph - 20 mph

Right-of-Way Width: 20' dedicated width for two to three units

15' dedicated width for one unit

Drive Width: 15' for two to three units

12' for one unit

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Fire Lane: Private drives and work areas shall be deemed Fire Lanes and subject to all requirements thereof.

Private drives serving structures greater than 24' in height, as defined in 18.08.290, shall provide a Fire Work Area of 20' by 40' within 50' of the structure. The Fire Work Area requirement shall be waived if the structure served by the drive has an approved automatic sprinkler system installed.

When required by the Oregon Fire Code, private drives greater than 150 feet in length shall provide a turnaround as defined in the Performance Standards Guidelines as provided in 18.88.090. The Staff Advisor, in coordination with the Fire Code Official, may extend the distance of the turnaround requirement up to a maximum of 250 feet in length as allowed by Oregon Fire Code access exemptions.

[Insert private drive cross section]

7. Alley

The alley is a semi-public neighborhood space that provides access via the rear of the property. The use of alleys eliminates the need for front yard driveways and provides the opportunity for a more positive front yard streetscape, allows the street located adjacent to the front of properties to be designed using a narrow width with limited on-street parking, and creates the opportunity for the use of narrower lots to increase residential densities. Alleys are appropriate in all residential areas and in some commercial areas for business frontage. Alleys provide access and delivery depending on the circulation pattern of the area.

Street Function: Provide rear yard access and delivery to individual residential and commercial properties, and an alternative utility placement area.

Connectivity: Connects to all types of streets.

Average Daily Traffic: Not applicable

Managed Speed: Not applicable, motor vehicle travel speeds should be below 10 mph

Right-of-Way Width: 16'

Pavement Width: 12' with 2' graveled or planted strips on side

Motor Vehicle Lanes: Not applicable

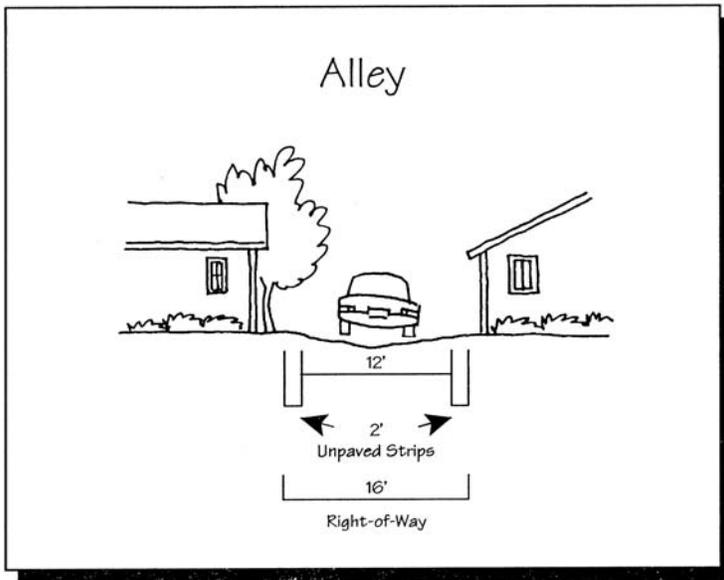
Bike Lanes: Not applicable, bicyclists can easily negotiate these low use areas

Parking: No parking within the right of way

Curb and Gutter: No curb, use inverse crown

Parkrow: Not applicable

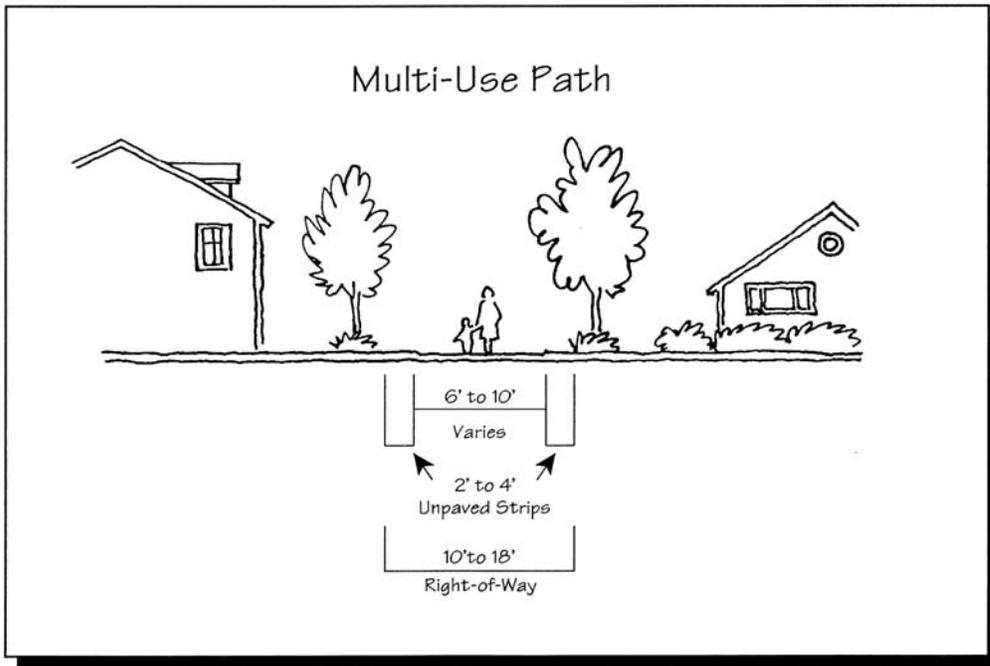
Sidewalks: Not applicable, pedestrians can easily negotiate these low use areas



8. Multi-use Path

Multi-use paths are off-street facilities used primarily for walking and bicycling. These paths can be relatively short connections between neighborhoods (neighborhood connections), or longer paths adjacent to rivers, creeks, railroad tracks and open space.

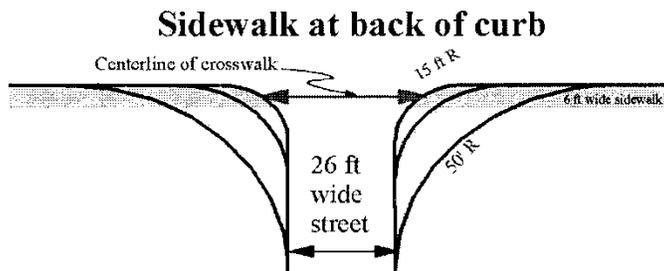
- Function: For pedestrians and bicyclists, provide short connections between destinations and longer paths in situations where a similar route is not provided on the street network.
- Connectivity: Enhances route options and shorten distances traveled for pedestrians and bicyclists.
- Right-of-Way Width: 12' – 18'
- Pavement Width: 6' – 10' with 2' – 4' graveled or planted strips on side
- Curb and Gutter: No curb



Comment: Subsection I is carried forward from Section IV of the existing street standards.

I. Crosswalk and Street Corner Radius. Pedestrians must be provided with the shortest possible route across street intersections. This is accomplished by using small curb radii and curb extensions. At the street corner, where one curbed street meets another is known as the curb return. The measure of the sharpness of the corner, or curb return is known as the curb return radius (Crr).

1. Effect of Corner Turning Radii on Pedestrian Crossing Distances



Radius	Crossing Distance	Increased Crossing	Percent Increase
15'	37'	+11'	42%
25'	50'	+24'	92%
50'	89'	+53'	203%

Michael Wallwork, 1999

2. With a larger Crr, turning movements of right-turning vehicles are easier and possible at faster speeds, but the length of the crosswalk needed to cross the street for pedestrians at that point is also increased. As the Crr increases, the distance the pedestrian must cross increases, and the time it takes for the pedestrian to cross the intersection increases. Higher turning vehicular speeds are encouraged and dangerous "rolling stops" become more frequent. Table 2 exemplifies the affect on intersection crossings as Crr increases from 15 feet to 35 feet.

	6'	6'	6'	8'	8'	8'	10'	10'	10'	10'
SIDEWALK WIDTH	6'	6'	6'	8'	8'	8'	10'	10'	10'	10'
PARKROW WIDTH	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'
CURB RETURN RADIUS	15'	25'	30'	15'	25'	30'	15'	25'	30'	35'
CROSSING DISTANCE ADDED TO STREET WIDTH	2.5'	11.6'	17.2'	1.7'	10.0'	15.3'	1.1'	8.6'	13.6'	19.0'
CROSSING TIME ADDED WITH ADDITIONAL STREET WIDTH (SECONDS)	0.7	3.3	4.9	0.5	2.9	4.4	0.3	2.5	3.9	5.4

Source: Traditional Neighborhood Development Street Design Guidelines, Institute of Transportation Engineers

3. Crosswalk and Curb Return Radius (Crr) Approval Standards: New and reconstructed crosswalks and corners shall conform to the following curb return radius standards.

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- a. Base Crr on reasonable anticipated vehicular and pedestrian traffic volumes, traffic types and intersection control devices.
- b. Use 10 to 15 feet Crr in neighborhoods, excluding intersections involving boulevards.
- c. When designing Crr, allow for large vehicles to swing across the centerline of the street as per AASHTO standards.
- d. Begin on-street parking a minimum of 20 feet from any intersection involving boulevards and avenues to provide clear vision for pedestrians, bicyclists and drivers. This setback will also assist larger vehicles to turn.
- e. At intersections with Crr 15 feet or larger with high pedestrian traffic volumes, paver bulb outs, use textured crossings and other appropriate traffic calming treatments to facilitate pedestrian travel.
- f. Match the Crr for newly constructed or reconstructed street corners in the Historic District to what historically has been used in the remainder of the Historic District.
- g. No obstructions greater than 2.5 feet high, nor any landscaping which will grow greater than 2.5 feet high, with the exception of trees whose canopy heights are at all time greater than 8 feet, shall be placed in a vision clearance so that pedestrians and drivers can see each other. See section 18-2.4.090 for vision clearance standards.

Comment: Subsection I is carried forward from Section V of the existing street standards.

J. Hillside Streets and Natural Areas. Occasionally, streets are constructed in locations with significant natural features that require special accommodations such as in hilly areas, near creeks, rock outcroppings, drainages, or wetlands. In these cases, specific considerations should be made to minimize negative impacts. For example, wide streets along steep slopes require much larger hillside cuts than narrow streets. Streets constructed in hillside areas or natural resource areas should minimize negative impacts and use minimal cut and fill slopes. Generally, the range of street types provided in subsection 18-4.6.030.G make it possible to construct or improve streets in accordance with the design standards. In certain situations, however, adjustments may be made using the Adjustments to Street Standards process in section 18-4.6.030.C.

- I. Approval of Streets on Hillside Lands and Natural Areas. Except as provided by subsection 2, below, approval of a street on a Hillside Land or Natural area shall conform to Chapter 18-3.9, Physical and Environmental Constraints, and the following provisions:
 - a. Clear Travel Lane. New streets shall provide a 20-foot clear travel lane area in areas designated Hillside Lands.
 - b. Ample on-street or bay parking shall be provided at the foot of steep hills, especially those prone to snow and/or ice buildup.
 - c. Streets shall be located in a manner that preserves natural features to the greatest extent feasible.
 - e. Whenever possible, street alignments shall follow natural contours and features so that visual and physical access to the natural feature is possible.

- f. Streets shall be situated between natural features, such as creeks, mature trees, drainages, open spaces and individual parcels in order to appropriately incorporate such significant neighborhood features.
2. **Dead End Streets.** Generally, the range of local street types make it possible to construct or improve local streets in accordance with the street design standards. In certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions may be made. Dead-end streets may be permitted in areas where topography, wetland, creeks or other physical features of the land preclude street connections. Only neighborhood streets may be dead end roads. No dead end street shall exceed 500 feet in length, not including the turnaround.

Comment: The following access standards are from Section VI of the existing street standard , and are in addition to the standards in 18-4.3.080.C Vehicular Access and Circulation, This section will be relocated to the Parking, Access and Circulation chapter in the next draft, and consolidated with 18-4.3.080.C.

K. Driveway Apron and Curb Cuts. Driveway aprons, often referred to as private accesses, affect the safety, capacity and character of a street. Motorists turning into and out of private driveways or parking lots can be the source of potential conflicts with pedestrians, bicyclists and motor vehicles. In addition, motorists entering and exiting the street system slow down traffic and thereby reduce the traffic flow and street capacity. Every driveway apron is a challenge for pedestrians. As the number of private accesses increases, the sidewalk loses continuity as the surface dips up and down with the driveway curb cuts. Even able-bodied pedestrians can have trouble negotiating excessive dips and cross-slopes. The combination of an uneven surface and the continuous potential threat of a motor vehicle impeding on the sidewalk negatively affects the pedestrian environment and the character of the street. However, as long as accesses are not too frequent and are properly designed, their potential impact is not as great as having numerous driveway curb cuts within a shorter distance. The Driveway Apron and Curb Cut Standards apply to private accesses on neighborhood collector and neighborhood streets. New and reconstructed streets, curb cuts and driveway aprons shall conform to the following driveway apron and curb cut standards.

1. **Spacing.** Space driveway curb cuts at least 24 feet apart as measured between the bottoms of the existing or proposed apron wings of the driveway approaches.
2. **Width.** Minimize the width of driveway curb cuts and aprons in the parkrow and sidewalk area. The driveway width may be increased in the private yard area.
3. **Shared Driveways.** Minimize the number of driveway intersections with streets shall by the use of shared driveways with adjoining lots where feasible.
4. **Number of Driveway Curb Cuts Per Lot.** For single-family and multi-family developments, one driveway curb cut is permitted per lot. Larger multi-family developments may require more than one driveway curb cut. For commercial and industrial developments, driveway curb cuts shall be minimized.
5. **Alley Access.** If a property has alley access, a curb cut for a driveway apron is not permitted.

Comment: Subsection I is carried forward from Section VII of the existing street standards.

- L. Local Improvement Districts and Street Right-of-Way Improvements.** Streets built or improved using a local improvement district (LID) may occur in areas constrained by the built environment or natural features, and as a result, are allowed adjustments to the street design standards. Adjustments to the street design standards for LID projects require the approval of the Ashland Planning, Engineering, Police and Fire Departments through a *[Ministerial/Type ?]* procedure, and should be limited to situations where there is demonstrable difficulty in meeting the specific requirements due to a unique or unusual aspect of the site, as described below:
1. Curb-to-Curb Width. Street improvements constructed through a LID shall be permitted to reduce the required curb-to-curb width to preserve significant natural features, to accommodate existing structures and to ensure compatibility with the surrounding neighborhood.
 2. Retrofitting Existing Paved Streets With Sidewalks and Parkrows. Generally, the range of local street types makes it possible to construct or improve local streets in accordance with the street design standards. In certain situations where physical features of the land or existing neighborhoods create constraints, adjustments may be made. For example, adjustments could result in construction of meandering sidewalks, sidewalks on only one side of the street, or curbside sidewalk segments instead of setback walks. In some cases, streets with wider curb-to-curb widths than is currently required may be retrofitted with sidewalks and/or parkrows. In this case, the city may permit constructing sidewalks and/or parkrows from the curb line in towards the street centerline (on top of existing pavement). Building sidewalks and/or parkrows in place of existing pavement is generally limited to situations where a sidewalk and/or parkrow will be continuous along the entire side of the street.
 3. Preserving Natural Features. Streets shall be located in a manner that preserves natural features to the greatest extent feasible, pursuant to subsection 18-4.6.030.J.

18-4.6.040 Street and Greenway Dedications

Comment: This section carries forward Chapter 18.82 Street and Greenway Dedications.

A. Purpose. To provide timely and orderly improvement and enlargement of the city street and greenway system through the dedication of land by property owners upon development of their land.

Comment: The highlighted language below in Items 3, 4, 5 and 8 is new, and is based on the Oregon Model Code.

B. Street Dedication Required. Land will be dedicated by a property owner for the construction of a street or greenway when:

1. A development requiring a planning action, partition, or subdivision takes place on the owner's property; and
2. The development will result in increases in the traffic generated (pedestrian, bicycle, auto) in the area, by some measure; and
3. The property contains a future road or greenway dedicated on the official map adopted pursuant to subsection 18-4.6.040.E. Where required neighborhood street connections are not shown on the street dedication map, the development shall provide for the reasonable continuation and connection of existing streets to serve the development, conforming to the standards of this chapter.
4. Existing street-ends that abut a proposed development site shall be extended with the development, unless prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this title.
5. Proposed streets and any street extensions required shall be located, designed and constructed to allow continuity in street alignments (i.e. street stubs at property boundaries) and to facilitate future development of adjacent vacant or redevelopable lands, consistent with the standards of this chapter.
6. 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.
7. The city may require additional right-of-way for streets that do not meet the street standards of this chapter, or as necessary for realignments of intersections or street sections, which do not have to be shown on the official map.
8. The city review authority may require the dedication of land for the construction of a city street or greenway provided that the impact of the development on the city transportation system is roughly proportional to the dedication.

Comment: The language under subsection C carries forward 18.76.190 Dedication of Property for Public Use allowing lots that dedicate street right-of-way to maintain a conforming status. Currently, this is the case for partitions and Performance Standards Subdivisions, but is not clearly specified for subdivisions done under Chapter 18.80. This has also been an issue in street improvements done through a Local Improvement District. Sometimes when streets are improved through the Local Improvement District process, owners are willing to dedicate public right-of-way for amenities like sidewalks. However, without this provision, contributing the area along the front or sides of properties is discouraged

18-4.6 – Public Facilities | Street and Greenway Dedications

because it can make lots not meet the size or dimensional requirements (e.g. setback, lot width and depth).

C. Nonconformities Created by Street Dedication. When lot area or setbacks are reduced as a result of dedication of right-of-way for improvement of a street, the remaining lot is deemed in compliance with the minimum lot size, lot coverage and yard requirements of the zone. Lots which could be divided prior to the right-of-way dedication shall not be prohibited from such division if the parcel size falls below the minimum requires due to dedication of right-of-way for improvement to a street.

D. Building Construction Prohibited. The construction of permanent structures is prohibited in the right-of-way and associated setback areas of a future street or greenway.

Comment: The language under the previous subsection 'D' below does not address the constitutional case law principle that dedications must be roughly proportional to development impacts, whereas Item B.7 above addresses this issue. Item 8 in Section B Street Dedication Required address proportionality, and replaces the deleted language below.

~~**D. Street Dedication Waived.** The property owner is not required to dedicate land for the construction of a city street or greenway when it has been proven, to the satisfaction of the city review authority, that the development will not increase in any way, the automobile, pedestrian or bicycle traffic generated in the area, though building construction in the right-of-way or setback area of a future street or greenway is prohibited.~~

Comment: Language is added to D.1 to reference the TSP's bikeway network map as it includes future greenway extensions. Also, the previous indicating that all future streets are shown on the Street Dedication Map is deleted because neighborhood level streets are not shown on the map, and this is inaccurate.

E. Street Dedication Map.

1. ~~All~~ Future street and greenway dedications are ~~to be~~ shown on the official street dedication and planned bikeway network map adopted by the City Council.
2. The Staff Advisor or the Planning Commission may modify the location of a required street or greenway dedication to account for practical difficulties in implementing this ordinance, as long as the general intent of providing safe transportation from one point to another is ensured.

F. Dedication Required Prior to Final Approval.

1. Dedication of the future right-of-way for a street or greenway is required prior to final action on a partitioning, subdivision, or development requiring a planning action.
2. If a plat is required for final action, the dedication shall be indicated on the plat as dedicated to the City of Ashland.
3. If no plat is required, a deed with the dedication described by a registered surveyor shall be granted to

18-4.6 – Public Facilities | Street and Greenway Dedications

the City of Ashland. Said deed shall be provided with adequate title insurance or other assurance necessary to ensure that the title is free of all encumbrances, back taxes or liens.

18-4.6 – Public Facilities | Public Use Areas

18-4.6.050 Public Use Areas

Comment: Section 18-4.6.050 replaces 18.80.020.G Land for Public Purposes, which addresses standards for park site dedications and improvements. The language is updated using the Oregon Model Code.

A. Dedication of Public Use Areas. Where a proposed park, playground, trail, or other public use shown in a plan adopted by the city is located in whole or in part in a subdivision, the city may require the dedication of this area to the city, or the designation of this area on the final plat for future dedication to the city, provided that the impact of the development on the city park system is roughly proportional to the dedication, conforms to the requirements of this ordinance, and is consistent with applicable City of Ashland parks and trails master plans.

18-4.6.060 Sanitary Sewer and Water Service Improvements.

Comment: This section is new, and is intended to give clear direction to the applicant on what the approval authority is using in determining adequate capacity of sanitary sewer and water service improvements.

- A. Sewers and Water Mains Required.** All new development is required to connect to city water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains, considering the City's standards. Where streets are required to be stubbed to the edge of the development, sewer and water system improvements, and other utilities, shall also be stubbed with the streets, except where alternate alignment(s) are approved by the city.
- B. Sewer and Water Plan Approval.** Development permits shall be issued only where sewer and water improvements in the public right-of-way or public easements are approved by the City Engineer.
- C. Over-Sizing.** The city review authority may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans; and the city may authorize other cost-recovery or cost-sharing methods as provided under state law.
- D. Inadequate Facilities.** Development permits may be restricted or rationed by the city where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems.

18-4.6.070 Storm Drainage and Surface Water Management Facilities

Comment: This section is new, and is intended to give clear direction to the applicant on what the approval authority is using in determining adequate capacity.

- A. General Provisions.** Development permits shall be issued only where adequate provisions for storm water management are approved by the City Engineer and Building Official, considering the City's Storm Drainage Master Plan.
- B. Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be sized to accommodate existing and projected future runoff from upstream drainage area, considering the City's Storm Drainage Master Plan. Such facilities shall be subject to review and approval by the City Engineer.
- C. Effect on Downstream Drainage.** Where it is anticipated by the City Engineer that the additional runoff resulting from the development would overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.
- D. Over-Sizing.** The city review authority may require as a condition of development approval that sewer, water, and/or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the City's Storm Drainage Master Plan; and the city may authorize other cost recovery or cost-sharing methods as provided under state law.
- E. Existing Watercourse.** Where a watercourse, drainage way, channel, or stream traverses a proposed development site, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the boundary or centerline of such watercourse, as applicable, and such further width as will be adequate for conveyance and maintenance to protect the public health and safety.

18-4.6.080 Utilities

Comment: Subsections A and B forward existing requirements of 18.68.120 Utilities. Sections C and D are new, and are based on the Oregon Model Code.

The following standards apply to new development where extension of electric power or communication lines is required:

- A. General Provision.** The developer of a property is responsible for coordinating his development plan with the applicable utility providers and paying for the extension/installation of utilities not otherwise available to the subject property.
- B. Height.** Utility transmission and distribution lines, poles and towers may exceed the height limits otherwise provided for in this title, except for wireless communication systems as provided in XXX and in the Airport Overlay.

C. Underground Utilities.

1. General Requirement. The requirements of the utility service provider shall be met. All utility lines in new developments, including but not limited to those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the City decision-making body determines that placing utilities underground would adversely impact adjacent land uses. Screening and buffering of above ground facilities to protect the public health, safety or welfare.

2. Subdivisions. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:

- a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic, per Chapter 18-4.3;
- b. The City reserves the right to review and approve the location of all surface-mounted facilities;
- c. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets; and
- d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

D. Exception to Undergrounding Requirement. The City may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.