

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
STUDY SESSION
FEBRUARY 25, 2014
AGENDA**

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

- II. **ANNOUNCEMENTS**

- III. **PUBLIC FORUM**

- IV. **DISCUSSION ITEMS**
 - A. Normal Neighborhood Final Plan

 - B. Unified Land Use Ordinance: Part Three of Section 18-4, Site Development and Design Standards

- V. **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).

DISCUSSION ITEM

Normal Neighborhood Final Plan

Memo

Planning Commission 02/25/2014

TO: Ashland Planning Commission

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

RE: Normal Neighborhood Final Plan

Summary

At this study session staff will present the final materials for the Normal Neighborhood Plan. These materials include the key elements for adoption of the neighborhood plan and regulating future development within the 94 acre north Normal Avenue area. The neighborhood planning project has been undertaken as a tool and process in part to address the City's desire to address future infill and growth through innovative land use strategies.

Upon final adoption the neighborhood plan and implementing ordinances are intended to provide a detailed vision and regulatory framework for the area which efficiently accommodates future growth, provides for a system of greenways, protects and integrates existing stream corridors and natural wetlands, provides for a variety of housing types, and enhances overall mobility by planning for safe walking, bicycle, and automobile routes while providing convenient access to future bus service. Neighborhood planning represents an opportunity to collectively think ahead, determine a vision, and instill a degree of confidence about being prepared for changes, rather than merely being put in a position to react to change.

The materials presented at this study session will again be presented back to the Planning Commission and public for consideration at a formal hearing. These final plan materials incorporate revisions to the draft plan presented to the Commission on 11/26/2013 and include the following major components:

- Normal Neighborhood Plan document
(dated February 2014)
- Normal Neighborhood Plan Maps
- Draft Land Use Code Amendments
 - Normal Neighborhood District
(ch.18-3.13)

The attached Normal Neighborhood Plan document is intended to summarize the area's existing conditions and to provide an overview of key opportunities and constraints identified and considered over the course of the two year planning process. Given the narrative format of this document it will

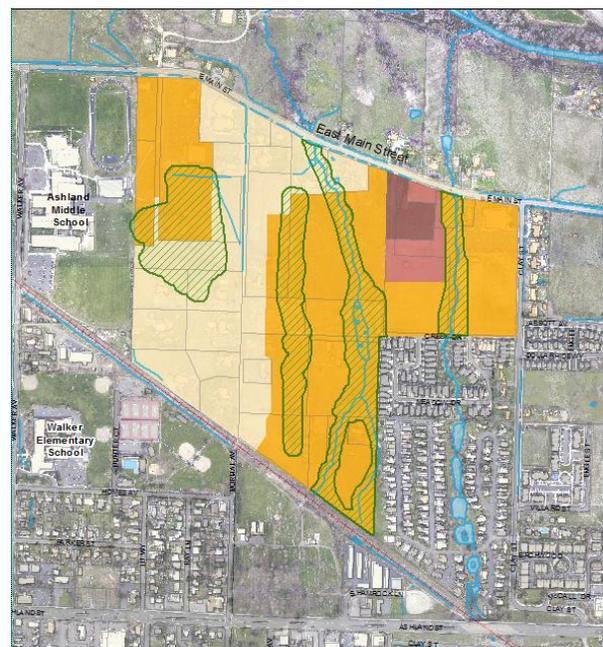


assist future residents and developers understand the context of the neighborhood plan and the general intention behind the implementing ordinances and maps. It is important to note that this document is not itself a regulatory tool and does not establish approval standards. Rather the draft Land Use Ordinance, the Neighborhood Plan maps, the Transportation System Plan, and the adopted street standards will establish the regulatory framework for future development of the area.

Land Use Framework

During the Planning Commission study sessions held on October 8th and November 26th commissioners discussed how future applicants may respond to changing natural conditions such as an increase or decrease in a wetland's area. Commissioners also discussed how the plan would accommodate the transfer of the residential density out of environmentally sensitive lands to the project's developable land area. In the final plan and proposed land use ordinance these issues have been addressed as follows:

- Proving a underlying land use designation (NN-01, NN-02, NN-03, or NN-03C) to all lands within the plan area
- Establishing a conservation area overlay that includes wetlands as included in the adopted Local Wetlands Inventory, 50ft wetland buffers, the FEMA 100yr floodplain, Ashland's floodplain, and riparian protection areas.
 - The establishment of a "Conservation Area" is consistent with the City's existing Comprehensive Plan Map, although as proposed these areas would be expanded to include the above noted water resource protection zones.
- Establishing a Major and Minor Amendment process in the Land Use Code relating to changes in the location or area of conservation areas.
 - It would be considered a major amendment to eliminate, or reduce in area, a designated conservation area.
 - It would be a minor amendment to change the boundaries or relocate a conservation area (IE to correspond with a future wetland delineation) provided there is no reduction in the area preserved.



**Normal Neighborhood Plan
Land Use Designation Overlay Zones**

 NN-01	 NN-03-C
 NN-02	 Openspace/Conservation Areas
 NN-03	

- The method of residential density transfer, to concentrate development upon areas outside of Water Resource Protection Zones (WRPZ), is already provided for in Ashland’s Land Use Ordinance. The existing regulations state:

18.63.100D Density Transfer. Density calculated from the land area contained within the Water Resource Protection Zone may be transferred to lands outside the Water Resource Protection Zone provided the following standards are met.

 - 1. Partitions and subdivisions involving density transfer shall be processed under the Performance Standards Options Chapter 18.88.*
 - 2. A map shall be submitted showing the land area not within the Water Resource Protection Zone to which the density will be transferred.*
 - 3. The Water Resource Protection Zone shall be included in a separate preservation tract to be managed by a homeowner’s association or other common ownership entity responsible for management of the area.*
 - 4. Density may only be transferred within the subject property or to a lot or lots contiguous to the subject property and within the same ownership.*
 - 5. The density transferred to lands not within the Water Resource Protection Zone may not be increased to more than one and a half times the base density of the underlying zoning district. Fractional units are to be rounded down to the nearest whole number.*
- Amending the ordinance to clarify that designated conservation areas may be excluded from the acreage of the project for the purposes of calculating the minimum density for residential annexations (18-3.13.050B1b).
 - Staff has recommended this ordinance language in consideration of those individual properties with a significant area of land within a conservation area. The concern was that with an annexation requirement to accommodate 90% of the base density for the whole site upon the developable land area, some properties would be compelled concentrate a disproportionate, or unfeasible, number of housing units upon a limited amount of developable land area, thereby exceeding the carrying capacity of the land and /or triggering a housing type and effective density not otherwise allowed in the zone. As drafted a development could still transfer density out of the WRPZ (see above) where feasible and appropriate, but they would not be obligated to do so to comply with the 90% minimum density requirement.
- Providing storm water management requirements that including that future peak storm water flows and volumes not exceed pre-development peak flow.
 - The City Engineer may require the applicant to submit hydrology and hydraulic calculations to determine pre- and post development storm water flows to evaluate the effectiveness of storm water management strategies.

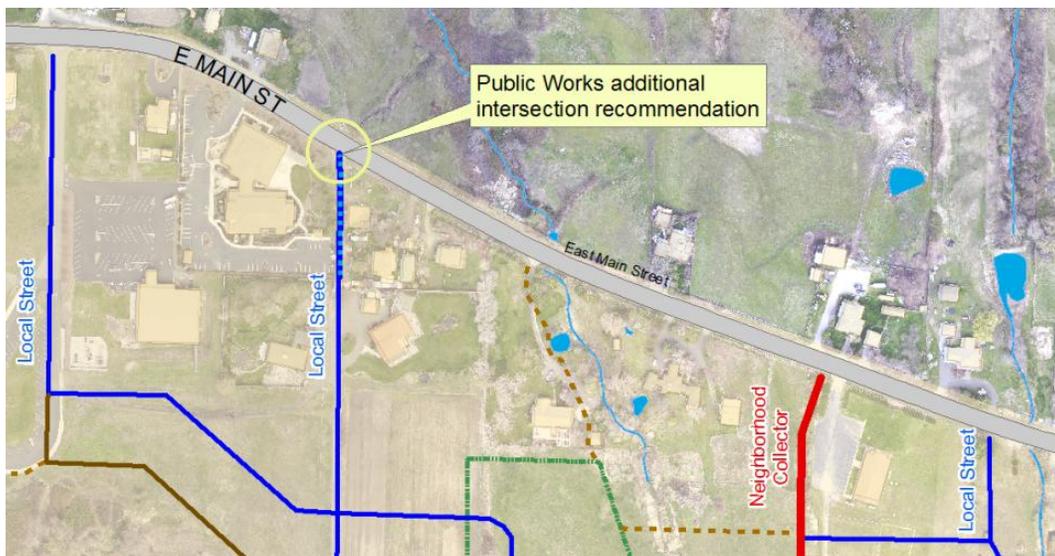
Transportation Framework

The Transportation Commission discussed the plan’s transportation framework and the issue of the new neighborhood collector at a special meeting held on November 14, 2013. Commissioners questioned whether “New Normal Avenue” should be more receptive to non-neighborhood traffic and configured as a straight North/South connection to better accommodate cut-through traffic as is presently portrayed in the Transportation System Plan (TSP) . The Transportation Commission ultimately recommended that the New Normal Avenue be the sole vehicular connection to East Main Street, thereby recommending elimination of two of the three intersections as proposed in the draft



plan. The Transportation Commission also discussed the issue of needed facility improvements to East Main Street (i.e. curb, gutter, bike lanes, sidewalks) and voiced concern over the cost and timing of such improvements. East Main Street is presently improved to County standards and ultimately needs to be upgraded to meet the City's Avenue standard.

In reviewing the final Street Network included as an attachment to this memo the City's Public Works Director, Mike Faught, has expressed that a fourth intersection is needed to accommodate traffic to and through the development, provide two means of access to East Main Street west of Cemetery Creek, and to maintain a gridded street system. Director Faught presented this position to the Transportation Commission as a formal recommendation that would be presented to the Planning Commission and City Council for consideration. If approved by the City Council this additional intersection would be an extension of the local street as shown below.



A [Future Traffic Analysis](#) was conducted as part of this project that specifically analyzed traffic impacts projected at full build-out of the area. The report found that all existing intersections in vicinity of the project are expected to continue to function within operational standards in the year 2038 and that each of the proposed new street intersections with East Main Street would function within applicable mobility standards.

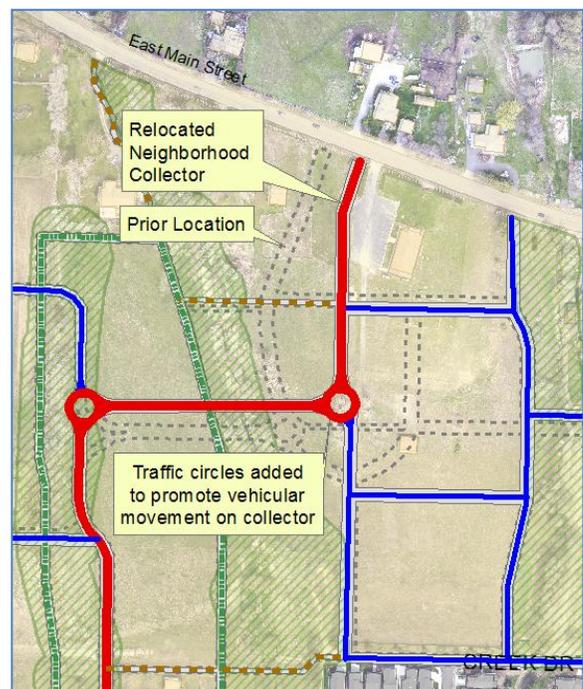
The report noted that East Main Street should be improved to comply with existing City standards (bike lanes, park rows, sidewalk, and potentially a center turn lane) at which point the improved Avenue could accommodate projected vehicular, pedestrian and bike traffic. Further the report found that the City should consider conducting a speed study and pursuing a reduction in speeds on East Main St. to be 25mph at the time of future improvements.

Future improvements to East Main Street, the railroad crossing, and the new neighborhood collector would each be of benefit to bicyclists, pedestrians, and automobile users beyond the plan area boundaries and as such the Public Works Department is looking to include each of these infrastructure improvements on a list System Development Charges eligible transportation.

The “Shared Streets” as proposed within the plan area are to be very low speed streets where all of the functions of the transportation system coexist in the same space. There are no individual sidewalks separated from the street surface by curbs and planted medians. There are no bicycle lanes separated from the street by painted lines. The low volumes, low-speeds, and narrow cross-section make it possible for all to safely occupy the street surface by yielding to the slowest and most vulnerable present at a given moment. As part of the final plan materials presented at a public hearing a Transportation System Plan amendment will be included for consideration to establish the street standards and cross section for this street type.

Street Alignment

On September 24th the Planning Commission suggested that the final plan locate streets and zoning along property lines where practical. In the vicinity of the neighborhood collector intersection with East Main Street the proposed street has been shifted to the east in the final plan to better align with the property line between two large parcels. The addition of small traffic circles, or a street geometry design which provides for smooth turning movements on the neighborhood collector, will allow traffic to flow continuously without hard turns thereby addressing a concern raised by the Transportation Commission. Further this re-alignment will utilize the collector street to efficiently serve each adjacent property and allow them to develop independent of one-another. To correspond with this change in road location the proposed zoning of the affected properties has also been similarly adjusted to correlate with existing property lines and future street locations.



Land Use Ordinance

The proposed Land Use ordinance amendments will work in consort with the Normal Neighborhood Plan, multi-modal transportation circulation plans, and newly proposed zoning designations to provide the underlying framework for future area development. The Normal Neighborhood District ordinance amendments are ultimately to be incorporated into the Unified Land Use Ordinance (ULUO) as a distinct overlay.

The Draft Normal Neighborhood District ordinance references sections within the ULUO and as the ULUO is in the process of being amended the final adoption of the Normal Neighborhood District ordinance will need to either be processed concurrent with draft ULUO review and hearing process, or following its adoption. However to assist the public and the Commission in evaluating the regulatory standards proposed for the neighborhood plan the Draft Normal Neighborhood District ordinance (ch.18-3.13) is included for review and consideration at this time.

NEXT STEPS

The Normal Neighborhood Plan, plan maps, and TSP amendments, are to come before the Planning Commission and public at a formal public hearing scheduled for March 11, 2014. The Normal Neighborhood District Land Use Ordinance will be presented to the Planning Commission as part of the ULUO hearing process. The Commission's recommendations on the final plan will be provided to the City Council for their consideration during the final adoption public hearings yet to be scheduled. Given timing issues related to the concurrent Unified Land Use Ordinance update process, the formal adoption process for the Normal Plan must be undertaken in two phases:

Phase 1 (3/11/14):

- Adoption of official maps:
 - Comprehensive Plan designation for the “Normal Neighborhood Plan” with Conservation Areas identified.
 - Land Use Designations Map (NN-01, NN-02, NN-03, NN-03C)
 - Street Network Map
 - Pedestrian and Bicycle Network
 - Street network: Green Streets
 - Open Space Network
- Adoption of Transportation System Plan (TSP) amendments including:
 - Amend the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area Street Network, and reclassify Normal “Avenue” as a Neighborhood Collector.
 - Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project
 - Amend the Planned Bikeway Network Map to incorporate the planned multiuse trails within the Normal Neighborhood Plan.
 - Amend the Street Standards to incorporate Shared Streets.

Phase 2 (date tbd) :

- Adoption of the Normal Neighborhood District Land Use Ordinance (draft Chapter 18-3.13) into the Unified Land Use Ordinance.



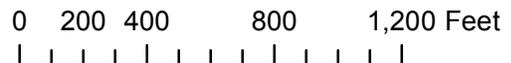
ATTACHMENTS:

- Normal Neighborhood Plan Maps (dated 2/25/2014)
 - Comprehensive Plan Map Amendment
 - Land Use Designation Overlay Zones
 - Street Network Map
 - Pedestrian and Bicycle Network
 - Street network: Green Streets
 - Open Space Network
- Normal Neighborhood District Draft Code Amendments (Chapter 18-3.13)
- Normal Neighborhood Plan Document (dated February 2014)
- Summary of Plan Revisions



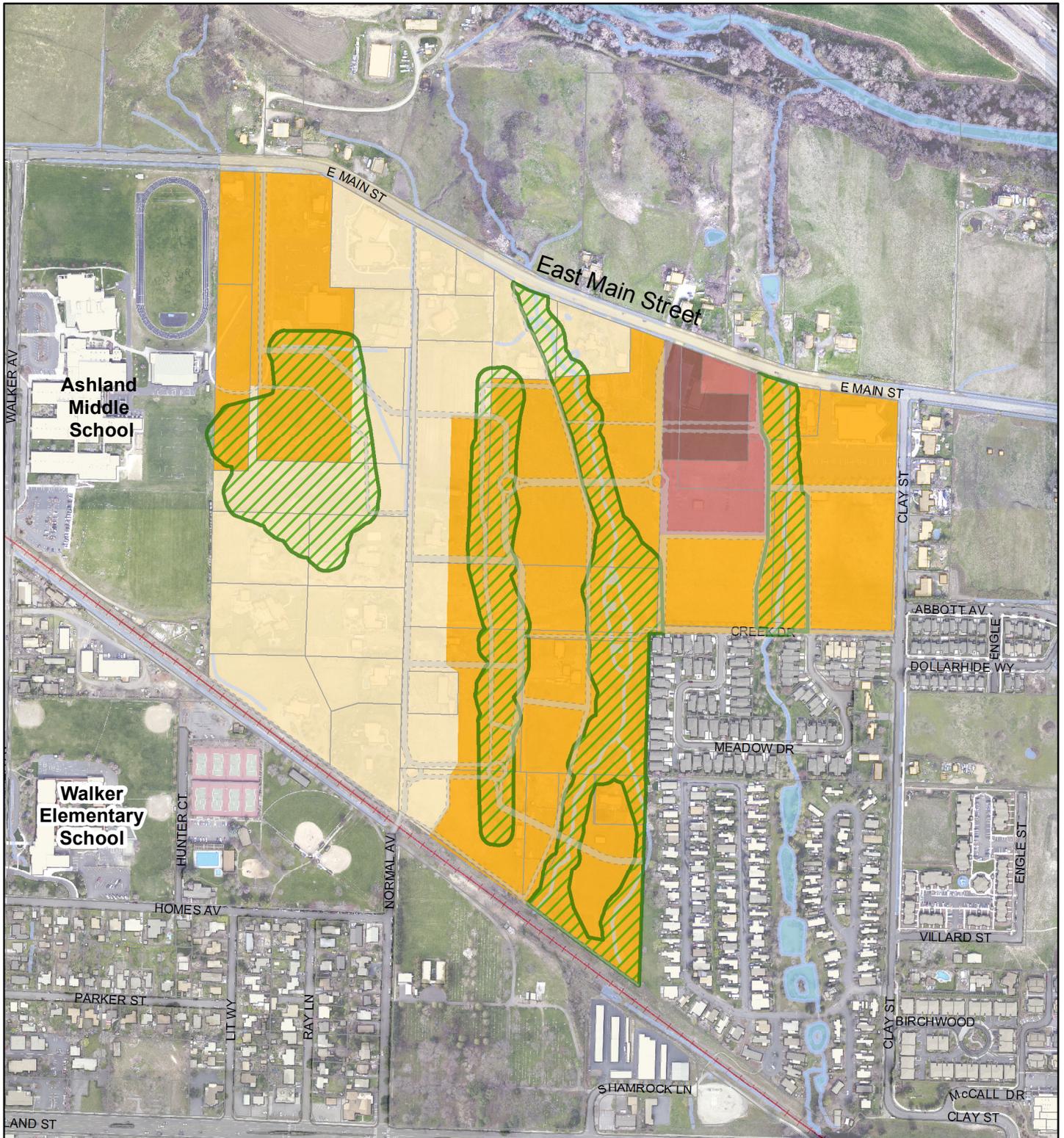


Normal Neighborhood Plan Comprehensive Plan Map Amendment

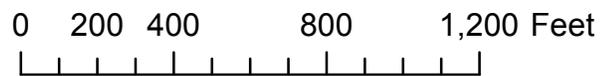


-  Normal Neighborhood Plan
-  Conservation Area



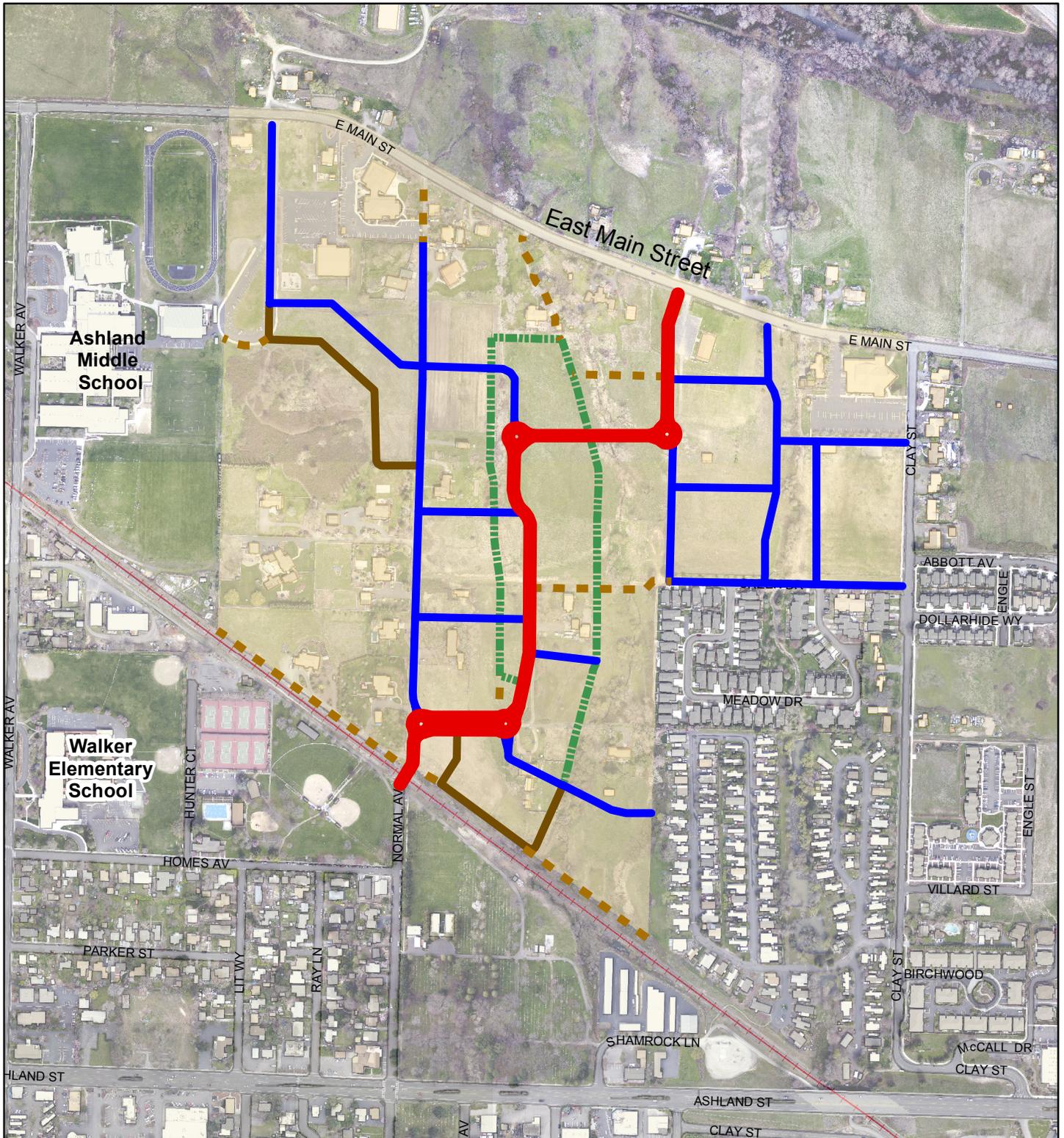


Normal Neighborhood Plan Land Use Designation Overlay Zones

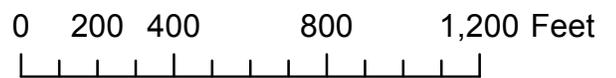


- NN-01
- NN-02
- NN-03
- Openspace/Conservation Areas





Normal Neighborhood Plan Street Network Map



-  Neighborhood Collector
-  Neighborhood Street
-  Shared Street
-  Alley
-  Multi-Use Path





Normal Neighborhood Plan Open Space Network

-  natural area
-  pocket park
-  green streets
-  multi-use path

0 200 400 800 1,200 Feet



Normal Neighborhood District

Draft 2-25-2014

Chapter 18 Code Amendments

18-3.13.010 Purpose

18-3.13.020 Applicability

18-3.13.030 General Requirements

18-3.13.040 Use Regulations

18-3.13.050 Dimensional Regulations

18-3.13.060 Site Development and Design Standards

18-3.13.070 Conservation Area overlay

18-3.13.080 Review and Approval Procedure

18-3.13.010 Purpose

The neighborhood is designed to provide an environment for traditional neighborhood living. The Normal Neighborhood Plan is a blueprint for promoting a variety of housing types while preserving open spaces, stream corridors, wetlands, and other significant natural features. The neighborhood commercial area is designated to promote neighborhood serving businesses with building designs that reflect the character of the neighborhood and where parking is managed through efficient on-street and off-street parking resources. The neighborhood will be characterized by a connected network of streets and alleys, paths and trails, with connection to the natural areas, wetlands, and streams. This network will also connect to the larger network of regional trails, paths, and streets beyond the boundaries of the neighborhood. The development of the neighborhood will apply principles of low impact development to minimize the extent and initial cost of new infrastructure and to promote the benefits of storm water management.

18-3.13.020 Applicability

This chapter applies to properties designated as Normal Neighborhood District on the Ashland Zoning Map, and pursuant to the Normal Neighborhood Plan adopted by Ordinance [#number (date)]. Development located within the Normal Neighborhood District is required to meet all applicable sections of this ordinance, except as otherwise provided in this chapter; where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the Normal Neighborhood District shall govern.

18-3.13.030 General Regulations

A. Conformance with the Normal Neighborhood Plan. Land uses and development, including construction of buildings, streets, multi-use paths, and conservation shall be located in accordance with those shown on the Normal Neighborhood Plan maps adopted by Ordinance [#number (date)].

B. Performance Standards Overlay. All applications involving the creation of three or more lots shall be processed under chapter 18-3.8 Performance Standards Option.

C. Amendments. Major and minor amendments to the Normal Neighborhood Plan shall comply with the following procedures:

1. Major and Minor Amendments

- a. Major amendments are those that result in any of the following:
 - i. A change in the land use overlay designation.
 - ii. A change in the maximum building height dimensional standards in section 18-3.x.050
 - iii. A change in the allowable base density, dwelling units per acre, in section 18-3.x.050.
 - iv. A change in the Plan layout that eliminates a street, access way, multi-use path or other transportation facility.
 - v. A change in the Plan layout that eliminates or reduces an area designated as a conservation or open space area.
 - vi. A change not specifically listed under the major and minor amendment definitions.

- b. Minor amendments are those that result in any of the following:
 - i. A change in the Plan layout that requires a street, access way, multi-use path or other transportation facility to be shifted fifty (50) feet or more in any direction as long as the change maintains the connectivity established by Normal Avenue Neighborhood Plan.
 - ii. A change in a dimensional standard requirement in section 18-3.x.050, but not including height and residential density.
 - iii. A change in the Plan layout that changes the boundaries or location of a conservation or open space area to correspond with a delineated wetland and water resource protection zone provided there is no reduction in the area preserved.

2. Major Amendment – Type II Procedure. A major amendment to the Normal Neighborhood Plan is subject to a public hearing and decision under a Type II Procedure. A major amendment may be approved upon finding that the proposed modification will not adversely affect the purpose of the Normal Neighborhood Plan. In addition to complying with the standards of this section for a major amendment shall demonstrate that:

- a. The proposed amendment maintains the transportation connectivity established by the Normal Neighborhood Plan;
- b. The proposed amendment furthers the street design and access management concepts of the Normal Neighborhood Plan.
- c. The proposed amendment furthers the protection and enhancement of the natural systems and features of the Normal Neighborhood Plan, including wetlands, stream beds, and water resource protection zones by improving the quality and function of existing natural resources.
- d. The proposed amendment will not reduce the concentration or variety of housing types permitted in the Normal Neighborhood Plan.

e. The proposed amendment is a necessary to accommodate physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, streams, wetlands, water resource protection zones, or similar natural features, or to adjust to existing property lines between project boundaries.

3. Minor Amendment – Type 1 Procedure. A minor amendment to the Normal Neighborhood Development Plan is subject to an administrative decision under the Type I Procedure. Minor amendments are subject to the Exception to the Site Design and Use Development Standards of chapter 18-5.2.050(E).

18-3.13.040 Use Regulations

A. Plan overlay zones. There are four Land Use Designation Overlays zones within the Normal Neighborhood Plan are intended to accommodate a variety of housing opportunities, preserve natural areas and provide open space.

1. Plan Overlay zone NN-01 The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed, in addition to the detached single dwelling. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.

2. Plan Overlay zone NN-02. The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed including multiple compact attached and/or detached dwellings. Dwellings may be grouped around common open space and be separated from one another by side yards to provide privacy and single family home-type scale and character. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.

3. Plan Overlay zone NN-03. The use regulations and development standards are intended to create and maintain a range of housing choices, including multi-family housing within the context of the residential character of the Normal Avenue Neighborhood Plan.

4. Plan Overlay zone NN-03C The use regulations and development standards are intended is to provide housing opportunities for individual households through development of multi-dwelling housing with the added allowance for neighborhood-serving commercial mixed- uses so that many of the activities of daily living may be met within the Normal Avenue Neighborhood. The public streets within the vicinity of the NN-03-C overlay are to provide sufficient on-street parking to accommodate ground floor neighborhood business uses.

B. Normal Neighborhood Plan Residential Building Types. The development standards for the Normal Neighborhood Plan will preserve neighborhood character by incorporating four distinct land use overlay areas with different concentrations of varying housing types.

1. Single Dwelling Residential Unit.

A Single Dwelling Residential Unit is a detached residential building that contains a single dwelling with self-contained living facilities on one lot. It is separated from adjacent dwellings by private open space in the form of side yards and backyards, and set back from the public street or common green by a front yard. Auto parking is generally on the same lot in a garage, carport, or uncovered area. The garage may be detached or attached to the dwelling structure.

2. Accessory Residential Unit.

An Accessory Residential Unit is a secondary dwelling unit on a lot where the primary use is a single-family dwelling, either attached to the single-family dwelling or in a detached building located on the same lot with a single-family dwelling, and having an independent means of access.

3. Double Dwelling Residential Unit (Duplex).

A Double Dwelling Residential Unit is a residential building that contains two dwellings located on a single lot, each with self-contained living facilities. Double Dwelling Residential Units must share a common wall or a common floor/ ceiling and are similar to a Single Dwelling Unit in appearance, height, massing and lot placement.

4. Attached Residential Unit. An Attached Residential Unit is single dwelling located on an individual lot which is attached along one or both sidewalls to an adjacent dwelling unit. Private open space may take the form of front yards, backyards, or upper level terraces. The dwelling unit may be set back from the public street or common green by a front yard.

5. Clustered Residential Units - Pedestrian-Oriented. Pedestrian-Oriented Clustered Residential Units are compact dwellings that are grouped around common open space and generally separated from one another by side yards to provide privacy and single family home-type scale and character. Units are typically arranged around a central common green under communal ownership. Auto parking is generally grouped in a shared surface area or areas.

6. Multiple Dwelling Residential Unit. Multiple Dwelling Residential Units are multiple dwellings that occupy a single building or multiple buildings on a single lot. Dwellings may take the form of condominiums or apartments. Auto parking is generally provided in a shared parking area or structured parking facility..

C. General Use Regulations. Uses and their accessory uses are permitted, special permitted or conditional uses in the Normal Neighborhood Plan area as listed in the Land Use Table.

Table 18-3.13.040 Land Use Descriptions	NN-01 Single family Residential	NN-02 Multi-family low density Residential	NN-03 Multi-family High Density Residential	NN-03-C Multi-family High Density Residential with
Residential Uses				
Single Dwelling Residential Unit (Single-Family Dwelling)	P	P	N	N
Accessory Residential Unit	P	P	P	P
Double Dwelling Residential Unit (Duplex Dwelling)	N	P	P	P
Cottage Housing	P	N	N	N
Clustered Residential Units	N	P	P	P
Attached Residential Unit	N	P	P	P
Multiple Dwelling Residential Unit (Multi family Dwelling)	N	P	P	P
Manufactured Home on Individual Lot	P	P	P	P
Manufactured Housing Development	N	P	P	P
Neighborhood Business and Service Uses				
Home Occupation	P	P	P	P
Retail Sales and Services, with each building limited to 3,500 square feet of gross floor area	N	N	N	P
Professional and Medical Offices, with each building limited to 3,500 square feet of gross floor area	N	N	N	P
Light manufacturing or assembly of items occupying six hundred (600) square feet or less, and contiguous to the permitted retail use.	N	N	N	P
Restaurants	N	N	N	P
Day Care Center	N	N	N	P
Assisted Living Facilities	N	C	C	C
Public and Institutional Uses				
Religious Institutions and Houses of Worship	C	C	C	C
Public Buildings	P	P	P	P
Community Gardens	P	P	P	P
Openspace and Recreational Facilities	P	P	P	P

P = Permitted Use; CU = Conditional Use Permit Required; N = Not Allowed

1. Permitted Uses. Uses listed as “Permitted (P)” are allowed. All uses are subject to the development standards of zone in which they are located, any applicable overlay zone(s), and the review procedures of Part 18-5. See section 18-5.1.020 Determination of Review Procedure.

2.Conditional Uses. Uses listed as “Conditional Use Permit Required (C)” are allowed subject to the requirements of chapter 18-5.4 Conditional Use Permits.

3.Prohibited Uses. Uses not listed in the Land Use Table, and not found to be similar to an allowed use following the procedures of section 18-1.5.040 Similar Uses, are prohibited.

18-3.13.050 Dimensional Regulations

A. The lot and building dimensions shall conform to the standards in Table 1 8-3.13.050 below.

Table 1 8-3.13.050 Dimensional Standards	NN-01	NN-02	NN-03 NN-03-C
Base density, dwelling units per acre	5	10	15
Minimum Lot Area ¹ , square feet (applies to lots created by partitions only)	5,000	3500	3000
Minimum Lot Depth ¹ , feet (applies to lots created by partitions only)	80	80	80
Minimum Lot Width ¹ , feet (applies to lots created by partitions only)	50	35	25
Setbacks and yards (feet)			
Minimum Front Yard abutting a street	15	15	15
Minimum Front Yard to a garage facing a public street, feet	20	20	20
Minimum Front Yard to unenclosed front porch, feet	X ²	X ²	X ²
	Currently under discussion as part of the ULUO update – to be consistent		
Minimum Side Yard	6	6 0 ³	6 0 ³
Minimum Side Yard abutting a public street	10	10	10
Minimum Rear Yard	10 ft per Bldg Story, 5 feet per Half Story		
Solar Access	Setback and yard requirements shall conform to the Solar Access standards of chapter 18-4.10.		
Maximum Building Height, feet / stories	35 / 2.5	35 / 2.5	35 / 2.5
Maximum Lot Coverage, percentage of lot	50%	65%	75%
Minimum Required Landscaping, percentage of lot	50%	35%	25%
Parking	See section 18-4.3.080 Vehicle Area Design Requirements		
Minimum Outdoor Recreation Space, percentage of lot	na	8%	8%

1 Minimum Lot Area , Depth, and Width requirements do not apply in performance standards subdivisions.

2 Minimum Front Yard to an unenclosed front porch (Feet), or width of a public easement whichever is greater.

3 Minimum Side Yard for Attached Residential Units (Feet)

B. Density Standards Development density in the Normal Neighborhood shall not exceed the densities established by Table 1 8-3.13.050, except where granted a density bonus under chapter 18-3.8 Performance Standards Options and consistent with the following:

1 General Density Provisions.

- a. The density in NN-01, NN-02, NN-03 and NN-03-C zones shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public.
- b. Conservation Areas including wetlands, floodplain corridor lands, and water resource protection zones may be excluded from the acreage of the project for the purposes of calculating minimum density for residential annexations as described in section 18-5.7.050F.
- c. Units less than 500 square feet of gross habitable area shall count as 0.75 units for the purposes of density calculations.
- d. Accessory residential units consistent with standards described in section 18-2.3.040 are not required to meet density or minimum lot area requirements.

2. Residential Density Bonuses.

- a. The maximum bonus permitted shall be 40 percent.
- b. Cottage Housing. In the NN-01 zone, developments meeting the standards of section 18-2.3.090 Cottage Housing shall receive a density bonus of two cottage housing units for each single-family home allowed by the base density of the district and is exempt from the 40 percent maximum bonus.

18-3.x.060 Site Development and Design Standards. The Normal Neighborhood District Design Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Normal Neighborhood District shall be designed and constructed consistent with the Site Design and Use Standards chapter 18-5.2 and the following:

A. Street Design and Access Standards. The design and construction of streets and public improvements shall be in accordance with the Ashland Street Standards. A change in the design of a street in a manner inconsistent with the Normal Neighborhood Plan requires a minor amendment in accordance with section 18-3.13.030.B.

1. Conformance with Street Network Plan: New developments shall provide avenues, streets, alleys, multi-use paths, and pedestrian and bicycle improvements consistent with the design concepts within the mobility chapter of the Normal Neighborhood Plan and in conformance with the Normal Neighborhood Plan Street Network Map.

- a. Streets designated as Shared Streets on the Normal Neighborhood Plan Street Network Map may be alternatively developed as alleys, or multiuse paths provided the following:
 - i. Impacts to the water protection zones are minimized to the greatest extent feasible.

- ii. Pedestrian and bicyclist connectivity, as indicated on the Normal Avenue Neighborhood Plan Pedestrian and Bicycle Network Map, is maintained or enhanced.

2 Storm water management. The Normal Neighborhood Plan uses street trees, green streets, and other green infrastructure to manage storm water, protect water quality and improve watershed health. Discharge of storm water runoff shall be directed into a designated green street and neighborhood storm water treatment facilities.

a.. Design Green Streets. Streets designated as Green Streets within the Street Network, and as approved by the Public Works Department, shall conform to the following standards:

- i. New streets shall be developed to capture and treat storm water in conformance with the City of Ashland Storm Water Master Plan.

3. Access Management Standards: To manage access to land uses and on-site circulation, and maintain transportation safety and operations, vehicular access shall conform to the standards set forth in section 18-4.3, and as follows:

- a. Automobile access to development is intended to be primarily provided by alleys.
- b. Curb cuts along a Neighborhood Collector or shared street shall be limited to one per block, or one per 200 feet where established block lengths exceed 400 feet.

4. Required On-Street Parking: On-street parking is a key strategy to traffic calming and is required along the Neighborhood Collector and Neighborhood Streets.

B. Site and Building Design Standards.

1. Lot and Building Orientation:

- a. Lot Frontage Requirements: Lots in the Normal Avenue Neighborhood are required to have their Front Lot Line on a street or a Common Green.
- b. Common Green. The Common Green provides access for pedestrians and bicycles to abutting properties. Common greens are also intended to serve as a common open space amenity for residents. The following approval criteria and standards apply to common greens:
 - i. Common Greens must include at least 400 square feet of grassy area, play area, or dedicated gardening space, which must be at least 15 feet wide at its narrowest dimension.

2. Cottage Housing .: Cottage housing developments are allowed within the Normal Avenue Neighborhood subject to the applicable standards of chapter 18-2.3.090 Cottage Housing and as follows:

- a. Cottage housing developments are allowed within the NN-01 zone subject to the applicable provisions of the underlying zone and review through Chapter 18-3.8 Performance Standards Option.
- i. In the NN-01 zones, two cottage house units developed consistent with the requirements of chapter 18-2.3.090 shall be allowed in place of each single-family home allowed by the base density of the district where a density bonus is approved under section 18-3.8.050.B.5.

3. Conservation of Natural Areas. Development plans shall preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of 18-3.10 Water Resources, conserving natural water systems shall be considered in the site design through the application of the following guidelines:

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

4. Storm Water Management. Natural water systems regulate water supply, provide biological habitat, and provide recreational opportunities. Development shall reduce infrastructure costs and adverse environmental effects of storm water run-off by managing run-off from building roofs, driveways, parking areas, sidewalks and other hard surfaces through implementation of appropriate storm water management practices as follows

- a. Future Peak Storm water flows and volumes shall not exceed the pre-development peak flow. The default value for pre-development peach flow shall be .25 CFS per acre.
- b. Detention volume shall be sized for the 25 year, 24 hour peak flow and volume.
- c. When required by the City Engineer, the applicant shall submit hydrology and hydraulic calculations, and drainage area maps to the City, to determine the quantity of predevelopment, and estimated post-development, storm water runoff and evaluate the effectiveness of storm water management strategies. Computations shall be site specific and shall account for conditions such as soil type, vegetative cover, impervious areas, existing drainage patterns, flood plain areas and wetlands.
- d. Development shall incorporate one or more of following guidelines.
 - i. Implement storm water management techniques that endeavor to treat the water as close as possible to the spot where it hits the ground through infiltration, evapotranspiration or through capture and reuse techniques.
 - ii. Use on-site landscape-based water treatment methods to treat rainwater runoff from all surfaces, including parking lots, roofs, and sidewalks.
 - iii. Use of pervious or semi-pervious surfaces that allow water to infiltrate soil.
 - iv. Design grading and site plans that create a system that slows the stormwater, maximizing time for cleansing and infiltration.
 - v. Maximizing the length of overland flow of storm water through bioswales and rain gardens,

- vi. Use structural soils in those environments that support pavements and trees yet are free draining.
- vii. Plant deep rooted native plants.
- viii, Replace metabolically active minerals, trace elements and microorganism rich compost in all soils disturbed through construction activities.

5. Off-Street Parking. Automobile parking, loading and circulation areas shall comply with the requirements of chapter 18-4.3 Parking, Access, and Circulation Standards, and as follows:

- a. Neighborhood serving commercial uses within the NN-O3-C mixed use overlay shall have parking primarily accommodated by the provision of on-street parking spaces, and are not required to provide off-street parking or loading areas, except for residential uses where one space shall be provided per residential unit.

18-3.13.65 Exception to the Site Development and Design Standards

An exception to the requirements Site Development and Design Standards shall follow the procedures and approval criteria adopted under section 18-4-1.030, unless authorized under the procedures for a major amendment to plan.

1 8-3.13.070 Conservation Area Overlay

All projects containing land identified as Conservation Areas on the Normal Neighborhood Development Plan shall dedicate those areas as: common areas, public open space, or private open space protected by restrictive covenant. It is recognized that the master planning of the properties as part of the Normal Neighborhood Plan imparted significant value to the land, and the reservation of lands for conservation purposes is proportional to the value bestowed upon the property through the change in zoning designation and future annexation.

18.3.13.080. Review and Approval Procedure. All land use applications shall be reviewed and processed in accordance with the applicable procedures of Part 18-5.



Normal Neighborhood Plan

February 2014

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

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INTRODUCTION

Thanks to the active participation of the community and significant support from City staff, this Plan will guide future development for the Normal Neighborhood . The plan emphasizes compact urban form to better accommodate an extensive range of housing types for families of all sizes and incomes. Compact urban form also makes it possible to build upon the abundance of natural features –streams, wetlands, and trees– that support the character of this unique place. By creating a system of greenways and protecting and enhancing existing natural features the plan anticipates a place that welcomes nature in. Despite the challenges to connectivity posed by existing conditions like the Central Oregon & Pacific Railroad tracks, the plan enhances access and mobility while reducing dependence on the automobile: walking and biking will be the attractive first choice for residents of all ages.

[1]



Project Objectives

The following project objectives were developed by the City and project partners and have been used to guide the development of this plan.

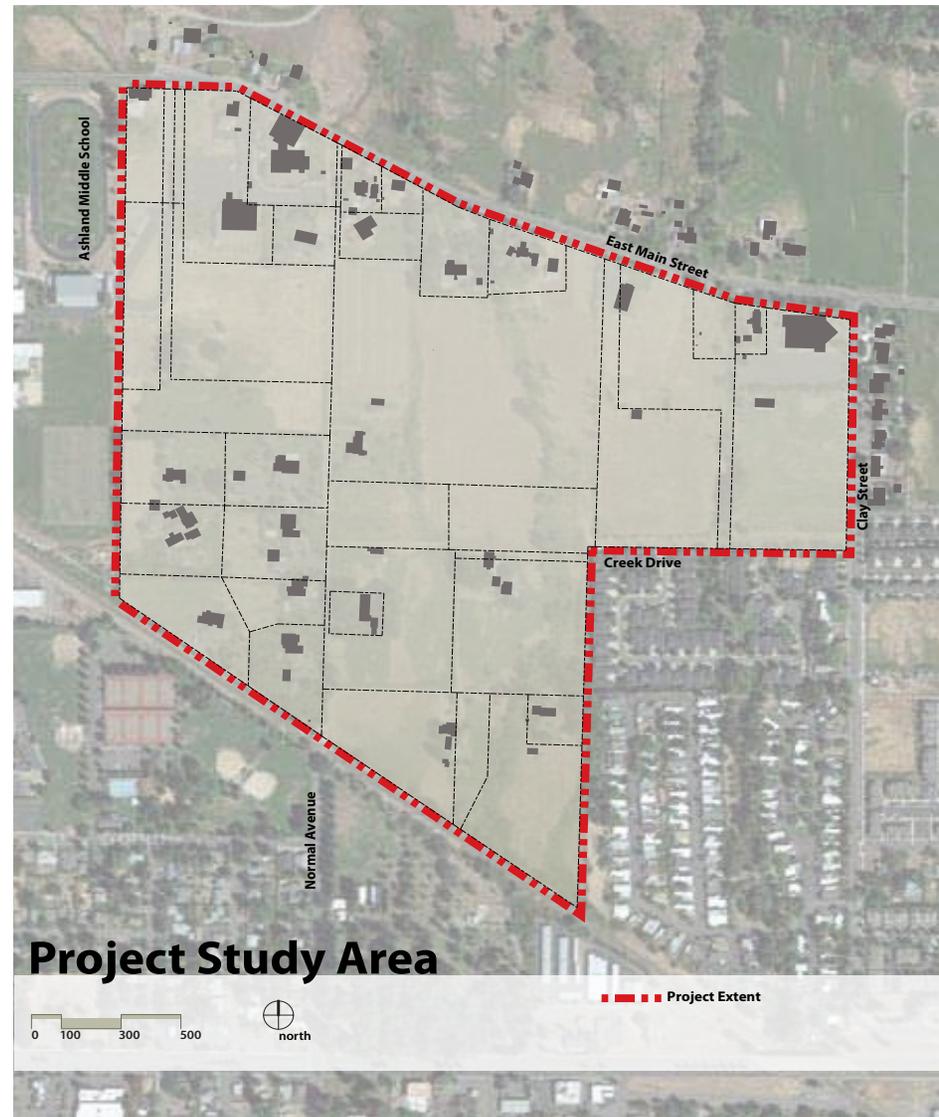
- Maximize land use efficiency by concentrating housing in a strategically located area within the City Urban Growth Boundary.
- Create a development pattern of blocks and streets that supports a balanced, multi-modal transportation system that offers a full range of choices to its occupants and that supports active transportation opportunities like walking, bicycling or using transit in those areas planned for transit service;
- Provide a range of housing choices and a variety of open space, public space, and green infrastructure improvements, in a way that preserves and enhances the area's creeks and wetlands;
- Design a local street grid for the Project Area including connections to existing and planned street, pedestrian, and bicycle facilities beyond the project area that overcome the challenges to connectivity and better integrate the area into the Ashland transportation system;
- Provide for pedestrian and bicycle routes and facility improvements within the plan area that will provide safe access to local schools, activities, neighborhoods, and destinations;
- Apply those principles of low impact development to minimize the extent and initial cost of new infrastructure and to promote the benefits of stormwater management;
- Provide developable alternatives at planned densities that will eliminate the need for expansion of the urban growth boundary; and
- Reduce greenhouse gas emissions by implementing transportation and land use plans that encourage reductions in vehicle miles traveled.

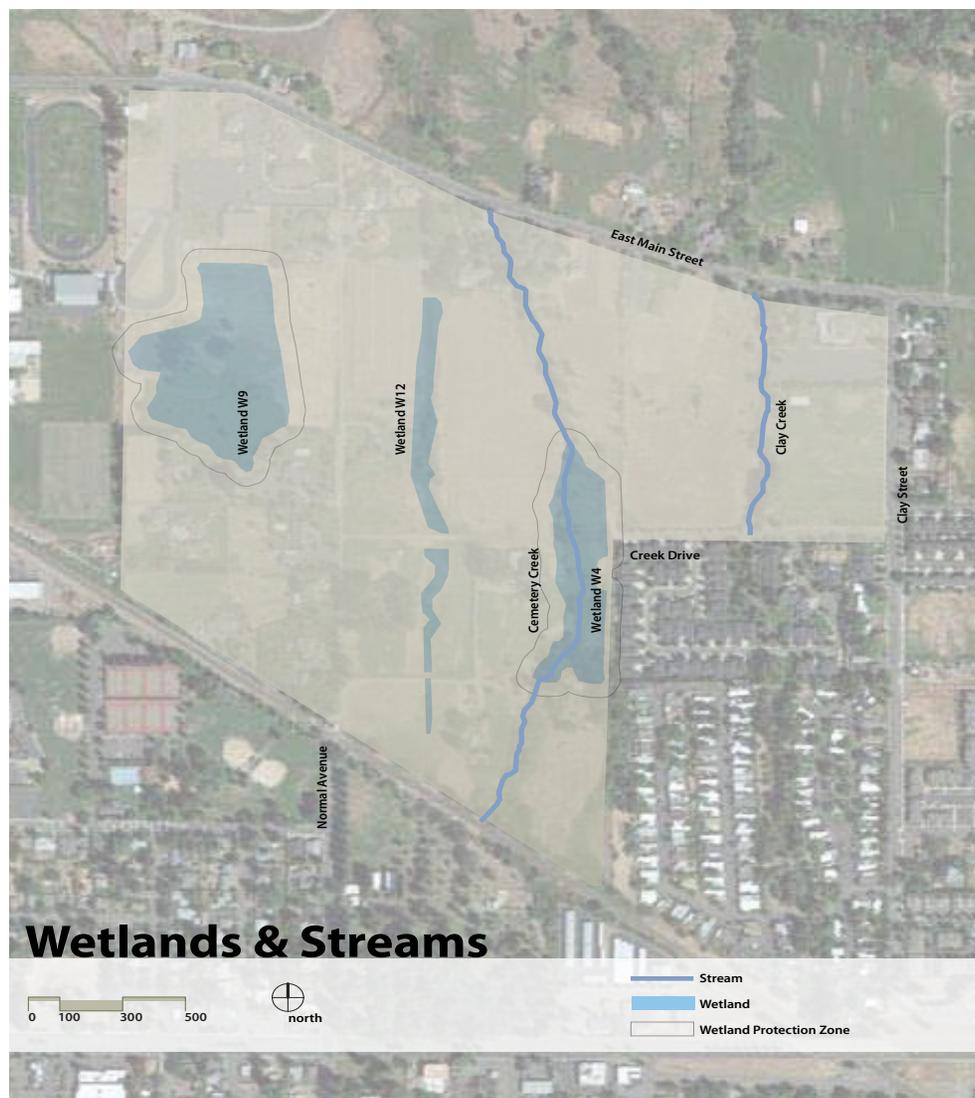
Existing Conditions

2] Located within the urban growth boundary, but not within the city limits, the site is characterized by its relative isolation from the rest of the City of Ashland. The north boundary of the project study area is East Main Street and there is currently no street within the project study area that connects to East Main Street. The west boundary of the project study area is Ashland Middle School. Informal paths that cut through private property provide connection for pedestrians from the study area to the middle school, the ScienceWorks Museum, and other neighborhoods. The south boundary of the project is clearly delineated by the Siskiyou rail line operated by the Central Oregon & Pacific Railroad. An unprotected rail crossing connects Normal Avenue south to an established residential neighborhood. The character of the Normal Avenue changes dramatically from a neighborhood street to a narrow lane with slow speeds that is shared by pedestrians, bicyclists, and cars. The east boundary of the project study area abuts the Wingspread Mobile Home Park, Creek Drive, and Clay Street.

The neighborhood's relative isolation is widely considered an asset by most residents – most of the time. The inaccessibility provides a high degree of quiet privacy, but emergency responders have had to be occasionally inventive when trains occupy the rail line and access to Normal Avenue is interrupted: residents described an incident where emergency responders had to drive their vehicle over the informal, unpaved trail from Ashland Middle School to Normal Avenue in order to reach a resident in need. The Normal Neighborhood has a mix of Comprehensive Plan designations including single-family residential and suburban residential, but is currently outside the City of Ashland city limits. Development in the plan area has historically been low density, single-dwelling rural residences on large lots – consistent with Jackson County zoning standards.

The Normal Neighborhood currently represents a modest level of development with a diverse range of uses from agriculture to single-dwelling residential on large lots to religious institutions. The plan area contains 35 properties with sizes





between 0.38 acres up to 9.96 acres. There are currently two existing land comprehensive plan designations that overlay the 93.3 acre site: Single-Family Low Density and Suburban Residential. The base density of Single-Family Low Density is 4.5 units per acre; the base density of Suburban Residential is 7.2 units per acre. The gross potential for the entire neighborhood under the current comprehensive plan is 560 dwellings. [3]

The plan area includes two creeks and three significant wetland areas. Over time, each of the streams and all of the wetlands have been subject to negative impact from development. None represents a pristine natural condition, but each are considered significant and, once restored or enhanced, capable of making a unique and significant contribution to the quality of the place. The wetlands and riparian areas were investigated in detail and have informed the design of the new Normal Neighborhood Plan, especially the greenway and open space framework.

The project area constitutes the largest remaining readily-developable area of residentially designated land that is suitable for medium- to high-density development.

Concept Plan Background and Charrette

A central part of the development of the Normal Neighborhood Plan was a multi-day community design charrette that took place in Ashland in October 2012. Prior to the design charrette, however, the project team developed an initial Concept Plan grounded in data provided by the City of Ashland, surveys, and initial interviews with stakeholders. Researching and developing the concept plan gave the project team the opportunity critically consider the existing conditions of the site within the existing context of the city. In preparation for the Charrette, the project team investigated patterns for possible development and market conditions necessary to support development. This initial concept plan was not intended to be the preferred pattern for development but, as just one of many possible development schemes, it was used as the starting place

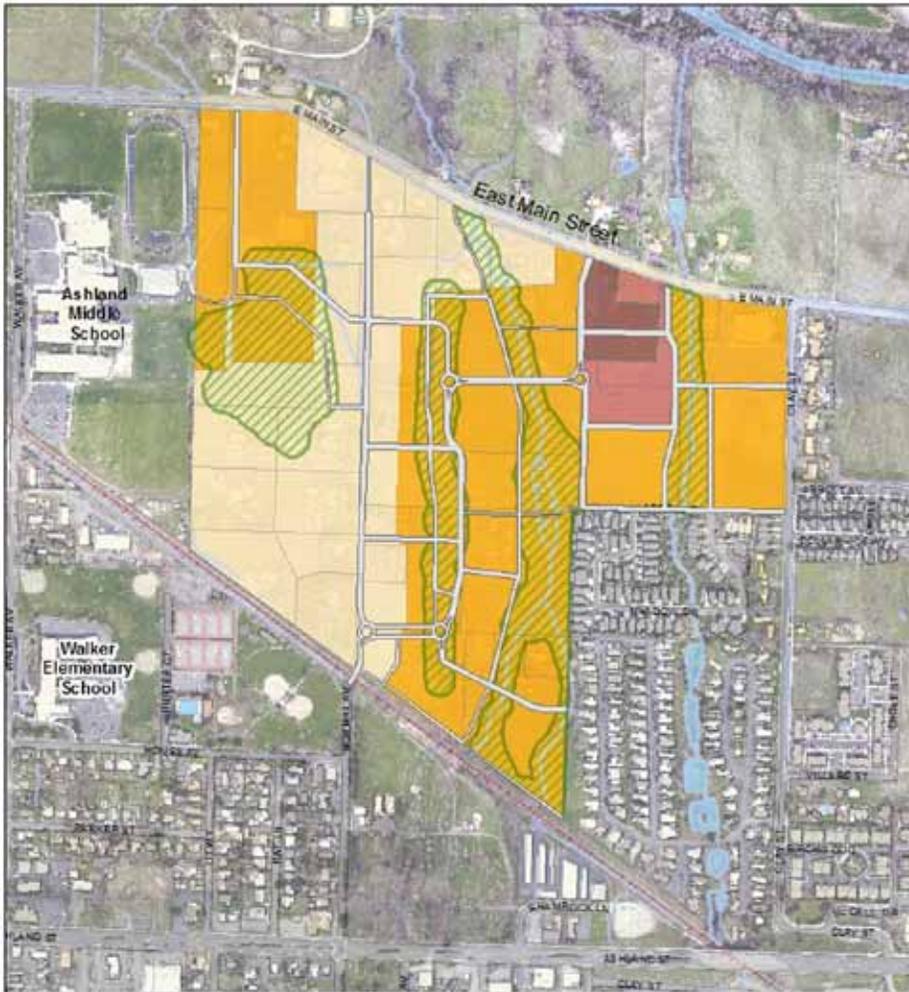
for community discussion at an intensive multi-day planning process in Ashland. During the four-day design charrette the design team collaborated with City staff, local property owners, their designers, and nearby residents. The Charrette concluded with a public presentation of a new draft illustrative plan for future refinement, discussion, development, and implementation. While the initial draft concept plan informed the ultimate Normal Neighborhood Plan, community input significantly guided the charrette draft plan which incorporated numerous new and specific elements to better address many local issues.

Both the initial discussion plan and this final draft plan were organized by five separate conceptual frameworks intended to guide analysis and investigation of existing conditions, support research and best practices, offer City staff and the public a concrete path for engaging with the plan, and guide the development of the plan.

Five Frameworks

- Housing and Land Use
- Greenway and Open Space
- Mobility
- Infrastructure
- Sustainability





**Normal Neighborhood Plan
Land Use Designation Overlay Zones**

- NN-01
- NN-02
- NN-03
- NN-03-C
- Openspace/Conservation Areas

HOUSING AND LAND USE

The district is designed to provide an environment suitable for traditional neighborhood living, working, and recreation. The Normal Neighborhood Plan is a blueprint for promoting a variety of housing types while preserving open spaces, stream corridors, wetlands, and other significant natural features. The neighborhood will be characterized by a connected network of streets and lanes, paths and trails, with nodes of access and connection to the natural areas, wetlands, and streams that characterize this place. This network will also connect to the larger network of regional trails, paths, and streets beyond the boundaries of the neighborhood.

[5

Land Uses

Housing Housing makes sense for the Normal Neighborhood because both the population and the number of households in the city are expected to continue to grow in the decades ahead. Ashland remains a very popular choice for families and retirees. The project area is connected to other residential neighborhoods with schools, retail and commercial enterprises, and parks and recreation areas. The site is close to all of Ashland’s centers of employment including downtown. Housing is supported by the site’s comprehensive plan designations and base zoning. While housing as a land use makes sense from both policy and market perspectives, it should be planned for and developed with an intent to create community. There is a market demand for a wide range of housing including single-family, attached housing such as townhomes, multi-dwelling residential, apartments, pedestrian-oriented cluster housing, senior, student, and affordable housing.

Creek Drive

6]

Commercial | Retail A market analysis of the plan area shows that it is a weak location for retail. Traffic volumes in the area are currently low and the projections based upon the plan indicate that traffic volumes will continue to be low – even when the neighborhood is fully developed. The plan shows the potential for approximately 500 dwelling units and around one-thousand residents, so small scale retail and commercial space, such as a coffee shop, café, restaurant, or corner store, is possible. Such neighborhood serving businesses would be located within the limited commercial overlay area.

Office Office space is an unlikely choice for the Normal Neighborhood . Demand for new office space is low in Ashland and that demand is more likely to be met in more central locations and near existing employment hubs such as the downtown, Southern Oregon University, and the Croman Mill District.

Housing Types

There are three distinct zones within the Normal Neighborhood Plan: NN-01, NN-02, and NN-03. The development standards for the Normal Neighborhood Development Plan will preserve neighborhood character by providing three different zones with different residential densities and development standards. The NN-01 and NN-02 zones are intended to preserve land and open space and provide housing opportunities for individual households through development of single-dwelling housing. The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. They allow for limited non-household living uses that do not sacrifice the overall image and character of the single-dwelling neighborhood. Zone NN-03 is intended to preserve land and open space and provide housing opportunities for individual households through development of multi-dwelling housing. The use regulations and development standards are intended to create and maintain higher density residential neighborhoods. The designated openspace and conservation areas are intended to protect environmentally sensitive water resource lands and provide open space recreational opportunities for individual households throughout the Normal Neighborhood Development Plan area.



Illustration by Tom Giordano

East Main Street



Illustration by Tom Giordano

The Normal Neighborhood District Plan includes a new building type, Pedestrian-Oriented Clustered Residential Units where multiple compact dwellings are grouped around common open space and are separated from one another by side yards to provide privacy and single family home-type scale and character. Building types in the Normal Neighborhood will include:

[7

Single Dwelling Residential Units A Single Dwelling Residential Unit is a detached residential building that contains a single dwelling with self-contained living facilities on one lot. It is separated from adjacent dwellings by private open space in the form of side yards and backyards, and set back from the public street or common green by a front yard. Auto parking is provided in either a garage or on surface area on the same lot, accessible from the lane. The garage may be detached or attached to the dwelling structure. Single Dwelling Residential Units will be permitted in the NN-01 or NN-02 zoning districts.

Double Dwelling Residential Units A Double Dwelling Residential Unit is a residential building that contains two dwellings, each with self-contained living facilities. In appearance, height, massing and lot placement the Double Dwelling Residential Unit is similar or identical to a Single Dwelling Residential Unit. The Double Dwelling Residential Unit is subject to all of the same setbacks, height and parking requirements as single dwellings in the surrounding base zone. Residential units may be arranged side-by-side, like rowhouses, each with its own entrance, or stacked flats with one or more shared entrances. Dwelling units may be sold as condominiums or rented as apartments. Double Dwelling Residential Units will be permitted in the NN-01, NN-02 and NN-03 zoning districts.

Accessory Residential Units An Accessory Residential Unit is a small living unit located on the same lot as a single dwelling residential unit. The Accessory Residential Units may be located within the single-family residential structure or in a separate structure. Accessory Residential Units will be permitted in the NN-01, NN-02 and NN-03 zoning districts.

8]

Pedestrian-Oriented Clustered Residential Units Pedestrian-Oriented Residential Clusters are multiple compact detached dwellings or cottages that are grouped around common open space and are separated from one another by side yards that provide private open space and promote a scale and character that is very compatible with single-family homes. The common open space is managed by the home owners association. Each cottage is typically smaller than 1,000 square feet. Dwelling units may be sold as condominiums, sold as dwellings on individual lots, or rented as apartments. Auto parking is typically provided in a shared surface lot, or lots, and is accessible from an alley. Pedestrian-Oriented Residential Clusters will be permitted in the NN-01 or NN-02 zoning districts.

Attached Residential Units Attached Residential Units, or rowhouses, are single dwellings with self-contained living facilities on one lot, attached along one or both sidewalls to an adjacent dwelling unit. Private open space may take the form of front yards, backyards, or upper level terraces. The dwelling unit may be set back from the public street or common green by a front yard. Auto parking may be provided in a garage on the same lot, either detached or attached to the dwelling structure, and accessible from an alley. Attached Residential Units will be permitted in the NN-02 in selected locations or NN-03 zoning districts.

Multiple Dwelling Residential Units Multiple Dwelling Residential Units are multiple dwellings that occupy a single building or multiple buildings on a single lot. Dwellings may take the form of attached residential units (like rowhouses) or stacked flats (like apartments) or a combination of attached and stacked units. Dwelling units may be sold as condominiums or rented as apartments. Auto parking is provided in a shared surface area or areas internal to the lot. Multiple Dwelling Residential Units will be permitted in the NN-02 and NN-03 zoning districts.

Development Standards

The development standards will promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility with the City's various neighborhoods. In



Cluster housing around a center green.

Illustration by Tom Giordano

addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

Affordability

Housing in Ashland is not affordable to many of its residents. This plan and code maintain the City’s existing density bonuses and annexation requirements for the provision of affordable housing units. In addition, the land will be zoned to encourage more diversity in housing and increased intensity of development in those areas where the context and capacity for density is most appropriate. The result should be increases in housing supply, housing options, and housing affordability. The plan creates a complete neighborhood, accessible to a full range of ages and abilities. There will be units for sale or rent; small, and large; and attached and detached units.

[9

Certain elements of affordability are better addressed later in the development process. The City could later use the Community Development Block Grant (CDBG) and Housing Trust Fund programs to incentivize affordable housing development in the study area. These funds can help build sidewalks, trails, and other features. Developers and the City can also partner with local affordable homebuilders and Community Development Corporations (CDCs) to build affordable housing. These organizations should be very knowledgeable about developing and managing affordable housing that takes advantage of public and private funding sources such as CDBG, HOME Investment Partnership, Low Income Housing Tax Credits (LIHTC), funding from state agencies such as the Department of Human Services (DHS), HUD sources, and others.



Uses Allowed in NN-01

BASE DENSITY: 5 DWELLING UNITS PER ACRE



Uses Allowed in NN-02

BASE DENSITY: 10 DWELLING UNITS PER ACRE



Uses Allowed in NN-03

BASE DENSITY: 15 DWELLING UNITS PER ACRE



10]

Use Table

For detailed use table see Land Use Code (Chapter 18-3.13)

Permitted ■

Zone	Single Dwelling Residential Unit	Cottage Housing	Accessory Residential Unit	Double Dwelling Residential Unit	Attached Residential Unit	Multiple Dwelling Residential Units	Neighborhood Businesses and Services
NN-01							
NN-02							
NN-03							
NN-03-C							

GREENWAY AND OPEN SPACE

12]

Streams, wetlands, and other environmentally sensitive features contribute significantly to the existing character of the Normal Neighborhood . The quality of the place is enhanced by these features and the wildlife that they attract. In addition to protection of these existing natural resource areas, the Plan provides usable, connected open space for neighbors and residents of Ashland. In the context of the greenway and open space system, streams and wetlands are maintained as amenities for all area residents. The open space network will support the neighborhood's distinctive character, promotes environmental quality, and provides opportunities for many forms of recreation including bird-watching, hiking, biking, and exploring. Protected and restored, these riparian corridors and wetlands will support native vegetation, provide habitat for wildlife, and promote environmental quality by absorbing, storing, and releasing stormwater.

In order to offer all residents and visitors an opportunity to engage directly with nature, pedestrian, bicycle, and automobile circulation are accommodated beyond the edges of the stream beds and wetlands to provide visual and physical access and to increase the buffer zones between pockets of development.

Natural Areas

Water Resource Protection Areas (WRPA) are established by the City's Land Use Ordinance. For locally significant wetlands, WRPAs include the wetland plus a 50 foot buffer, and for locally significant streams includes all lands 40' from centerline of stream. Four areas on the site have significant natural resources including three wetlands, and two creeks. These WRPAs are:

- Wetland W9, the large wetland east of Ashland Middle School;
- Wetland W12, an isolated, linear wetland;
- Cemetery Creek and its associated wetland W4, and
- Clay Creek

The Middle School wetland (W9) is 5.38 acres in size and is the largest wetland in Ashland urban growth boundary. It is an isolated wetland with no surface water connection to other water bodies. Wetland W9, the



Open Space Diagram Produced at Charrette



wetland, is significant to neighborhood development due to its size and proximity to the school. It provides an opportunity for a large open space area, and potential for outdoor education associated with the school and science learning center west of Walker Ave. It also provides an opportunity to create a distinct destination open space that will anchor the neighborhood at its west end.

Wetland (W4) is 3.86 acres in size and is bisected by Cemetery Creek. Cemetery Creek and this associated wetland will serve as one part of the environmental north-south framework used to guide the pattern of development in the neighborhood. This stream corridor will provide valuable habitat and habitat connectivity as well as a framework for bike and pedestrian connections within the site and beyond the neighborhood.

Although the extent of Clay Creek within the project area is less than that of Cemetery Creek, it still holds the potential to be an amenity for the plan area and the city by providing connectivity. Opportunities for restoration along Clay Creek in the plan area will provide habitat, support habitat connectivity to the north and south, provide recreation opportunities and connect pedestrians and bicyclists to the regional trail system.

The W12 wetland is 1.68 acres in size and is not associated with streams or ponds and may have been created—or intensively modified—by human activity.

Based upon community input and guidance from City staff, the project emphasizes protection of streams and wetlands first and mitigation with restoration for those degraded areas within the WRPA protection zones to improve their utility for managing stormwater, maximize their value as habitat, and enhance their purpose as a recreational amenity for the community.

Stormwater management is critical to maintaining the health and function of the existing streams and wetlands. When stormwater is not managed it flows into streams too quickly and too hot – degrading the stream as habitat for native species and causing erosion. When stormwater is slowed and cooled by re-infiltration, stream health is restored. While streams and wetlands can function to absorb stormwater, every effort should be made to ensure that stormwater runoff is filtered and slowed before discharging into streams and wetlands. The most effective way to treat stormwater is by managing it as close to its source as possible with small, shallow facilities. Impervious surfaces should be minimized; and green streets, swales and residential surface stormwater management should be maximized. The plan proposes that the required landscape strips between sidewalk and street are designed and managed as stormwater facilities wherever practicable and curb-less street sections be encouraged for those streets that abut a wetland, stream, or natural area. In addition, the Normal Neighborhood Plan proposes that permeable paving be installed in the parking zones.

14]



**Normal Neighborhood Plan
Open Space Network**

- natural area
- pocket park
- green streets
- multi-use path

0 200 400 800 Feet



Street crossings of wetlands and streams in the east-west direction have been minimized to the extent possible. Where stream crossings are necessary for street network connectivity, we recommend that the bridging of each stream bed be as “light” and narrow as practicable.

In addition to the greenways associated with water resource protection, the plan includes other open space features. A number of pocket parks may be proposed which help to frame scenic vistas and provide small gateways into different portions of the plan area. These small parks may include public art or small-scale active recreational opportunities for all ages. The Normal Neighborhood Plan design for open space orients new improvements in the open space framework east-west for the purpose of creating new connections across the site that support the natural north-south grain of the existing open space. The goal is to provide habitat connectivity between all wetlands and stream corridors.



MOBILITY

Street Network

The site has been considered as an integrated system where each framework element is intended to support every other. The placement of streets was very directly influenced by the natural function of wetlands and creeks and was designed to support the full range of intended housing choices.

[15

The vehicular circulation system proposed by the plan for the Normal Neighborhood will connect to the existing street network. The existing street network includes two functionally-classified city boulevards – Ashland Street and East Main Street. Ashland Street provides two travel lanes in each direction with signals and left turn lanes at key intersections. The Ashland Street cross-section appears to be fully built-out in most locations. East Main Street provides a single through lane in each direction and exhibits a rural character with limited access and curbless shoulders. The eastbound lane of East Main Street should be improved as the adjacent properties along its south side increase in land use intensity. The westbound side of this street is the current Urban Growth Boundary, so no development is anticipated until such time as the lands to the north are incorporated into the UGB.

The Normal Neighborhood street network was designed with the following principles in mind:

- Street connectivity through the Normal Neighborhood Plan area will reduce travel demand on the adjacent east-west boulevards: East Main Street and Ashland Street. Connections from the Normal Neighborhood will extend to the east to Clay Street by way of Creek Drive and other future street connections.
- Walkability is supported by small blocks. The City’s street standards recommend that, where possible, block lengths be a maximum of 300 to 400 feet with a maximum perimeter of 1,200 to 1,600 feet to provide good connectivity for all modes of travel. The fabric of blocks in the Normal Neighborhood Plan were designed to these standards. Although walkability is a major focus of the plan, some variations from these standards may ultimately be required in order to fully protect natural resources.

All streets have been designed to keep travel speeds in the range of 20 mph by introducing elements such as planted medians, traffic circles, and subtle changes in direction at block intersections. Slow speeds and meandering street alignments will contribute to safety for everyone. The Normal Neighborhood Plan introduces a new street type into the range of Ashland streets: the “Shared Street.” A Shared Street is a very low speed street where all modes of transportation coexist in the same space. There are no individual sidewalks separated from the street surface by curbs and planted medians. There are no bicycle lanes separated from the street by painted lines. The low traffic volumes, low-speeds, and narrow cross-section make it possible for all to safely occupy the street surface by yielding to the slowest and most vulnerable present at a given moment.

16]

The use of rear lanes helps to reduce the extent of paved areas, and will support a complete grid of finely-grained urban blocks. These alleys will provide access to garages and backyards. Where cottage clusters occur, rear lanes are critically important to their function. Elsewhere, as in those areas zoned NN-03, specific locations for the street network within the designated blocks is left to future development for definition, subject to the maximum block length and access management standards.

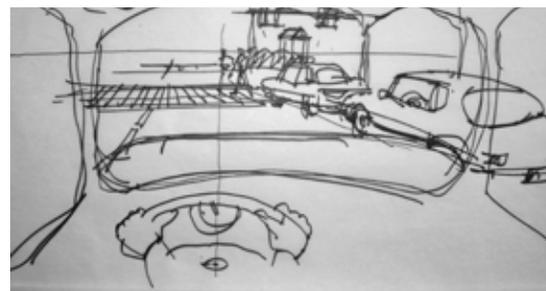
There is a synergy between the design of the street network, the stormwater management system, and the design of parks and open space. Holistic thinking and a multi-disciplinary approach to street network, stormwater, infrastructure, and parks and open space will support a more attractive and desirable neighborhood, reduce infrastructure costs, and maximize land development potential.

Active Transportation

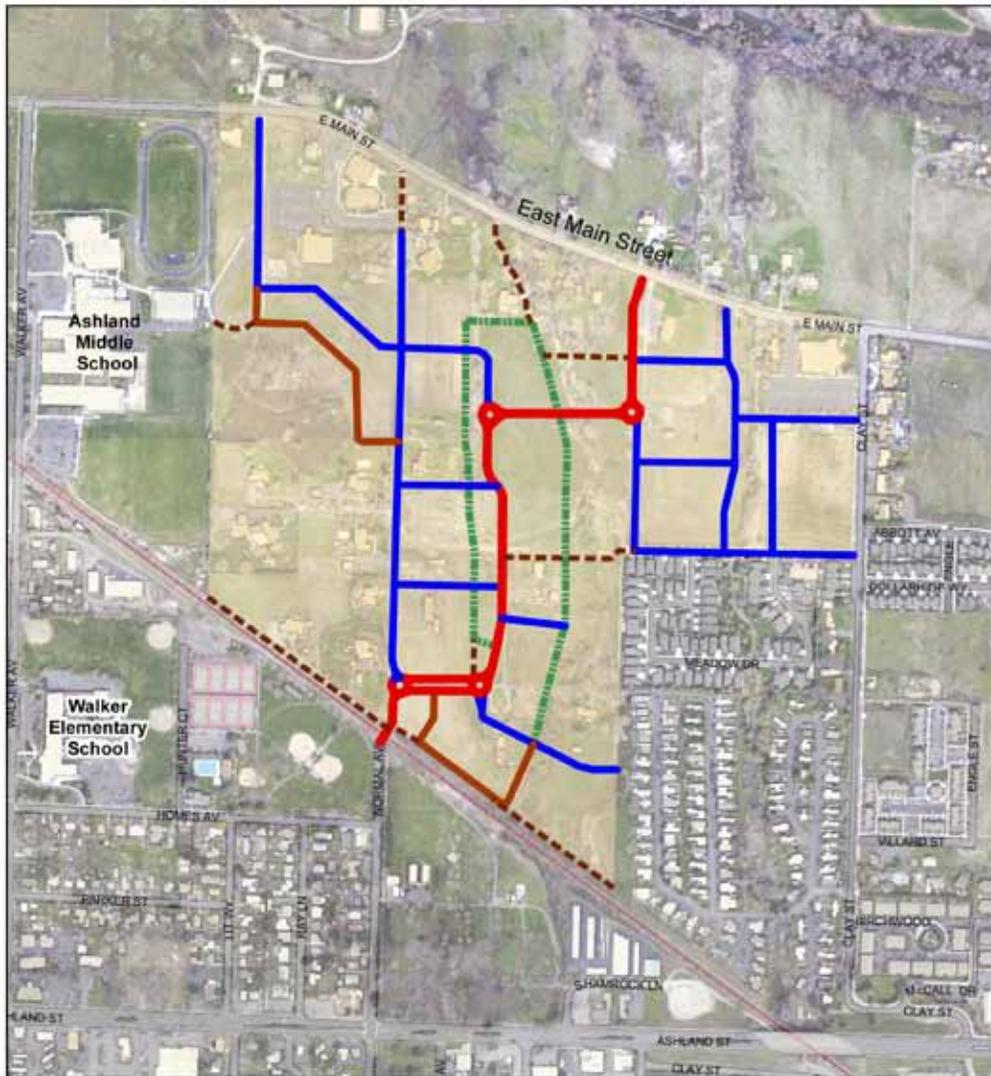
Active transportation is fundamental to the Normal Neighborhood urban design plan. Active transportation means using human-powered transportation as a convenient choice for many of the activities of daily living. It can also define the critical infrastructure, bike lanes and sidewalks, that communities need to promote safe connections to work, school, businesses, playgrounds and green spaces. The natural act of walking and the urban form that results from making the human scale the fundamental of design are keys to the planning and development pattern. Despite the inherent boundary conditions that limit connectivity, such as Ashland Middle School and the Central Oregon & Pacific rail line, building the transportation network on a foundation of walkability makes all modes of travel more efficient, effective, and safe.

The bicycle and pedestrian circulation systems for the Normal Neighborhood will build upon the existing network consistent with adopted City plans and code. Existing facilities in the study area include:

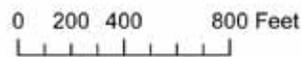
- Sidewalks exist along the extent of Ashland Street and Tolman Creek Road, and along portions of Walker Avenue and Clay Street. East Main Street has shoulders which place pedestrians at risk as speeds are posted as 40 mph. East Main Street cannot be considered part of the pedestrian circulation network until improvements to this street include the sidewalks normally associated with urban development.
- Bicycle facilities exist along all of Ashland Street, Tolman Creek Road and Walker Avenue. The shoulders along East Main Street place bicyclists at risk as speeds are posted as 40 mph. East Main Street cannot be considered part of the bicycle circulation network until improvements to the street include the lower speeds and bicycle lanes normally associated with urban development.
- Existing multi-use trails in the vicinity include the Central Bike Path along the railroad corridor that runs



Mobility sketches produced at charrette



**Normal Neighborhood Plan
Street Network Map**



- Neighborhood Collector
- Neighborhood Street
- - - Shared Street
- Alley
- - - Multi-Use Path

[17

immediately south of the study area. The Bear Creek Greenway runs between Ashland and Central Point, currently terminating at the Ashland Dog Park near the Helman Street/Nevada Street intersection. Trail development and improvements are proposed for the Clay Creek corridor along the eastern boundary of the Normal Neighborhood Plan area, and the Hamilton Creek Corridor paralleling Tolman Creek Road. Both of these proposed corridors would connect to a future proposed extension of the Bear Creek Greenway that would be located north of the Normal Neighborhood Plan area.

Street Alignment Opportunities to Maximize Solar Exposure

The street alignment maximizes solar orientation and shading opportunities for buildings, consistent with the City’s Land Use Code. In particular, the code speaks to incorporating both passive and active solar strategies in the design and orientation of buildings and public spaces. Where the site configuration and locational constraints permit, buildings should be oriented to maximize the solar heat gain in the winter on the south side and, with the combined use of shading, minimizing solar heat gain in the summer.

East Main and Clay Street Access Points

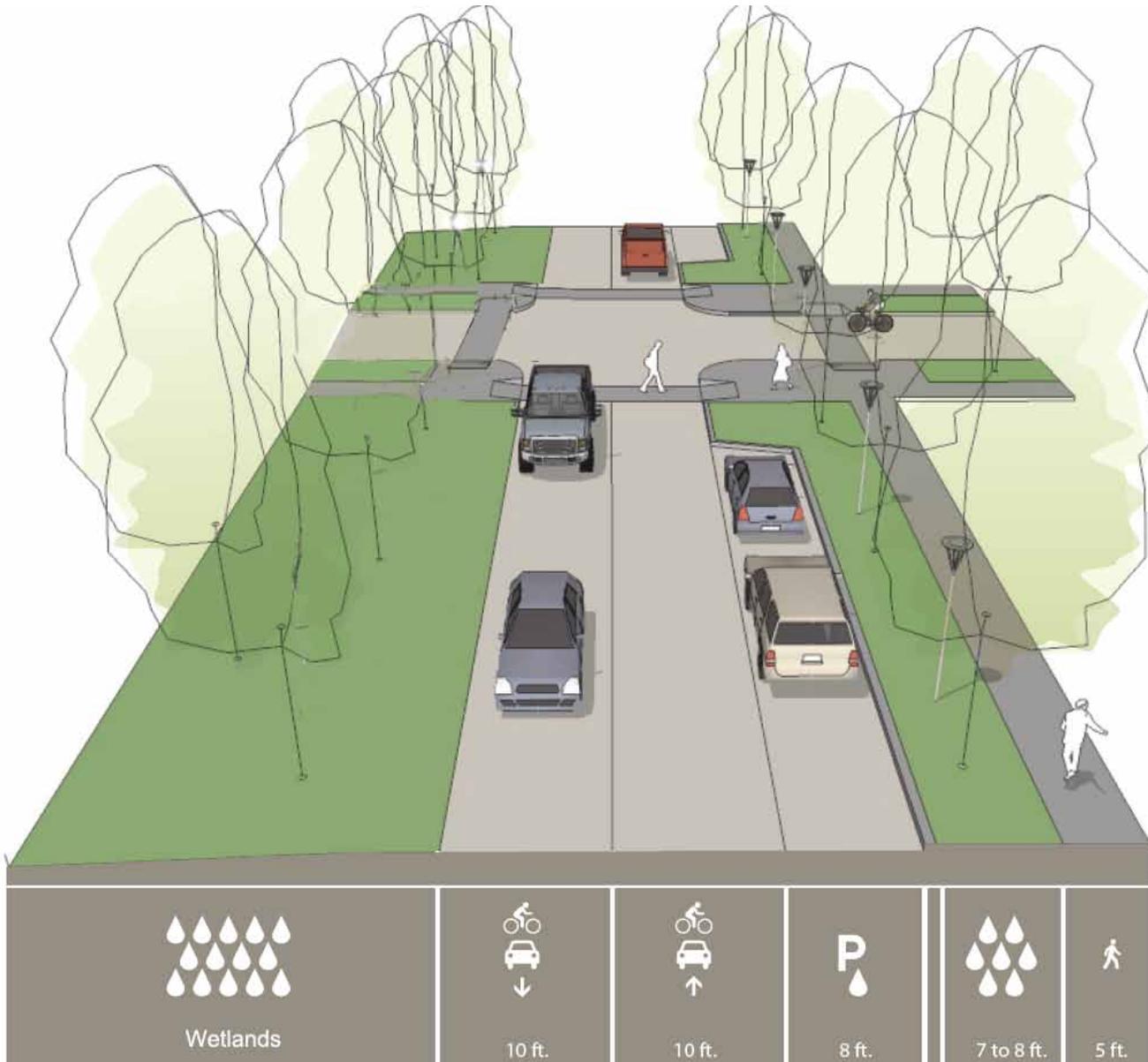
The Normal Neighborhood urban design plan identifies three vehicular points of access to East Main Street. One of these occurs at the existing street connection serving Ashland Middle School and Ashland Gracepoint Nazarene. The two other new connections to East Main Street occur between Cemetery Creek and Clay Creek. The western-most of these is the neighborhood collector extending from the railroad crossing at Normal Avenue to East Main Street. The plan additionally provides for two dedicated multi-use path connections to East Main Street to

further biking and walking connectivity. As East Main Street is a designated city boulevard, its access spacing for streets and driveways is 300 feet. Access spacing along Clay Street is 100 feet. However it's appropriate that block length and perimeter standards provide the necessary guidance to the spacing of additional connections to Clay Street.

18]

Transit Service and Transit Stops

Transit service is currently provided along Tolman Creek Road to the east of the Normal Neighborhood Plan area, and along Ashland Street to the south. In both instances, the walking distance between the site and existing transit route alignment is greater than the reasonable transit access walking distance of ¼ mile to a bus stop. At some point in the future, if there is sufficient density along East Main Street and/or in the general vicinity of the Normal Neighborhood Plan area, the City should engage the Rogue Valley Transit District (RVTD) in conversations about providing additional transit service. Potentially, this service could be oriented toward development of the Southern Oregon University campus and other school facilities along Walker Avenue and include more intensely developed portions of East Main Street. At a minimum bus stops, in the area should be spaced no more than 1,000 feet apart. Shelters, seating, trash receptacles and waiting areas should conform to City and RVTD standards. Vehicular circulation through the Normal Neighborhood Plan area should not preclude the provision of direct transit service.



Normal Neighborhood Collector with One-Sided Parking at Wetland

Normal Neighborhood Collector is the spine of the neighborhood and connects from the south edge of the project area north to East Main Street. It is designed to discourage cut-through traffic and encourage slow speeds that will enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

The design of the street network was also influenced by the natural functions of the wetlands and streams. In the center of the plan, the neighborhood collector street skirts Wetland W12. The street edge abutting this restored wetland may have street edge alternatives to allow stormwater flow to recharge this wetland.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

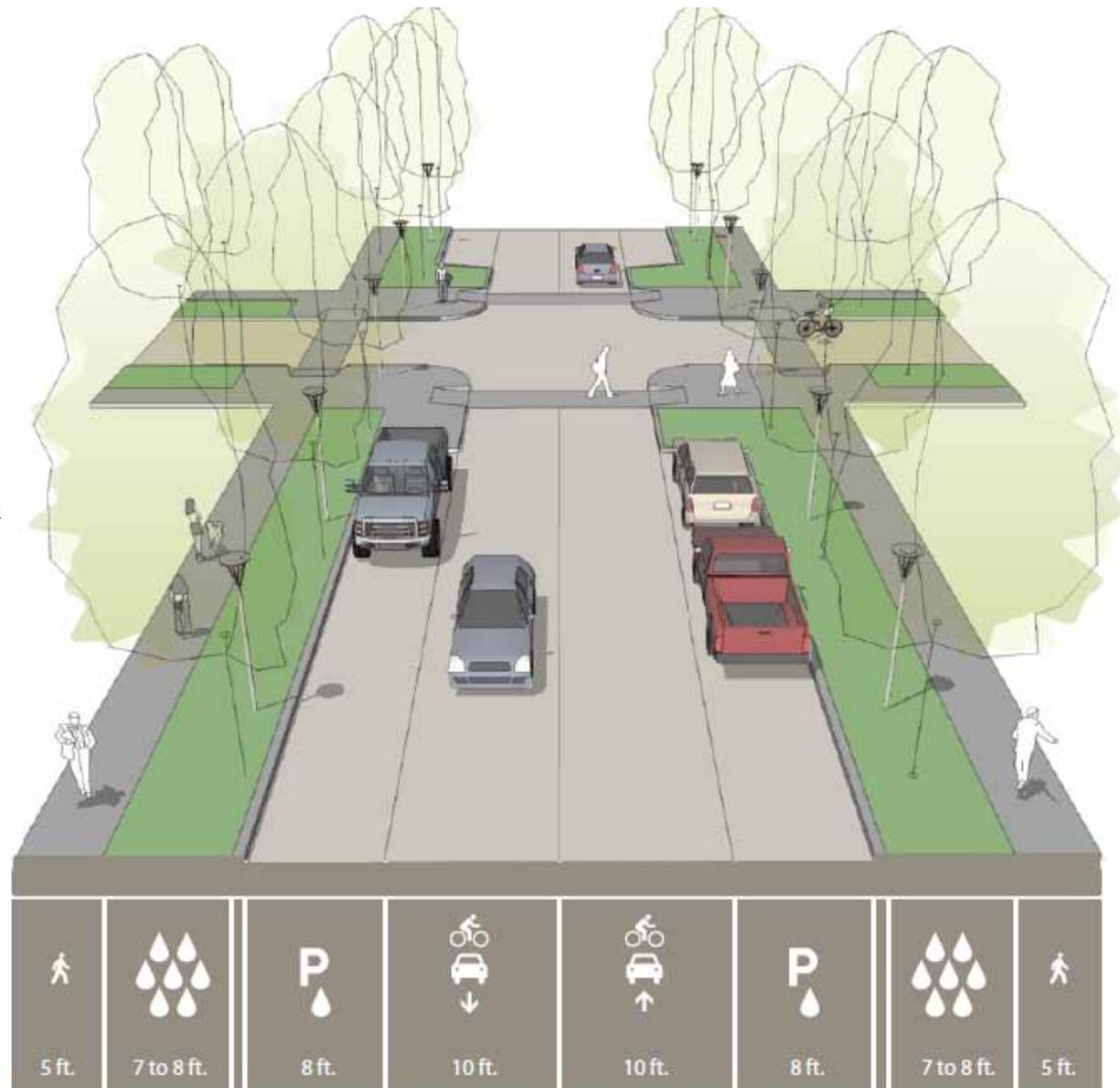
[19

Normal Neighborhood Collector with Two-Sided Parking

20] In some areas of the plan, Normal Neighborhood Collector will have parking on two-sides of the street. Speeds will be slow and bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

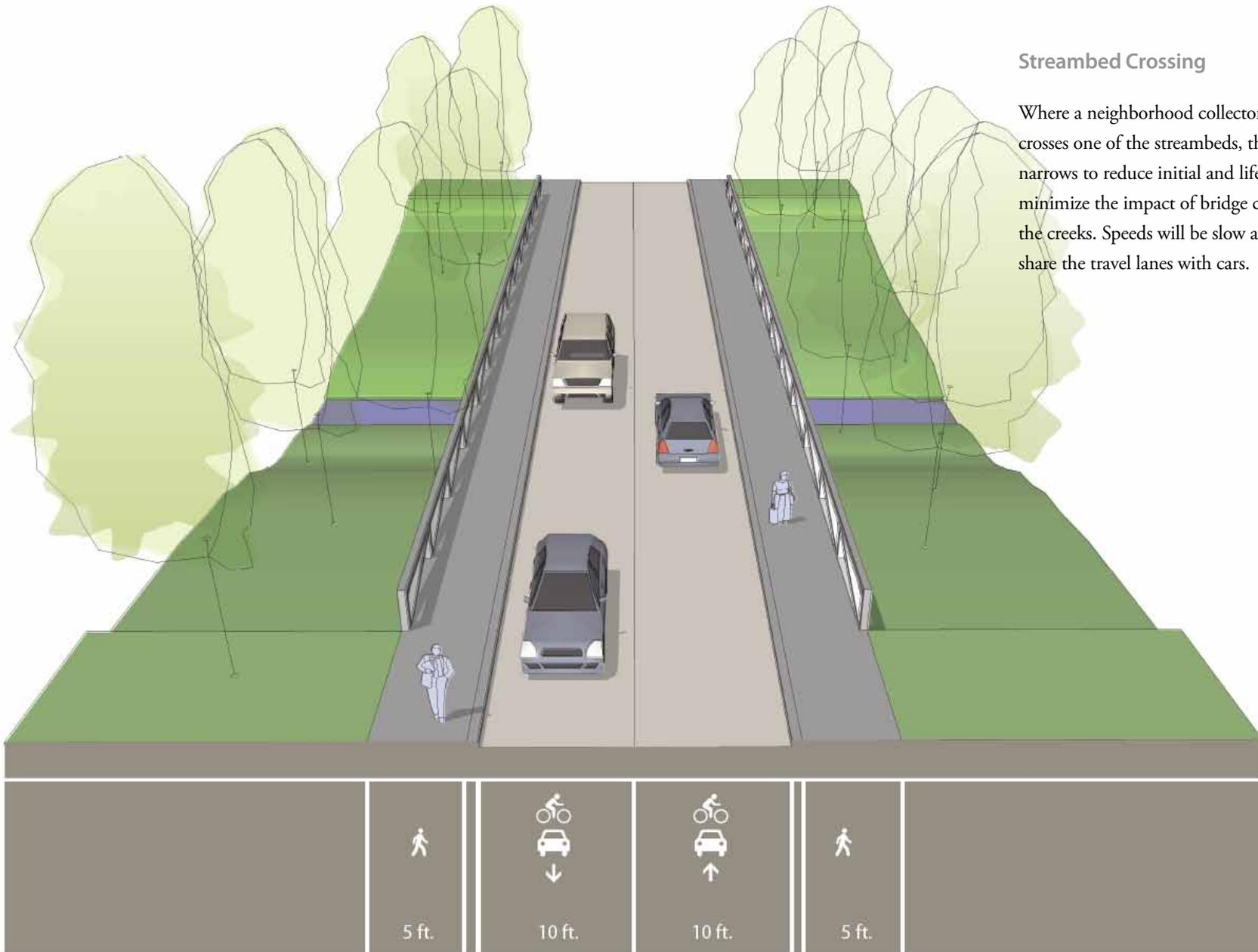
Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.



Streambed Crossing

Where a neighborhood collector or street crosses one of the streambeds, the street section narrows to reduce initial and life-cycle costs and minimize the impact of bridge construction on the creeks. Speeds will be slow and bicycles will share the travel lanes with cars.

[21



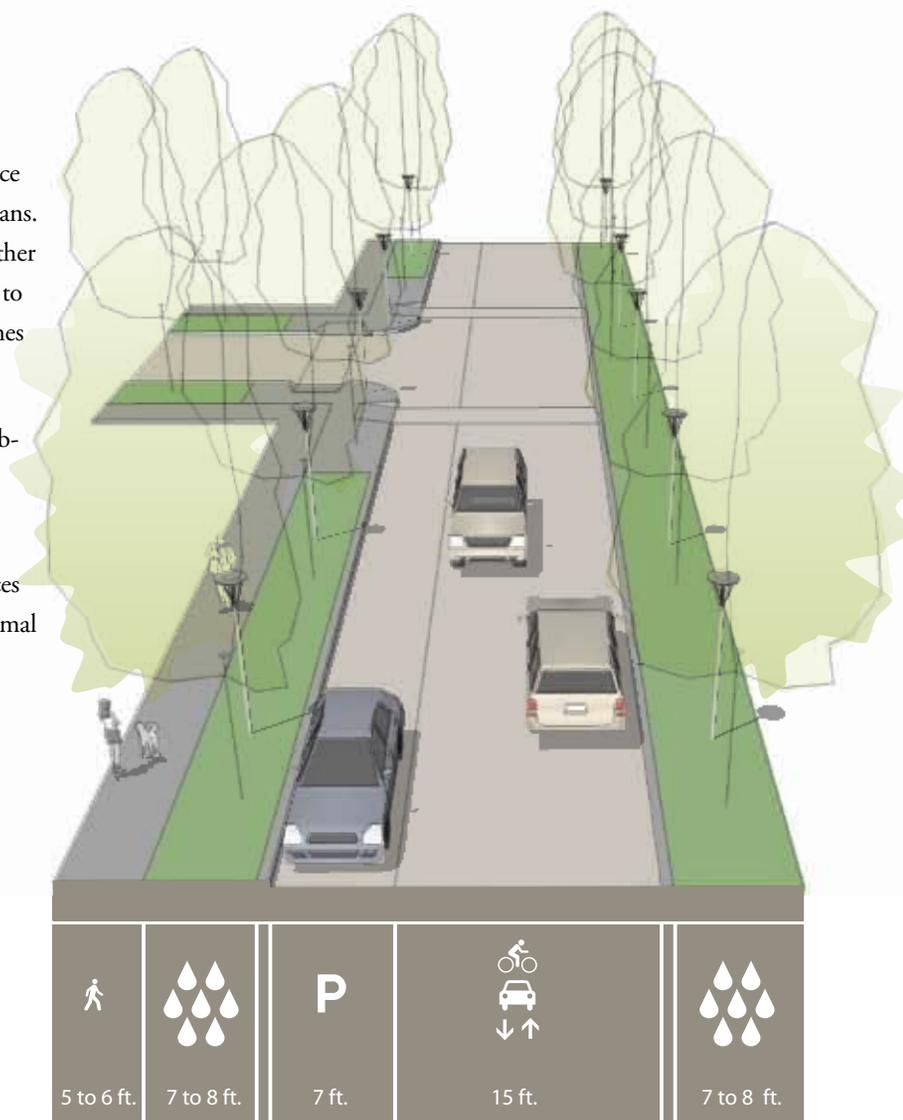
Neighborhood Street with Diagonal Parking

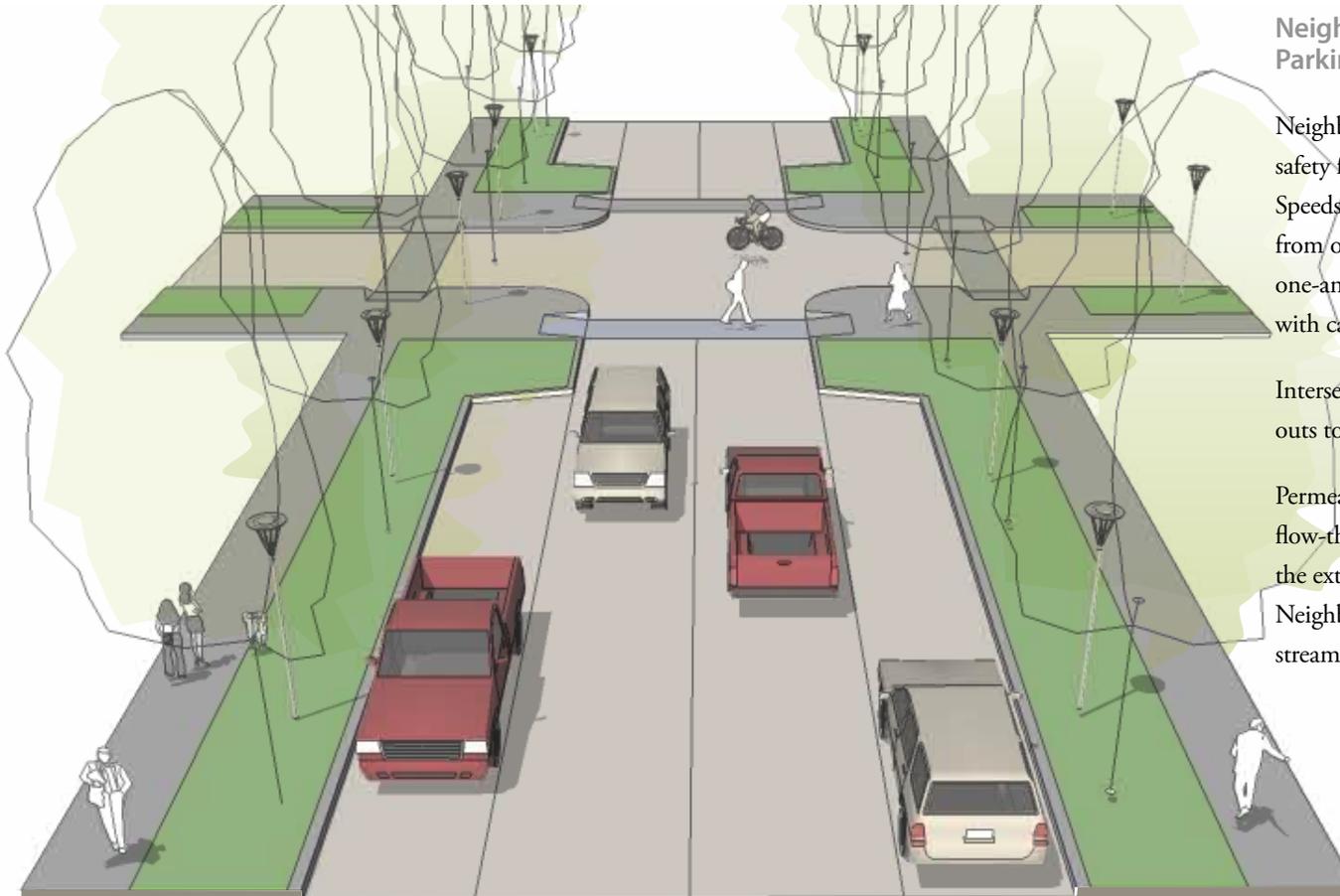
Neighborhood Queuing Street with One Sided Parking

22] Neighborhood streets are designed to enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one another. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.





Neighborhood Street with Two-Sided Parking

Neighborhood streets are designed to enhance safety for all modes: cars, bikes, and pedestrians. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one-another. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

23

							
5 ft.	7 to 8 ft.	8 ft.	10 ft.	10 ft.	8 ft.	7 to 8 ft.	5 ft.

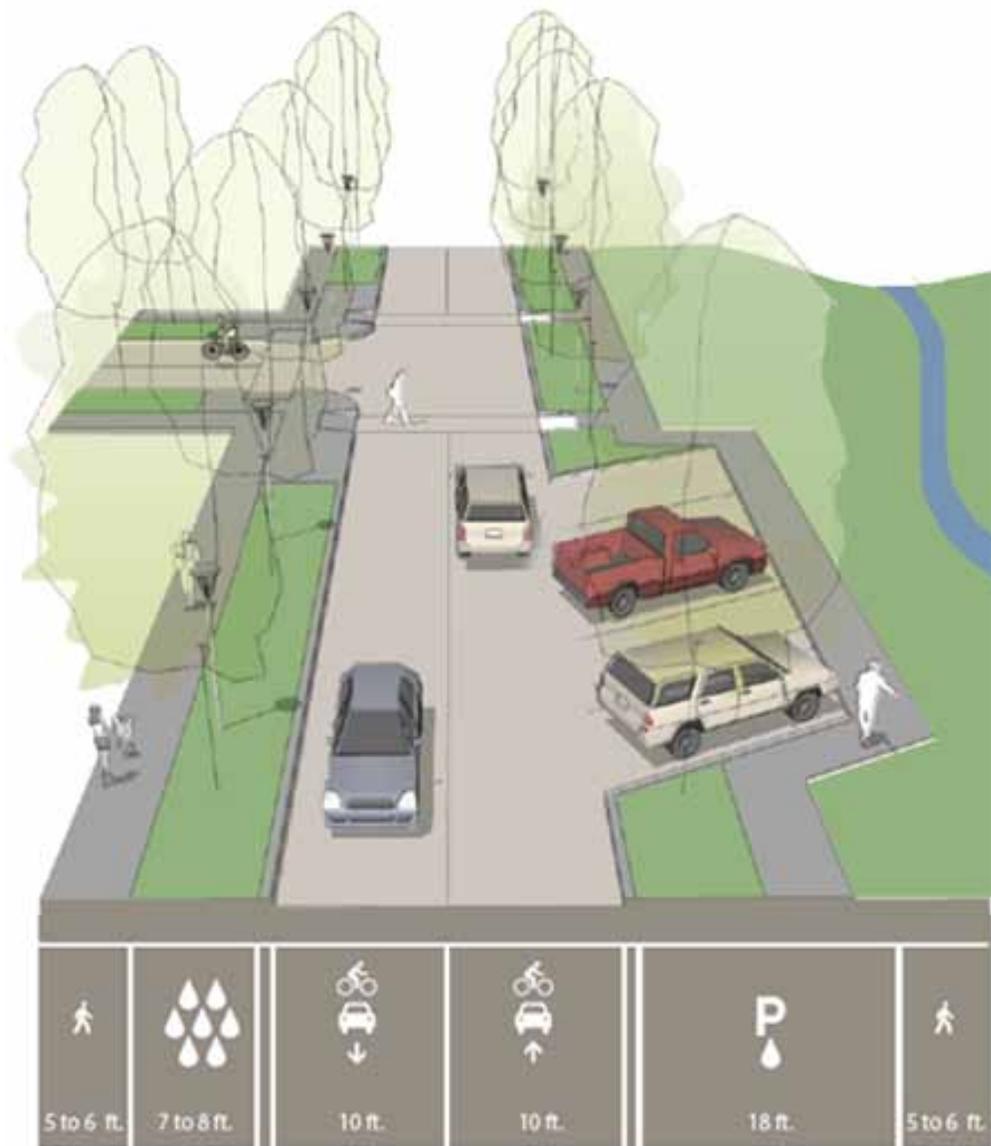
Neighborhood Street with Diagonal Parking

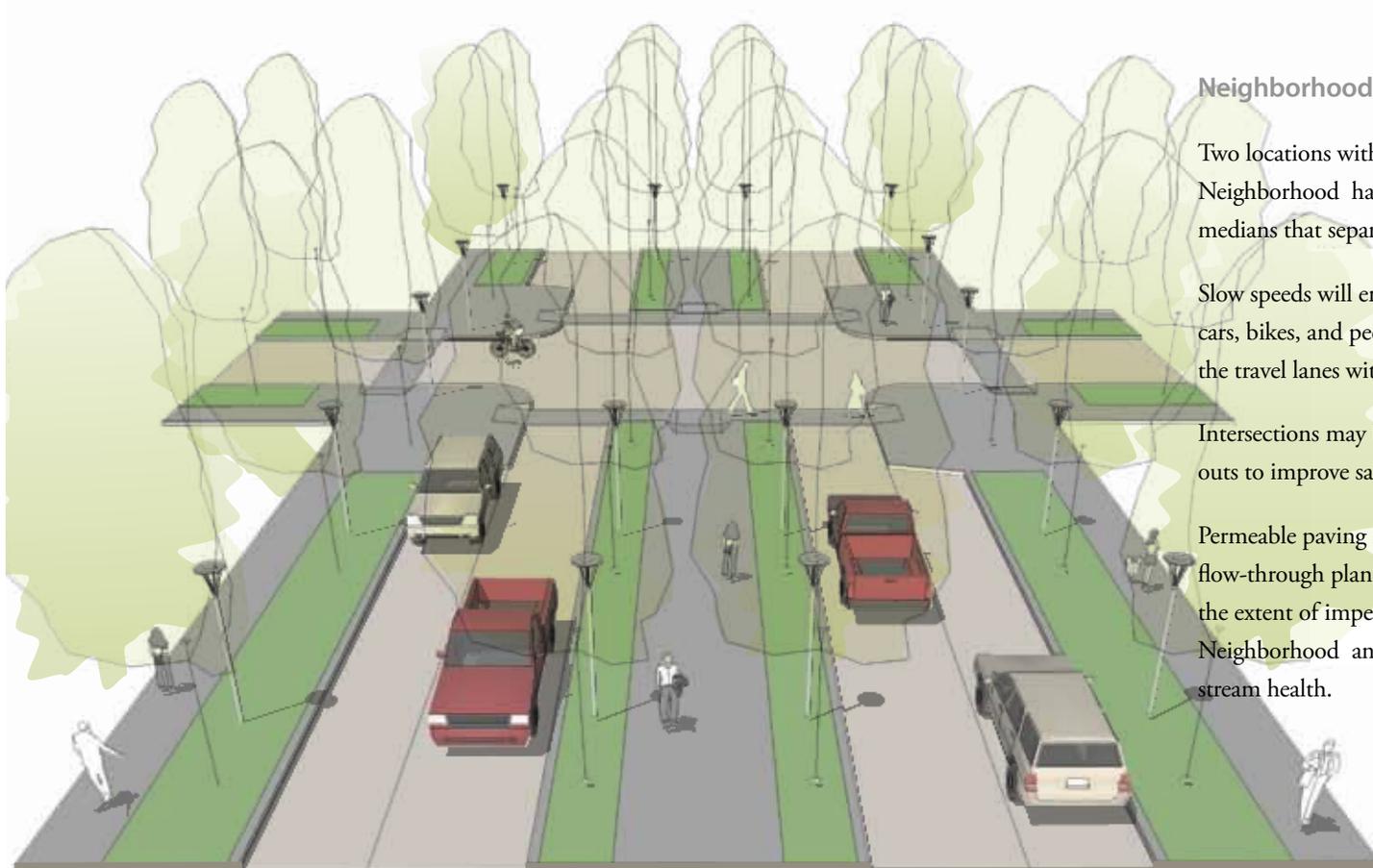
24]

Streets that abut Clay Creek may be locations for an alternative to the typical Neighborhood Street where diagonal parking is accommodated and encourages residents and citizens to park nearby and visit these natural areas. Traffic volumes will be low and slow speeds will enhance safety for all modes: cars, bikes, and pedestrians. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.





Neighborhood Street with Median

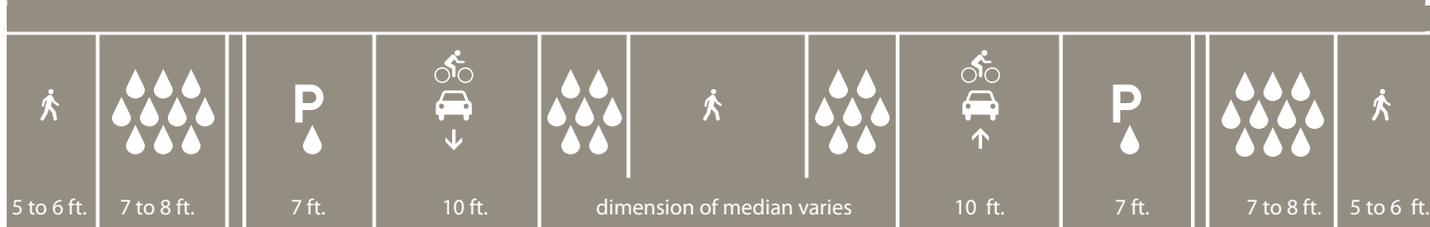
Two locations within the Normal Neighborhood have been designed with central medians that separate the travel lanes.

[25

Slow speeds will enhance safety for all modes: cars, bikes, and pedestrians. Bicycles will share the travel lanes with cars.

Intersections may be necked-down with bulb-outs to improve safety for pedestrians.

Permeable paving in the parking lanes and flow-through planters in the parkrows reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health.

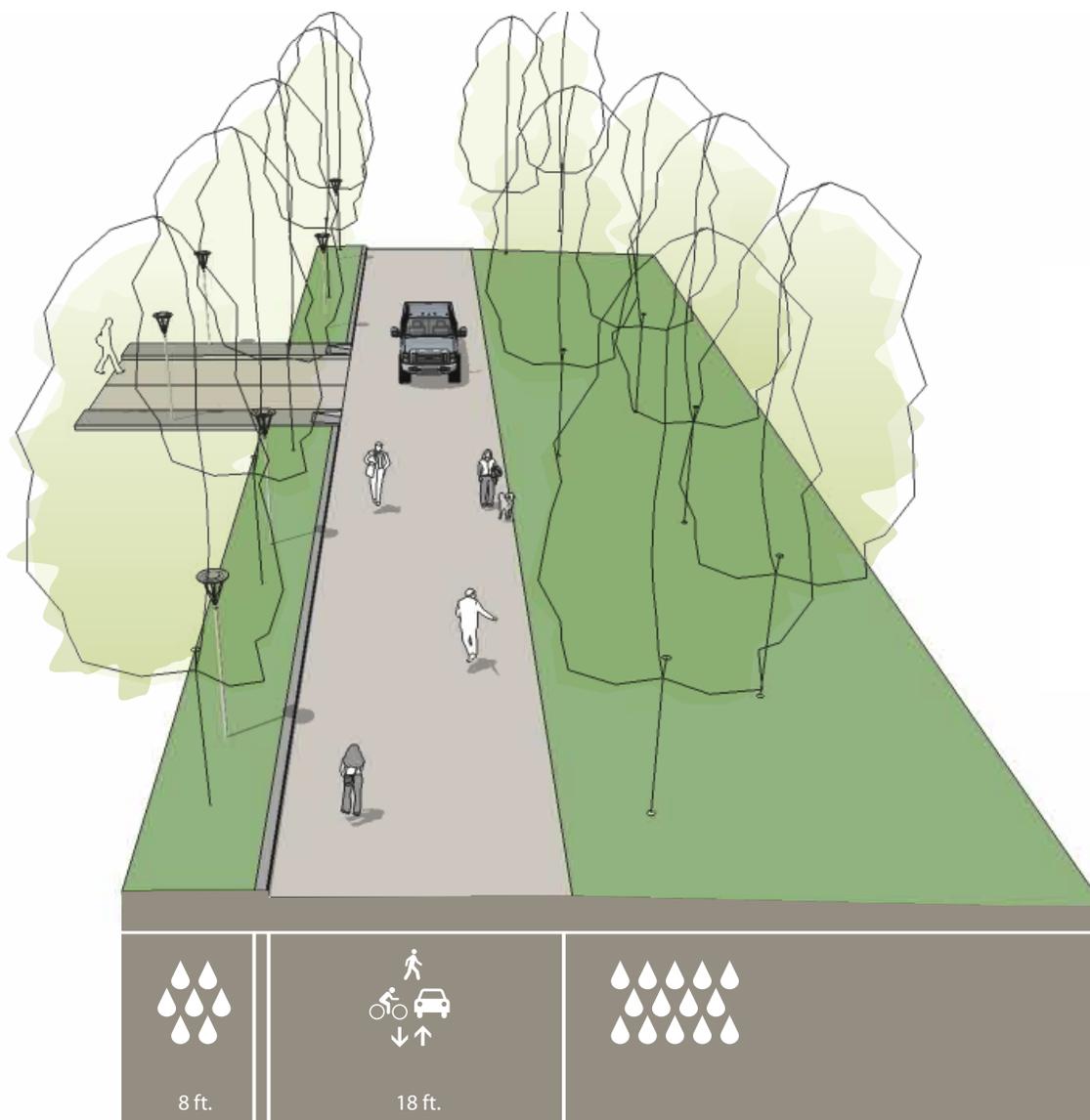


Shared Street

26]

Shared Streets are designed to support a park-like atmosphere where all modes of traffic share a narrow paved surface. Shared Streets are places for people and the automobile is a guest in this street where space is shared among all modes. The pace of walking dictates the speed of all traffic in a shared street.

The narrow street section reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health. All of the proposed locations for Shared Streets in the Normal Neighborhood are adjacent to wetlands and stream corridors. Street edge alternatives may permit stormwater flow to re-infiltrate into the ground.

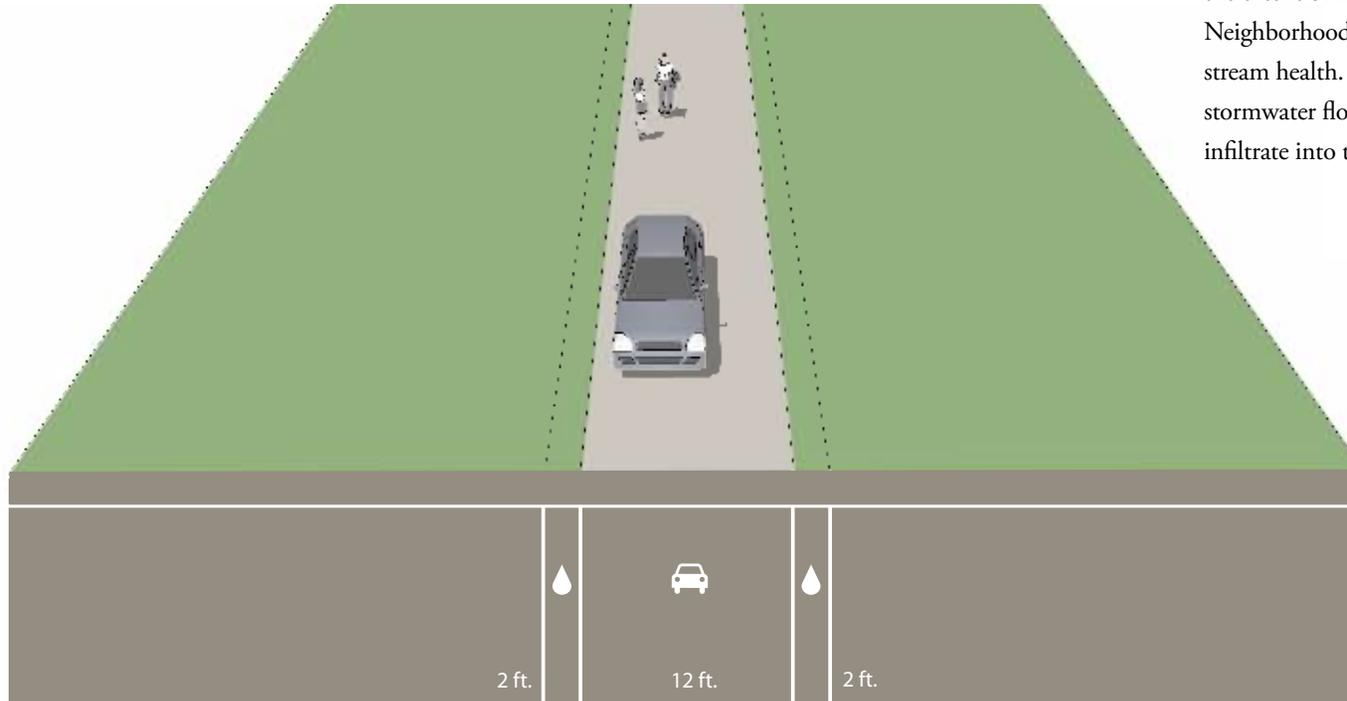


Alleys

Alleys provide off-street access to homes, parking pads, and garages. Alleys, also known as rear lanes, are very narrow and the street section is 12-foot wide with a 2-foot green edge on either side. Speeds are very low.

[27]

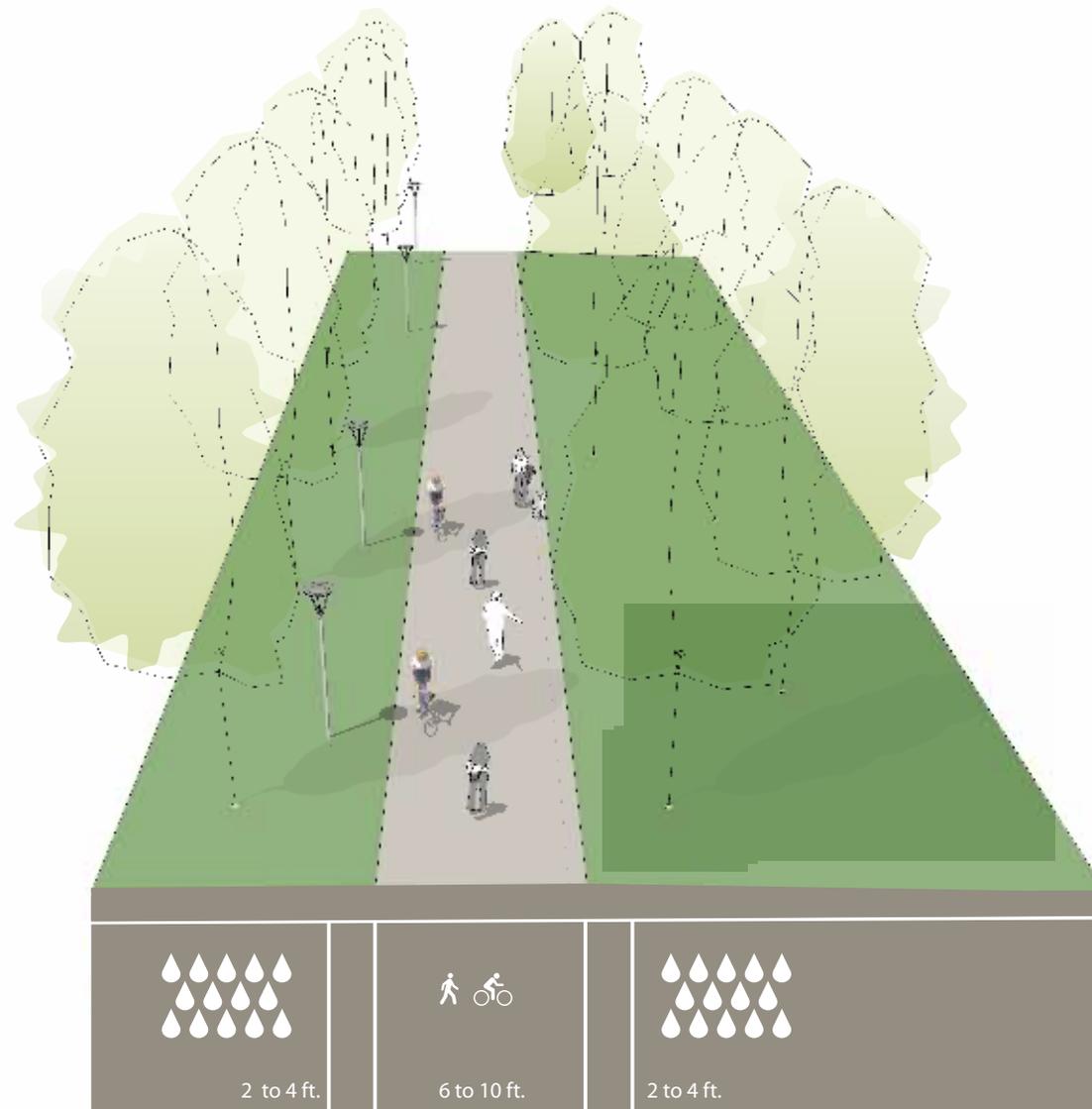
The narrow street section of rear lanes reduces the extent of impervious surfaces in the Normal Neighborhood and supports wetland and stream health. Alleys are curbless and permit stormwater flow from paved areas to re-infiltrate into the ground.



Multi-Use Path

28]

Multi-use Paths are car-free and support connectivity for pedestrians and bicycles across the Normal Neighborhood . Street sections are narrow and may vary to accommodate unique demands of local conditions.





Infrastructure/ Stormwater Diagram
Produced at Charrette

INFRASTRUCTURE

Water

No City of Ashland water services extend to the project area and all existing homes in the project study area get their potable and domestic water from wells. The closest municipal water sources are the Lithia main that runs in the East Main Street alignment and an 8-inch main that runs along the full extent of Creek Drive and part of Clay Street.

[29

Sanitary Sewer

No City of Ashland sanitary sewers extend to the project area; all existing homes in the project study rely on septic systems for disposing of their waste. A single 8-inch service stub connects the Temple Emek Shalom at 1800 East Main Street to the 12-inch sanitary sewer that runs in the Bear Creek Alignment. Other proximate sewer lines include 8-inch sewer lines that run in the Walker Street, Creek Drive, and Clay Street alignments.

Stormwater

Implementation of stormwater management in the Normal Neighborhood should emphasize low-impact development (LID) techniques focused on controlling stormwater at its source rather than moving stormwater offsite though expensive, engineered conveyance systems. The goals of low-impact development are to lower initial construction and reduce life-cycle costs while maintaining natural ecosystem functions: stormwater retention, infiltration, and release that supports stream health and ecological function. Some of the approaches that should be considered for implementation in the Normal Neighborhood Plan area include:

- Bio-swales alongside streets slow stormwater runoff, filter it, and allow it to soak into the ground. Swales improve water quality and reduce in-stream erosion by slowing the velocity of stormwater runoff before it enters the stream. They also cost less to install than curbs, storm drain inlets, and piping systems.
- Bio-retention cells, commonly known as rain gardens, are relatively small-scale, landscaped depressions with a soil mixture that absorbs and filters runoff. Bio-retention cells work well in places like the project area with poorly draining soils.
- Stormwater planters, more engineered than rain gardens, stormwater planters are designed to accept stormwater from adjacent surfaces, and infiltrate stormwater through the ground to a pipe connected to a storm sewer or, where practicable, to natural features such as the wetlands, Clay Creek or Cemetery Creek.
- Flow-through planters, within developments with higher floor area ratios, flow-through planters are a sound

solution. Flow-through planters do not infiltrate into the ground; they are filled with an engineered mixture of gravel and soil and planted. Flow-through planters store stormwater runoff temporarily, filter sediment and pollutants, and slow the flow of rainfall to storm sewers which can be smaller in size and less costly to engineer and build.

- 30]
- Cisterns and rain barrels collect rainwater from roofs. They can provide water for garden or lawn irrigation, reducing water bills and conserving municipal water supplies. The City currently provides a rain barrel guide for homeowners and contractors.
 - Green roofs are partially or completely covered with plants. Green roofs help mitigate the tendency for urban areas to have higher summer temperatures, and reduce peak stormwater flows. The vegetated cover also protects and insulates the roof, extending its life and reducing energy costs.

Understanding infiltration capacity and rates for stormwater re-infiltration in the study area will be critically important to the design and engineering of future stormwater systems –conventional and low-impact alike. Preliminary data from the USDA Natural Resources Conservation Service and a Custom Soil Resource Report for Jackson County show that the soils in the area generally drain very poorly. A detailed assessment of soils must be a part of pre-development geotechnical investigations.

SUSTAINABILITY

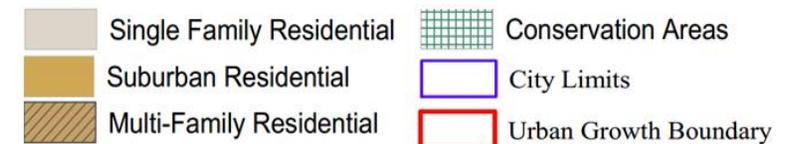
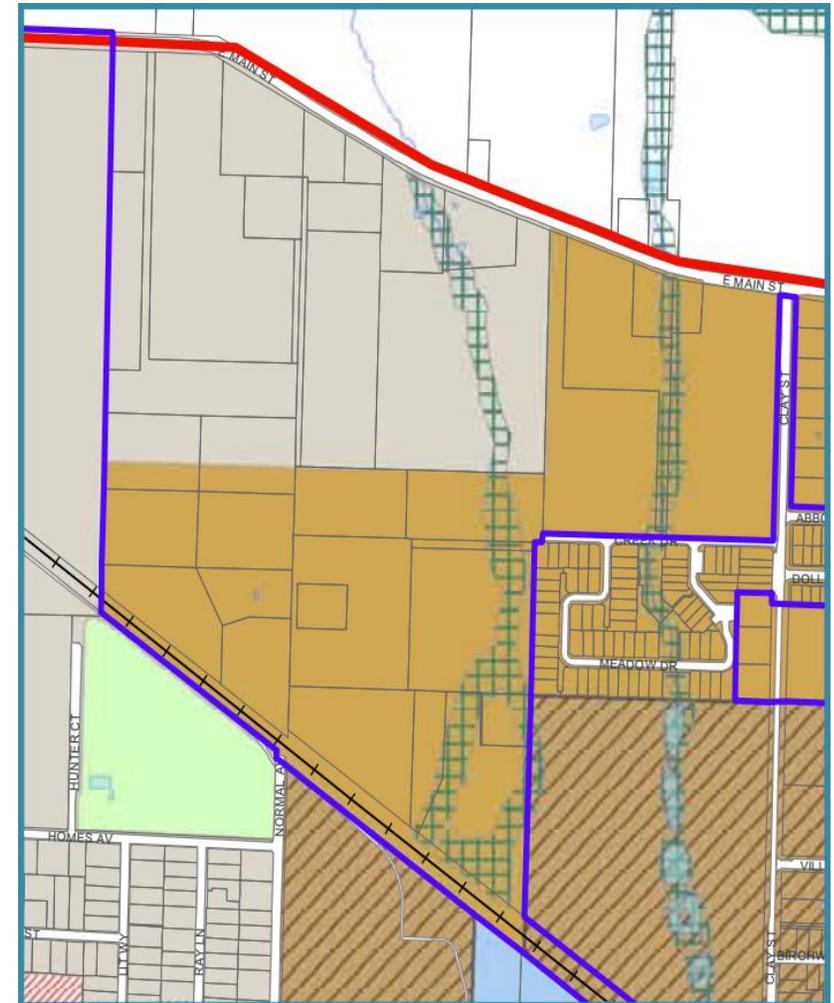
Sustainability is not a discrete element, independent of the preceding framework elements. The most successful strategies for sustainability will be to build them into each framework element of the plan. The wide range of housing types and the mix of permitted land uses is fundamentally sustainable because compact urban form encourages active transportation as a convenient first choice; a range of housing choices means that there is a home in the neighborhood for every stage of life; and protection of wetlands and restoration of the creek habitat brings nature in while it also provides lower impact –and less costly– solutions to infrastructure. The City of Ashland is committed to the development of a vibrant livable community. The design of the Normal Neighborhood Plan is consistent with the framework of the US Green Building Council LEED Neighborhood Development and the Sustainable Sites Initiative (SITES). Both the LEED ND rating system established USGBC and SITES establish sets of performance standards for certifying the planning and development of neighborhoods. Their intent is to promote healthful, durable, affordable, and environmentally sound practices in building design and construction. Because no rating system for sustainable design and construction will be a prerequisite for development, it is all the more essential that the elements of sustainability are built into each of the frameworks for the Normal Neighborhood : Housing and Land Use; Greenway and Open Space; Mobility; and Infrastructure.

Normal Neighborhood Plan: Summary of Revisions

The Normal Avenue neighborhood is situated between East Main Street to the north and the railroad tracks to the south, Clay Street to the east and the Ashland Middle School to the west. Currently, the 94 acre area has a mix of Comprehensive Plan designations including single family residential and suburban residential, and is presently outside the City of Ashland (City) city limits but within the City Urban Growth Boundary (UGB).

This area constitutes the largest remaining area of residentially designated land that is suitable for medium- to high-density development which remains largely vacant or redevelopable. The plan area contains 35 properties ranging in size between 0.38 acres up to 9.96 acres. There are 26 property owners within the plan area with a number owning multiple parcels.

The Normal Avenue Neighborhood Plan Area is within the Urban Growth Boundary yet presently outside the Ashland City Limits. The City of Ashland Comprehensive Plan anticipates the future urbanization of this area to ensure an orderly transition of land from rural to urban uses. The City of Ashland has an established goal to maintain a compact urban form (Comprehensive Plan Goal 12.09) and to ensure the orderly and sequential development of land in the City Limits. To this end the existing Comprehensive Plan designations within the Normal Avenue Neighborhood Plan Area include approximately 41 acres of land reserved for *Single Family Residential* (SFR) and approximately 50 acres of *Suburban Residential* lands. The housing density expected for the SFR lands would range from 4.5 to six units per acre on average. Suburban residential lands typically accommodate attached housing options with densities between 7.2 and nine units per acre.



Existing Comprehensive Plan Designations (1981)

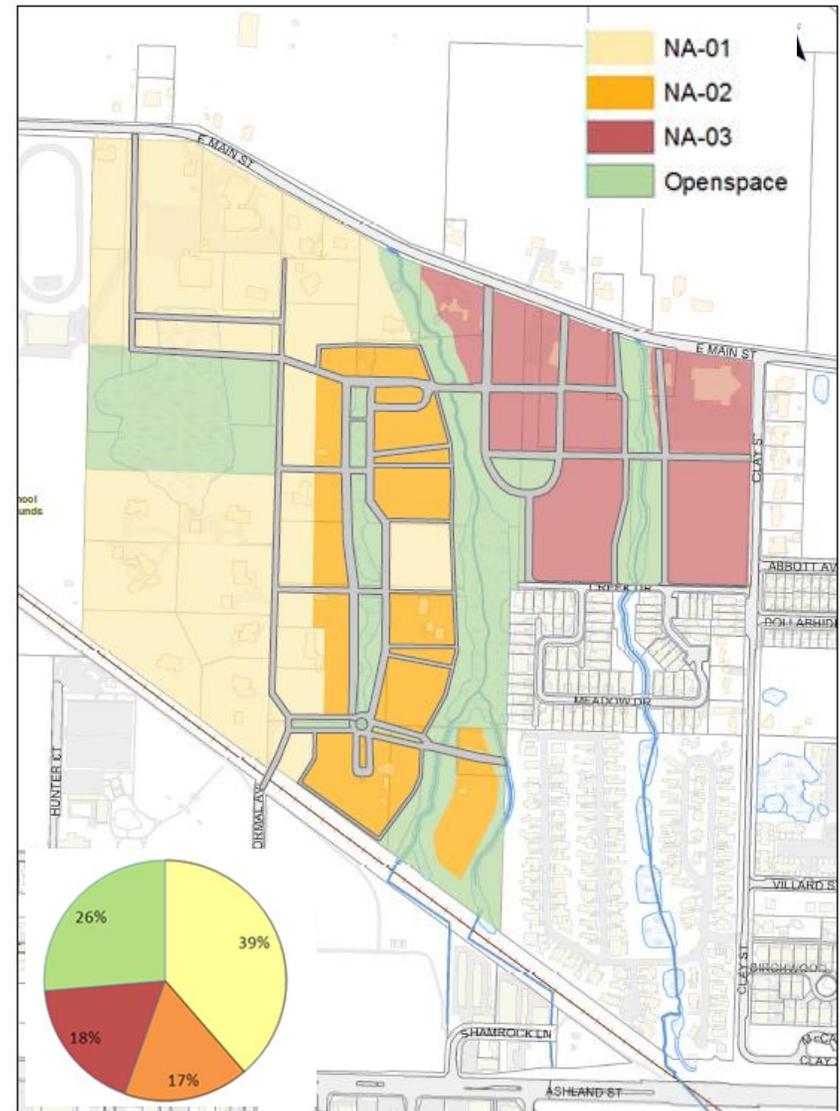
Normal Neighborhood Plan: Summary of Revisions

The original illustrative plan was developed over the course of an intensive three day Charrette from October 23-25th, 2013, including two neighborhood meetings and numerous meetings with area property owners and residents.

Revisions to the Charrette concept were presented to the Planning Commission and public at study sessions on Feb. 26, 2013 and April 9, 2013.



- Areas currently developed as single family homes in the east half of the plan area were designated for low density residential uses (NA-01) consistent with existing development patterns.
- The center of the plan area was designated for a medium density zone (NA-02) which could accommodate a variety of housing types including a mix of single family homes, townhomes, small apartment complexes, and pocket neighborhoods (cottage housing).
- Higher Density areas (NA-03) were located in the North east portion of the plan area where large lot, undeveloped property with limited physical constraints is located.
- Existing natural areas, wetlands, floodplains and riparian areas were identified and reserved for private or public open space.



Normal Avenue Neighborhood Plan
Oct 25, 2012 - Charrette Discussion Draft

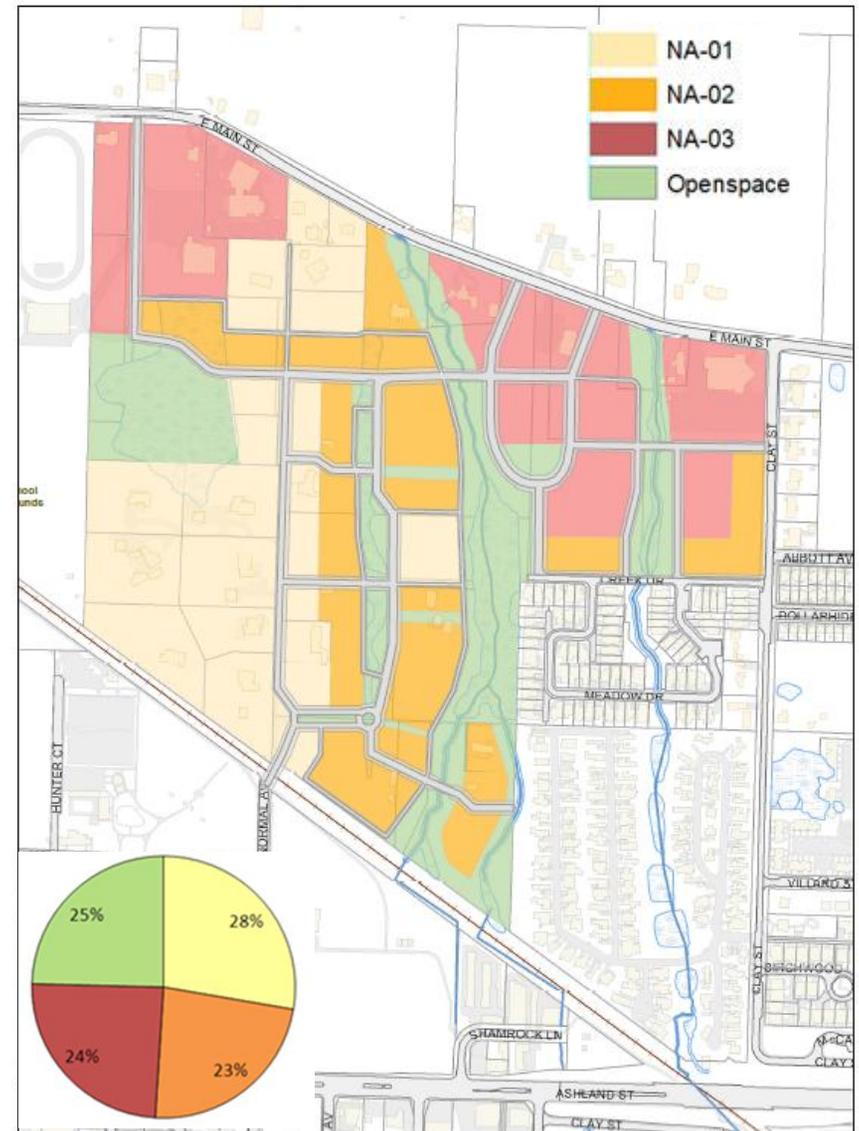
0 100 200 400 600 800 1,000 Feet

(GIS map reproduction: April, 2013)

Normal Neighborhood Plan: Summary of Revisions

On June 25th, 2013 a revised Draft Plan was presented to the Planning Commission and the public in consideration of input received at the April 9th study session including:

- Alternatives for high density housing in consideration of lowering the density adjacent to established neighborhoods.
 - The NA-03 (multi-dwelling high density residential) Zone was modified north of Creek Drive and west of Clay Street to be zoned NA-02 (Multi-dwelling low-density) extending 100 feet back from each street.
- Transitional standards to correlate density, height, and coverage of new developments with existing established neighborhoods.
 - The original concept for the NA-03 zone was to allow 3 stories up to 45 ft. in height, which was reduced to 2.5 stories up to 35 feet tall to be compatible with existing City residential zones.
- Distribution of density throughout the plan area.
 - In the North West corner of the plan area a number of properties which were previously designated as NA-01 (single dwelling residential) were modified to include a mix of NA-02 and NA-03 effectively distributing more of the units within the plan area to be adjacent to East Main Street and in immediate proximity to Ashland Middle School.
 - The NA-02 zone would allow for a variety of housing types including single dwelling units, townhouses, and cluster (cottage) housing
- Street Network
 - Introduced Shared Streets (Woonerfs) to address pedestrian and bicycle circulation along natural areas.
 - Two local street intersections proposed along East Main Street, adjacent to Clay Creek, eliminated to address access management objectives.
 - Proposed street in south east area relocated to avoid an existing home.

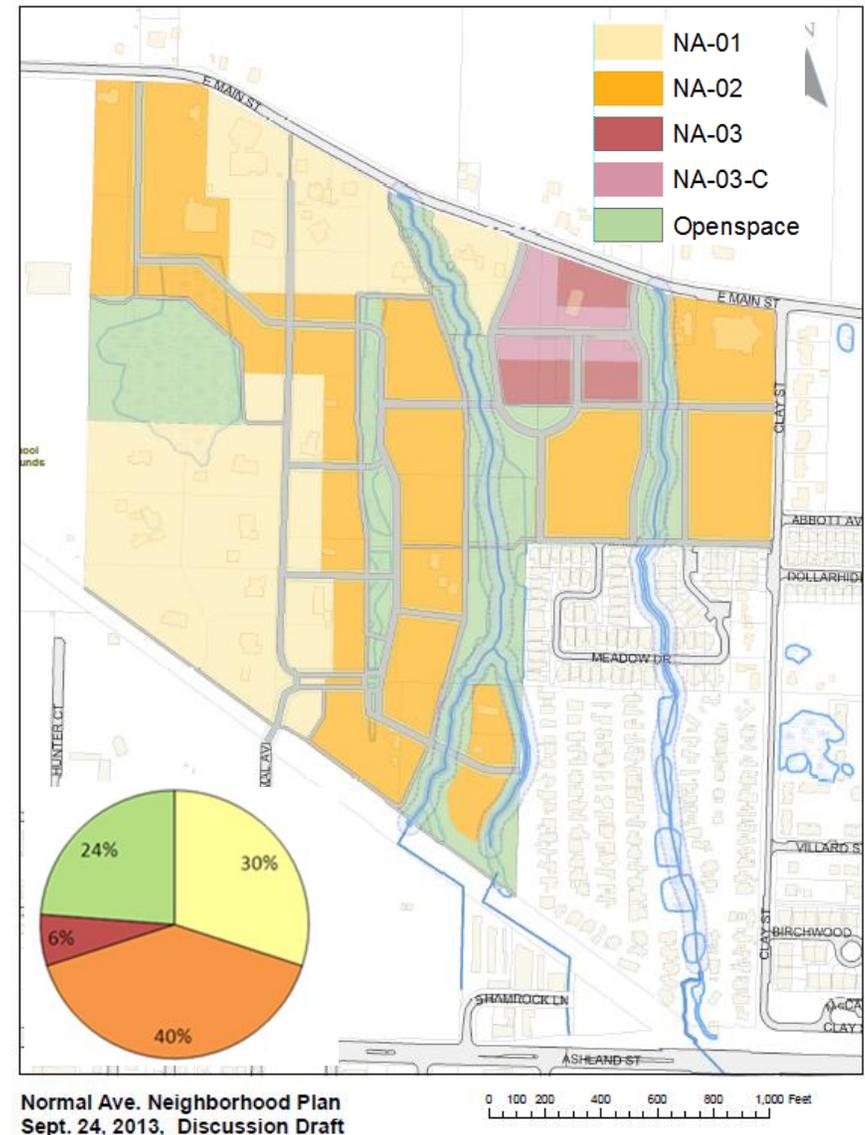


Normal Avenue Neighborhood Plan
June 25th, 2013 Discussion Draft

Normal Neighborhood Plan: Summary of Revisions

The Final Draft Plan revisions presented at the September 24th – November 26th Planning Commission meetings included:

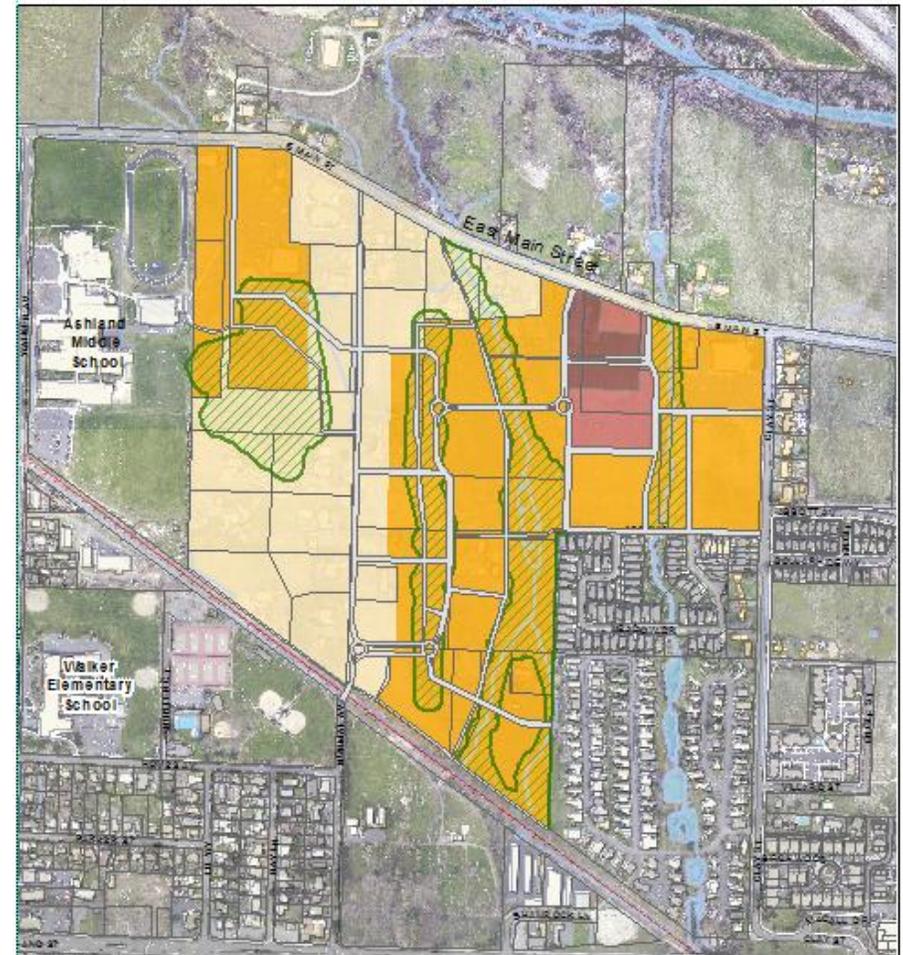
- Neighborhood Serving Commercial area designated
 - Overlay zone introduced (NA-03-C) along the Neighborhood Collector and visible from East Main Street.
 - On June 25th in review of the preliminary land use code Commissioners discussed the scale and type of neighborhood serving commercial uses that would be appropriate in the plan area.
- Reduction in the land area designated as NA-03.
 - Concerns were raised that concentration of HDR along East Main Street would create an incompatible homogenous higher density streetscape immediately across from rural lands.
 - A mix of single family, medium density, and higher density zones were located along East Main Street to ensure a variety of housing types.
- Increased land area designated as NA-02
 - Properties in the Northwest corner changed from NA-01 to NA-02 to allow for an increase in density to offset the cumulative reduction due to limiting the extent of NA-03
 - Former Greene Property changed to NA-02 to provide continuity in the central plan area
- Street Network
 - Street Connections at East Main in the NA-03 area were moved further apart in consideration of the Future Traffic Analysis which cited concern over access management and the spacing distance between the “U” street intersections with East Main.



Normal Neighborhood Plan: Summary of Revisions

The Final Plan presented at the Planning Commission study session for review February 25, 2014 has been revised in consideration of input received during the Planning and Transportation Commission study sessions held during September, October, and November 2014:

- The Planning Commissioners identified a number of areas to be further addressed in preparation of a final plan and proposed district's land use ordinance:
 - Designation of open space lands as protected conservation areas.
 - Provide for the transfer of housing density out of the water resource protection zones.
 - Establishment of a minor amendment process to allow final open space locations to be moved to correlate with natural features (future wetland locations and boundaries), and a major amendment process if a proposal would reduce the cumulative acreage of conservation area/open space as represented in the plan.
 - Flexibility in shared streets to alternatively be alleys or multiuse paths where appropriate adjacent to water protection zones.
 - Consideration of establishing mandatory standards relating to storm water management.
 - Alignment of streets and zoning to correlate with existing property lines.
 - The Final Plan aligns the northern portion of the Neighborhood Collector to run along a common property line.
- The Transportation Commission recommendations regarding the Street Network included:
 - Elimination of two of the three proposed new street connections to East Main Street, leaving only the new Normal neighborhood Collector connection in its proposed location.
 - The Public Works Director alternatively recommends an additional East Main St. connection (4 total).
 - Softening the 90 degree turns in the final Neighborhood Collector design to promote traffic flow on the central street.



**Normal Neighborhood Plan
Land Use Designation Overlay Zones**



Final Plan – 2/25/2014

DISCUSSION ITEM

Unified Land Use Ordinance **Section 18-4, Site Development and Design Standards**

Memo

DATE: February 25, 2014

TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Unified Land Use Ordinance (ULUO)
Pre-adoption process review – Part 18-4 (chapters 6-10)

SUMMARY

The revised draft of the ULUO is scheduled for Planning Commission review prior to beginning the formal adoption process so that Commission has an opportunity to review and discuss the edits made since the Commission's review of the previous draft.

BACKGROUND

Chapters 6-10 of Part 18-4 Site Development and Design Standards are attached. Part 18-6 Definitions will be covered at the next available Planning Commission meeting.

The changes to the current ordinance are detailed in the attached draft ULUO. The edits that were presented in the first draft continue to be highlighted in gray, and the new and latest edits that were added after the Commission's review of the previous draft are highlighted in yellow. Comment boxes are retained throughout the document, and include notations about changes.

The attached matrix covers the substantive amendments. The Commission received a previous version of the matrix. New or revised amendments are highlighted in yellow in the matrix.

ATTACHMENTS

1. Title 18 – Part 4 – Site Development and Design Standards (chapters 6-10)
2. Amendment Matrix for 18-4 (chapters 6-10)



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Part 18-4 - Site Development and Design Standards

Chapters:

- 18-4.1 Site Development and Design Standards Administration
- 18-4.2 Building Placement, Orientation and Design
- 18-4.3 Parking, Access and Circulation
- 18-4.4 Landscaping, Fences and Walls, and Outdoor Lighting
- 18-4.5 Tree Preservation and Protection
- 18-4.6 Public Facilities
- 18-4.7 Signs
- 18-4.8 Solar Access
- 18-4.9 Disc Antennas
- 18-4.10 Wireless Communication Facilities

Chapter 18-4.6 - Public Facilities

Sections:

18-4.6.010	Purpose
18-4.6.020	Applicability
18-4.6.030	General Requirements
18-4.6.040	Street Design Standards
18-4.6.050	Street and Greenway Dedications
18-4.6.060	Public Use Areas
18-4.6.070	Sanitary Sewer and Water Service Improvements
18-4.6.080	Storm Drainage and Surface Water Management Facilities
18-4.6.090	Utilities

Comment: This chapter contains general requirements for public improvements, including streets, and utilities. 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 for public improvements. Because the material located throughout the existing code is formatted into a new chapter, some of the basic sections, such as the purpose and applicability sections, are new language based on the state model code.

18-4.6.010 Purpose

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

18-4.6.020 Applicability

A. 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.

Comment: Section B was added for consistency with the other chapters in Part 18-4 Site Design and Development Standards, and carries forward the existing code requirements for exceptions and variances.

B. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to chapter 18-5.5 Variances, except that deviations from section 18-4.6.040 Street Design Standards are subject to 18-4.6.020.B.1 Exceptions to the Street Design Standards, below.

Comment: Subsection 1 carries forward the existing 18.88.050.F Exception to Street Standards.

1. Exception to the Street Design Standards. Exceptions to the Street Design Standards are not subject to the Variance requirements of chapter 18-5.5 and may be granted where all of the following criteria are met:
 - a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.

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Comment: Subsection 2 expands on the existing approval criteria to provide more definition of “equal or superior transportation facilities.” The factors are taken from the TSP section on multi-modal facilities.

- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:
 - i. for transit facilities and related improvements, access, wait time and ride experience;
 - ii. for bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic; and
 - iii. for pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty; and

The existing language in subsection d 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 in the new Street Standards section, with the purpose and intent being based on language in the existing Street Standards document.

- d. The exception is consistent with the Purpose and Intent of the Street Standards in 18-4.6.040.A.

18-4.6.030 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 to 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 was deleted in the previous draft, but after further research staff believes changing the section is a significant policy change needing further research and discussion.

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 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 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; and
 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.

18-4.6.040 Street Design Standards

Comment: The existing Street Standards are an adopted ordinance (18.88.020.K), and referenced throughout Title 18 as approval standards. Like the Site Design and Use Standards, the Street Standards are currently located in a separate booklet. This section incorporates the existing Street Standards, excluding much of the background and explanatory narrative in the handbook. The 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

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options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the 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.
- C. 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 shown in Figure 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 drives shall be as follows:
 - a. Street and private drive grades in developments subject to chapter 18-3.8 Performance Standards Option Overlay shall not exceed a maximum grade of 15%.
 - b. Street and private drive grades in developments subject to chapter 18-3.8 Performance Standards Option Overlay 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' subject to chapter 18-5.5 Variances.

The language below was moved to Section D.

- ~~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 Standards in section 18-4.6.030 and 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 specifications.~~

Comment: Subsection D carries forward Section 1 of the Street Standards, and is edited for clarity.

- D. 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:

1. 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);
 - 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.
6. 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 prevent a street connection, a

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continuous nonautomotive connection in the form of a multi-use path or trail shall be provided. See subsection 18-4.6.030.E 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.E Connectivity Standards.
8. 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.
9. 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 18-4.3.080.D Driveways and Turn-Around Design.
10. Access to Activity Centers. Provide convenient access to and from activity centers such as schools, commercial areas, parks, employment centers, and other major attractors.
11. 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.
12. 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.
13. 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.
14. 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 subsections 18-4.6.030.E Connectivity Standards and 18-4.6.030.J Hillside Streets and Natural Areas.
15. 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.
16. Cut-Through Traffic. The neighborhood street should be designed to reduce continuous cut-through, non-local traffic on neighborhood streets.
17. 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 Tree Guide.

The highlighted language in subsections 18 and 23 regarding street lights and signs is existing City practice, but is not clearly addressed in the code. The language is from the state model code.

18. **Street Lights.** Install or relocate streetlights with street improvement projects. 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. Install streetlights where they will not obstruct public ways, driveways or walkways. Where a streetlight must be placed with a walkway, maintain an unobstructed pedestrian through zone per Americans with Disabilities Act compliance. Streetlights shall conform to City specifications.
19. **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.
20. **Curbs.** Use a standard, vertical six-inch 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.
21. **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 destination.
22. **Street Names.** Street names shall meet the criteria and be processed in accordance with AMC 13.24.
23. **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 Standards in section 18-4.6.030 and the street design approved with the development by the approval authority.

Comment: Subsection E is from Section II of the Street Standards, and is edited for clarity. The highlighted language in 2,4, 7 and 10 is new, and based on the state model code.

E. 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

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rock outcroppings. See also, subsection 18-4.6.030.I Hillside Streets and Natural Areas.

2. Connectivity to Abutting Lands. Design streets to connect to existing, proposed, and planned streets adjacent to the development, **unless prevented by environmental or topographical constraints or existing development patterns.** 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 chapter 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 18-4.6.030.I 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 18-4.6.030.I 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.
 - 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 18-4.6.030.I 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.
 - 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 F is carried forward from Section III of the Street Standards. The requirements for a private drive have been added, and are carried forward from 18.88.050.A Private Drive.

F. Design Standards. A description of street design standards for each street classification follows in table 18-4.6.030.F and section 18-4.6.030.G. 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

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through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those proposed by an applicant.

Comment: There are inconsistencies in the matrix of street standards (below) and the written description under each street classification in the existing code. The table is edited for clarity and consistency with the written descriptions.

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

TYPE OF STREET	ADT AVERAGE DAILY TRIPS (ADT)	R.O.W. RIGHT- OF- WAY 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 on both sides			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2-at 6' each	in-8'-9' bays	6"	5'-8' ¹	6'-10' ²
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2-at 6' each	in-8'-9' bays	6"	5'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2-at 6' each	in-8'-9' 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'-9' bays	6"	5'-8' ¹	6'-10' ²
3-Lane Avenue	10,000 ADT	70.5'- 97.5'	43.5'-44.5'	10'-10.5'	11.5'	2-at 6' each	in-8'-9' bays	6"	5'-8' ¹	6'-10' ²
Neighborhood Collector, Residential	1,500 to 5,000 ADT				NA	NA ³				
No Parking		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'
Parking Both Sides		57'-63'	32'-34'	9'-10'			one-7' lane	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	5'-8' ¹	86'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			one 8' lane	6"	5'-8' ¹	86'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	5'-8' ¹	86'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	5'-8' ¹	86'-10' ²

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

TYPE OF STREET	ADT AVERAGE DAILY TRIPS (ADT)	R.O.W. RIGHT- OF- WAY 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			
Neighborhood Street, Residential	less than 1,500				NA	NA ³				
Parking One Side	ADT	47'-51'	22'	15' Queuing			one-7' lane	6"	5'-78' ¹	5'-6'
Neighborhood Street										
Parking Both Sides		50'-57'	25'-28'	11'-14' Queuing			two-7' lanes	6"	5'-78' ¹	5'-6'
Private Drive ⁴	Less than 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	NA	NA	NA	NA
Multi-Use Path	NA	12-18'- 18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	NA	NA	NA	NA

1) 7' – 8' landscape parkrow shall be installed in residential areas; 5' hardscape parkrow with tree wells shall be installed in commercial areas on streets with on-street parking lanes, or 7' landscape parkrow may be used in commercial areas on streets without on-street parking lanes or where the street corridor includes landscaped parkrow. Street Trees shall be planted in parkrows pursuant to 18-4.4.030.

2) 6' sidewalk shall be installed in residential areas; 8'-10' sidewalk shall be installed in commercial areas; 10' sidewalk shall be required on boulevards in the Downtown Design Standards Zone.

3) Bike lanes are generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25mph). For over 3,000 ADT or actual travel speeds exceeding 25 mph, 6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic

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.

G. Standards Illustrated. New and reconstructed streets, alleys and pathways shall conform to the following design standards, as summarized in Table 18-4.6.030.F.

1. Boulevard.

Boulevards are major thoroughfares filled with 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 two-lane, three-lane, or five-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Prototypical Section: 3-Lane Boulevard

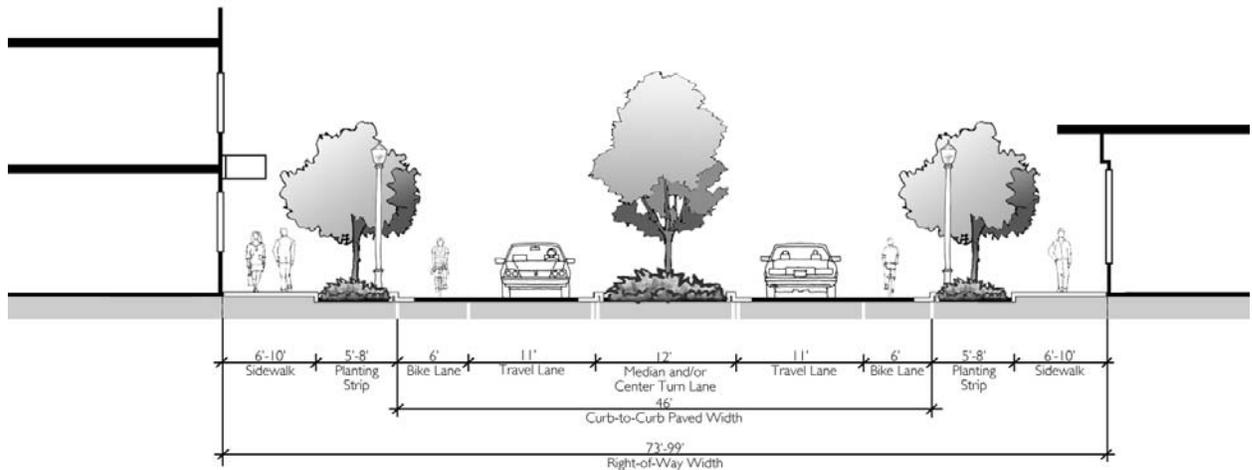


Figure 1: 18-4.6.030.H

<i>Street Function</i>	Provide access to major urban activity centers and 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.
<i>Connectivity</i>	Connects neighborhoods to urban activity centers and to regional traffic ways such as Interstate 5.
<i>Average Daily Traffic</i>	8,000 - 30,000 motor vehicle trips per day
<i>Managed Speed</i>	25 mph – 35 mph
<i>Right-of-Way Width</i>	2-lane 61’ – 87’ 3-lane 73’ – 99’ 5-lane 95’ – 121’

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Comment: The change to the on-street parking requirement for Boulevards and Avenues, below, allows the flexibility to have on street parking configured in bays or lanes. Parking bays are typically used on existing streets, usually as a retrofit, whereas new streets may work with a continuous on-street lane.

	2-lane	34'
<i>Curb-to-Curb Width</i>	3-lane	46'
	5-lane	68'
<i>Motor Vehicle Lanes</i>	2-lane	11' travel lanes
	3-lane	11' travel lanes; one 12' median or center-turn lane
	5-lane	11' travel lanes; one 12' median or center-turn lane
<i>Bike Lanes</i>		6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic
<i>Parking</i>		8' – 9' lanes in 8'–9' bays; parking may be provided in 8' – 9' bays rather than as a continuous on-street lane
<i>Curb and Gutter</i>		required; 6" vertical curb
<i>Parkrow</i>	Residential	7'-8' landscape parkrow; 8' on streets without on-street parking lanes
	Commercial	5' hardscape parkrow (i.e., street tree wells) on streets with on-street parking lanes
		7' landscape parkrow on streets without on-street parking lanes or where street corridor includes landscape parkrow
	All	plant street trees pursuant to section 18-4.4.030
<i>Sidewalk</i>	Residential	6' on both sides
	Commercial	8' – 10' on both sides
		10' sidewalk required on boulevards in 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 two-lane or three-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Prototypical Section: 3-Lane Avenue

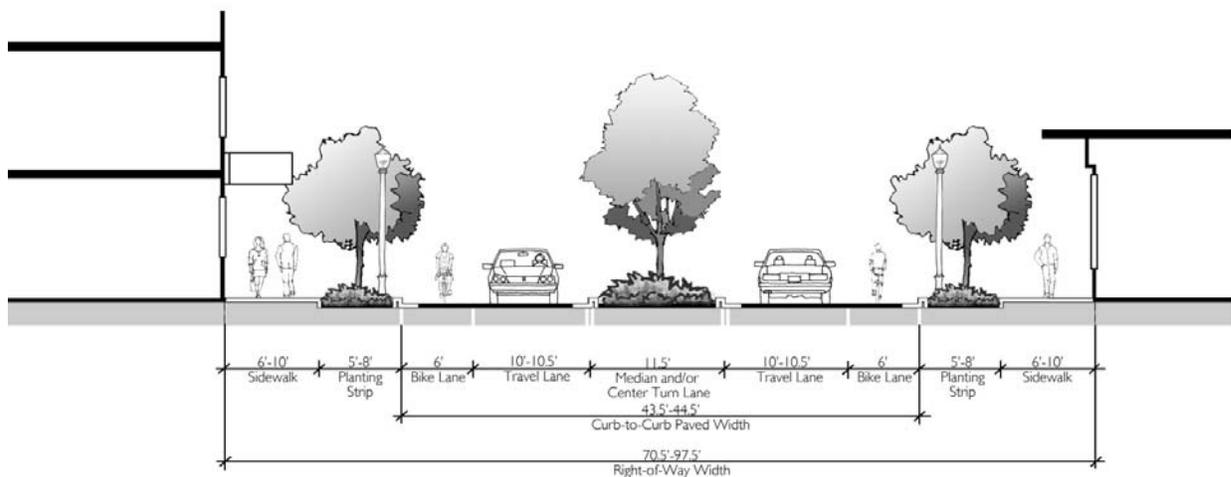


Figure 2: 18-4.6.030.H

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

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	3-lane	10' – 10.5' travel lanes; one 11.5" median or center-turn lane
<i>Bike Lanes</i>		6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic
<i>Parking</i>		8' – 9' lanes in 8'-9' bays; may be provided in 8' – 9' bays rather than as a continuous on-street lane
<i>Curb and Gutter</i>		required; 6" vertical curb
<i>Parkrow</i>	Residential	7'-8' landscape parkrow; 8' on streets without on-street parking lanes
	Commercial	5' hardscape parkrow (i.e., street tree wells) on streets with on-street parking lanes 7' landscape parkrow on streets without on-street parking lanes or where street corridor includes landscape parkrow
	All	plant street trees pursuant to section 18-4.4.030
<i>Sidewalk</i>	Residential	6' on both sides
	Commercial	8' – 10' on both sides

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.

Prototypical Section: Residential Neighborhood Collector, No Parking

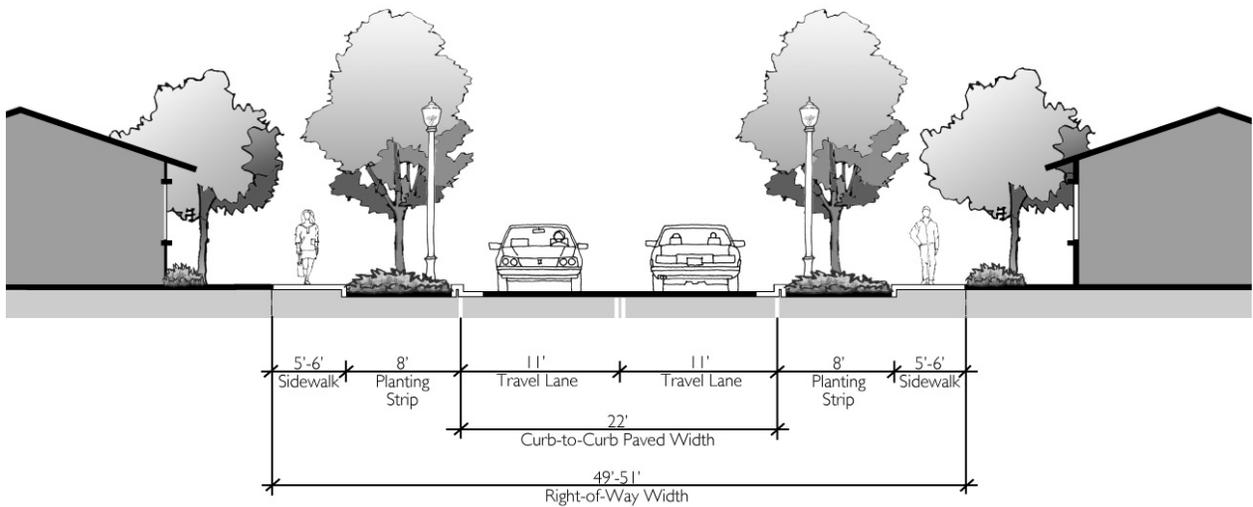


Figure 3: 18-4.6.030.H

<i>Street Function</i>	Provide access to neighborhoods, shopping, and services.	
<i>Connectivity</i>	Residential	Collects traffic within residential areas and connects neighborhoods with the major street network.
	Commercial	Collects traffic within residential areas and connects neighborhoods with major street network. Provides neighborhood shopping opportunities.
<i>Average Daily Traffic</i>	1,500 to 5,000 motor vehicle trips per day	
<i>Managed Speed</i>	15mph – 20 mph	

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<i>Right-of-Way Width</i>	Residential	no parking	49' – 51'
		parking one side	50' – 56'
		parking both sides	57' – 63'
	Commercial	parallel parking one side	55' – 65'
		parallel parking both sides	63' – 73'
		diagonal parking one side	65' – 74'
		diagonal parking both sides	81' – 91'
	<i>Curb-to-Curb Width</i>	Residential	no parking
parking one side			25' – 27'
parking both sides			32' – 34'
Commercial		parallel parking one side	28'
		parallel parking both sides	36'
		diagonal parking one side	37'
		diagonal parking both sides	54'
<i>Motor Vehicle Lanes</i>	Residential	no on-street parking	11' travel lanes
		parking one/both sides	9'-10' travel lanes
	Commercial		10' travel lanes
<i>Bike Lanes</i>	generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25 mph)		
	for over 3,000 ADT or actual travel speeds exceeding 25 mph, 6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic		
<i>Parking</i>	Residential		7' lanes
	Commercial	parallel parking	8' lanes
		diagonal parking	17' lanes
<i>Curb and Gutter</i>	required: 6' vertical curb		
<i>Parkrow</i>	Residential	7' – 8' landscape parkrow; 8' on streets without	

		on-street parking lanes
	Commercial	5' hardscape parkrow (i.e., street tree wells) on streets with on-street parking lanes
		7' landscape parkrow on streets without on-street parking lanes or where street corridor includes landscape parkrow
	all	plant street trees pursuant to section 18-4.4.030
<i>Sidewalk</i>	Residential	5' – 6' on both sides; use 6' in high pedestrian volume areas with frequent two-way foot traffic
	Commercial	8'- 10' on both sides

Prototypical Section: Residential Neighborhood Collector, Parallel Parking One Side

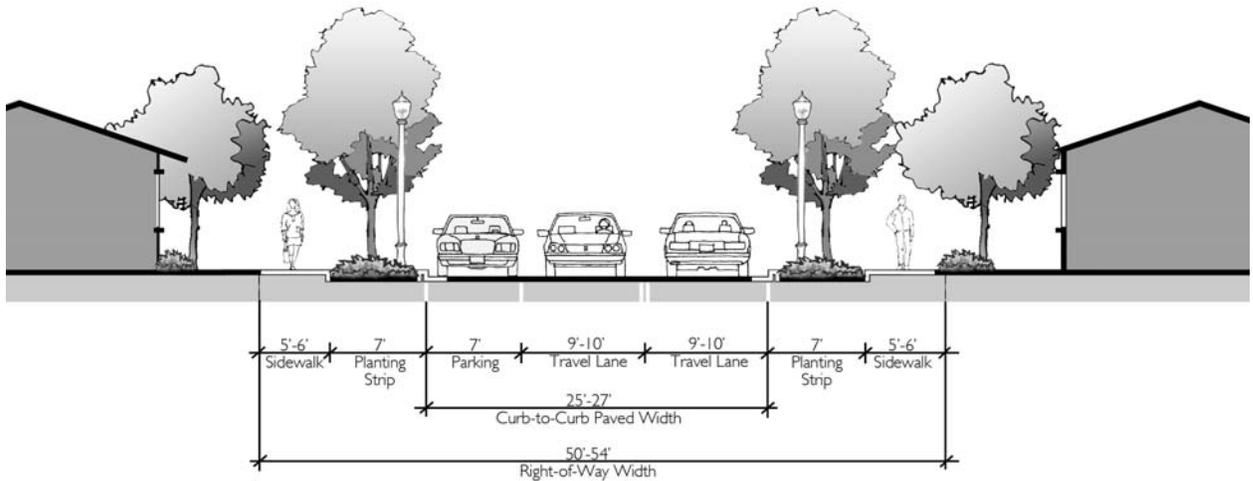


Figure 4: 18-4.6.030.H

18-4.6 – Public Facilities

Prototypical Section: Residential Neighborhood Collector, Parallel Parking Both Sides

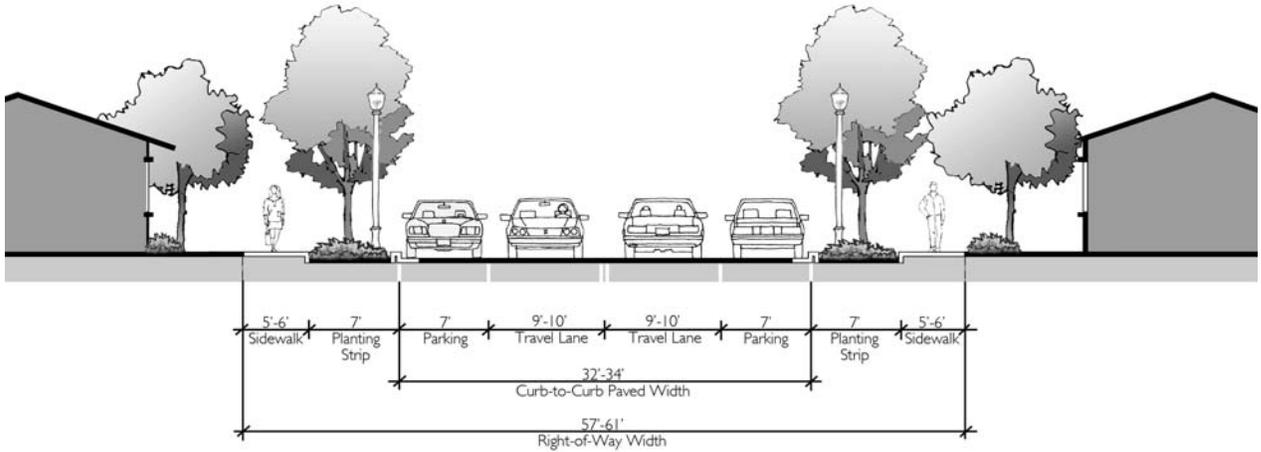


Figure 5: 18-4.6.030.H

Prototypical Section: Commercial Neighborhood Collector, Parallel Parking One Side

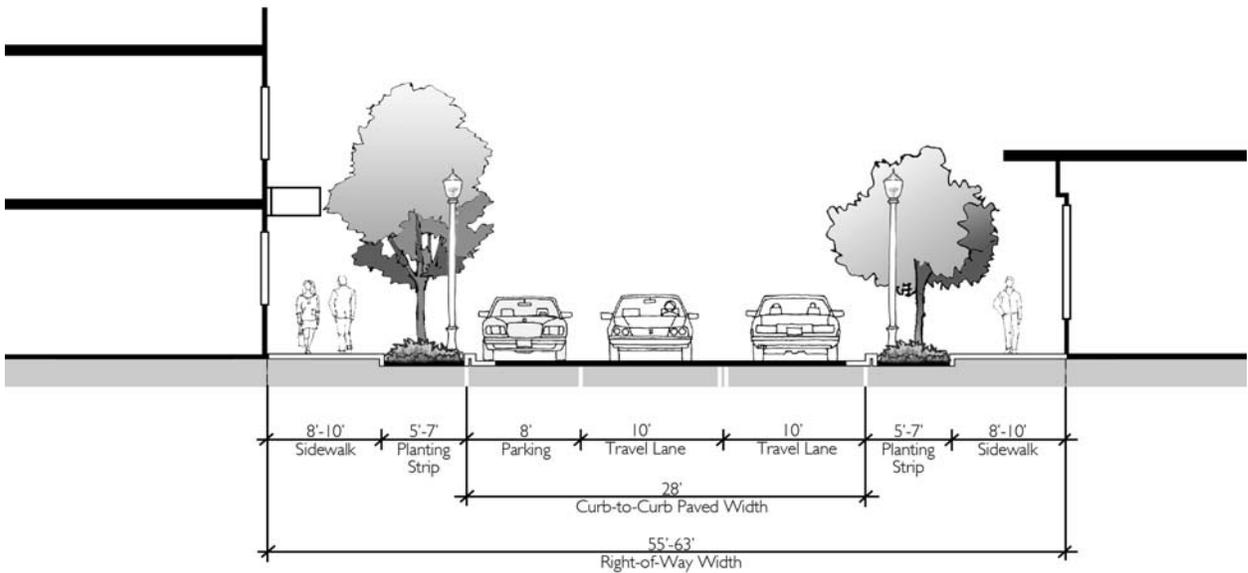


Figure 6: 18-4.6.030.H

Prototypical Section: Commercial Neighborhood Collector, Parallel Parking Both Sides

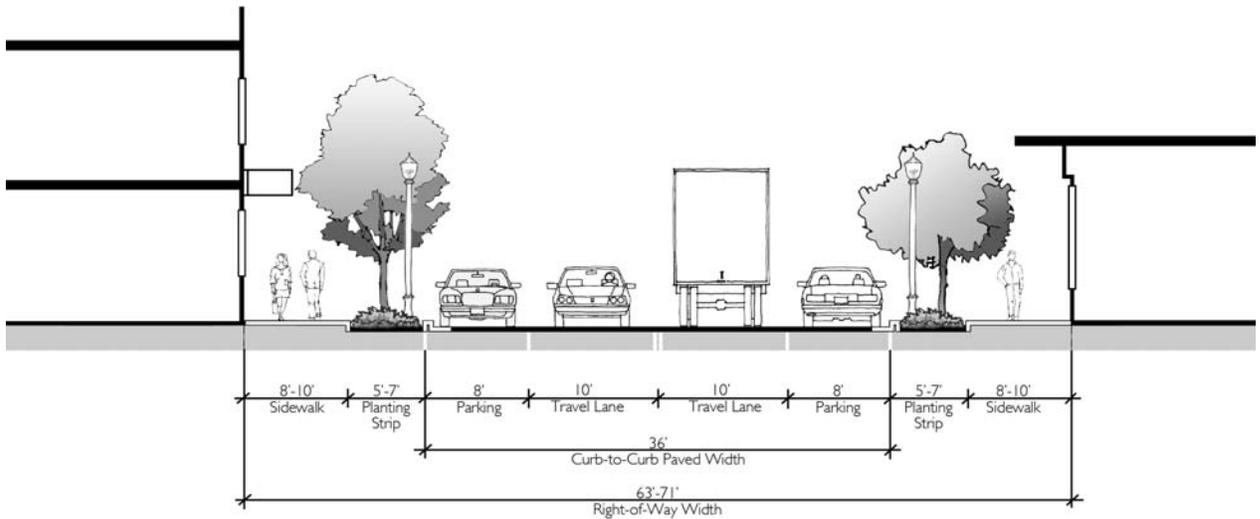


Figure 7: 18-4.6.030.H

Prototypical Section: Commercial Neighborhood Collector, Angled Parking One Side

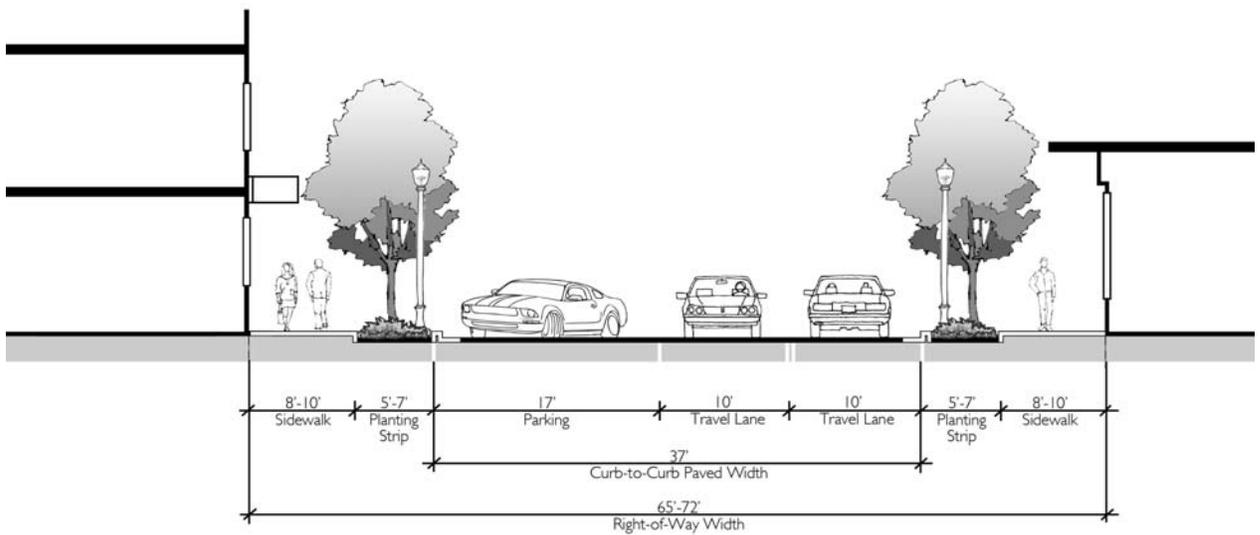


Figure 8: 18-4.6.030.H

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Prototypical Section: Commercial Neighborhood Collector, Angled Parking Both Sides

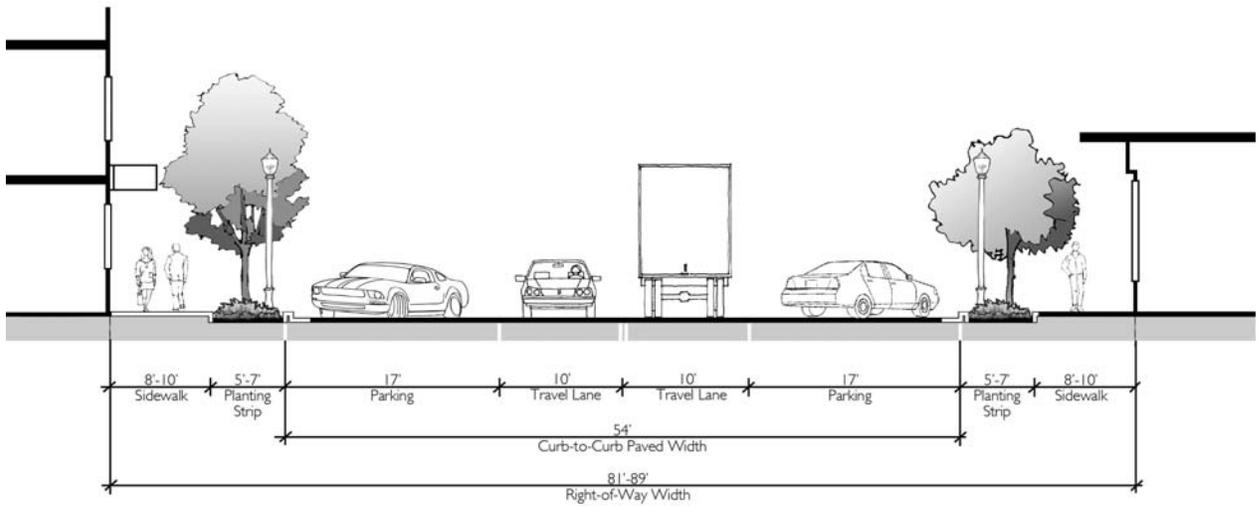


Figure 8: 18-4.6.030.H

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.

Prototypical Section: Residential Neighborhood Street, Parallel Parking Both Sides

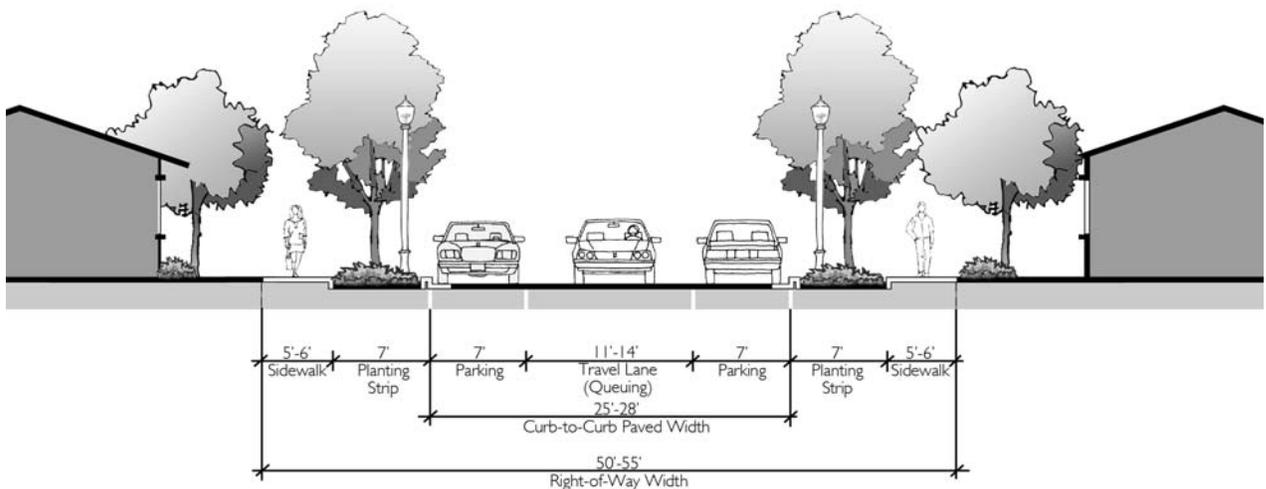


Figure 9: 18-4.6.030.H

<i>Street Function</i>	Provide access to individual residential units and commercial areas.
<i>Connectivity</i>	Connects to higher order streets.
<i>Average Daily Traffic</i>	less than 1,500 motor vehicle trips per day
<i>Managed Speed</i>	10 mph - 20 mph
<i>Right-of-Way Width</i>	parking one side 47' - 51' parking both sides 50' - 57'

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<i>Curb-to-Curb Width</i>	parking one side	22'
	parking both sides	25' - 28'
<i>Motor Vehicle Lanes</i>	parking one side	15' queuing lane
	parking both sides in R-1-10, R-1-7.5 and R-1-5 zones	11' queuing lane
	parking both sides in R-1-3.5, R-2 and R-3 zones	14' queuing lane
<i>Bike Lanes</i>	generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25 mph)	
<i>Parking</i>	7' lanes; may be provided in 7' bays rather than as a continuous on-street lane	
<i>Curb and Gutter</i>	required, 6" vertical curb	
<i>Parkrow</i>	Residential	7'-8' landscape parkrow; 8' on streets without on-street parking lanes
	Commercial	5' hardscape parkrow (i.e., street tree wells) on streets with on-street parking lanes 7' landscape parkrow on streets without on-street parking lanes or where street corridor includes landscape parkrow
	All	plant street trees pursuant to section 18-4.4.030
<i>Sidewalk</i>	5'-6' on both sides; use 6' in high pedestrian volume areas with frequent two-way foot traffic	

Prototypical Section: Residential Neighborhood Street, Parallel Parking One Side

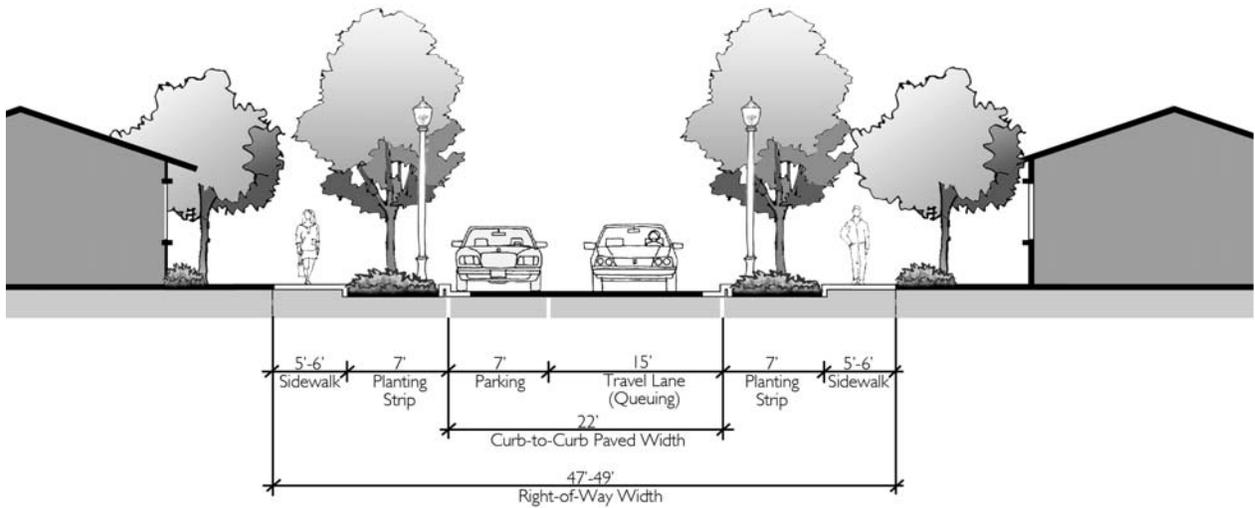


Figure 10: 18-4.6.030.H

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

5. Private Drive

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

<i>Street Function</i>	Provide access to individual residential units.	
<i>Connectivity</i>	Connects to higher order streets.	
<i>Average Daily Traffic</i>	100 or less motor vehicle trips per day	
<i>Managed Speed</i>	10 mph - 20 mph	
<i>Dedicated Width</i>	for 2 – 3 units	20'
	for 1 unit	15'
<i>Drive Width</i>	for 2 – 3 units	15'
	for 1 unit	12'
<i>Fire Lane</i>	Private drives and work areas shall be deemed fire lanes and subject to all requirements thereof. Fire Work Areas: Private drives serving structures greater than 24' in height, as defined in part 18-6, 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. Fire Truck Turnarounds: When required by the Oregon Fire Code, private drives greater than 150 feet in length shall provide a turnaround as defined in chapter 18-3.8. 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.	
<i>Other</i>	curbs, bike lanes, parkrows and sidewalks not required	

6. Alley

Alleys are semi-public neighborhood spaces that provide access to the rear **or side** of properties, **and alternative utility placement areas**. Alleys eliminate the need for front yard driveways providing the opportunity for a more positive front yard streetscape, allowing the street located adjacent to the front of properties to be designed using a narrow width with limited on-street parking, and creating the opportunity for the use of narrower lots to increase residential densities. Alleys are appropriate in all residential areas and some commercial areas for business frontage. ~~Alleys provide access and delivery depending on the circulation pattern of the area.~~

Prototypical Section: Alley

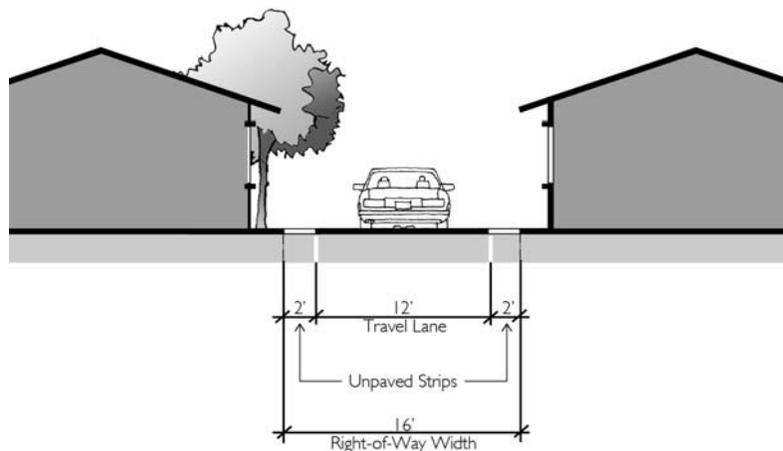


Figure 11: 18-4.6.030.H

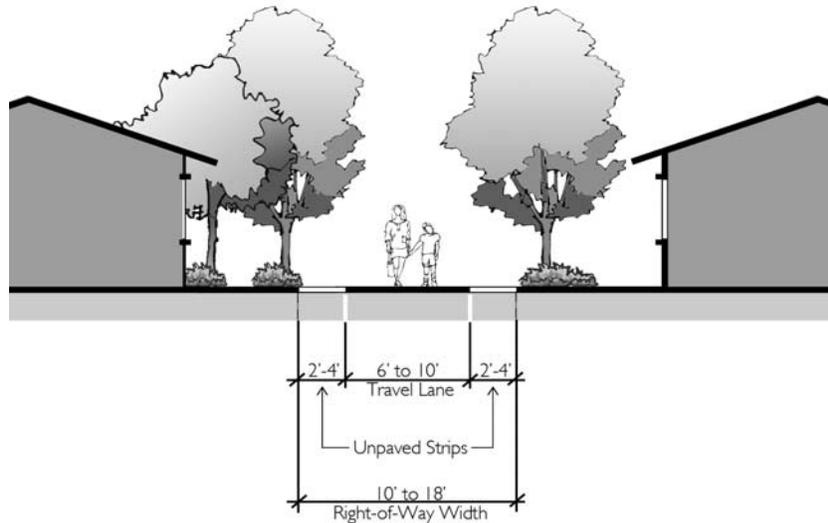
<i>Street Function</i>	Provide rear and side yard access to residential and commercial properties, and an alternative utility placement area.
<i>Connectivity</i>	Connects to all types of streets.
<i>Managed Speed</i>	motor vehicle travel speeds should be below 10 mph
<i>Right-of-Way Width</i>	16'
<i>Improvement Width</i>	12' paved with 2' gravel or planted strips on both sides
<i>Curb and Gutter</i>	curb not required, use inverse crown

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7. 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, or longer paths adjacent to rivers, creeks, railroad tracks, and open space.

Prototypical Section: Multi-Use Path



<i>Street Function</i>	Provide short connections for pedestrians and bicyclists between destinations, and longer paths in situations where a similar route is not provided on the street network.
<i>Connectivity</i>	Enhances route options and shorten distances traveled for pedestrians and bicyclists.
<i>Right-of-Way Width</i>	10' – 18"
<i>Improvement Width</i>	6' – 10' paved with 2' – 4' gravel or planted strips on both sides
<i>Curb and Gutter</i>	not required

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

H. 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

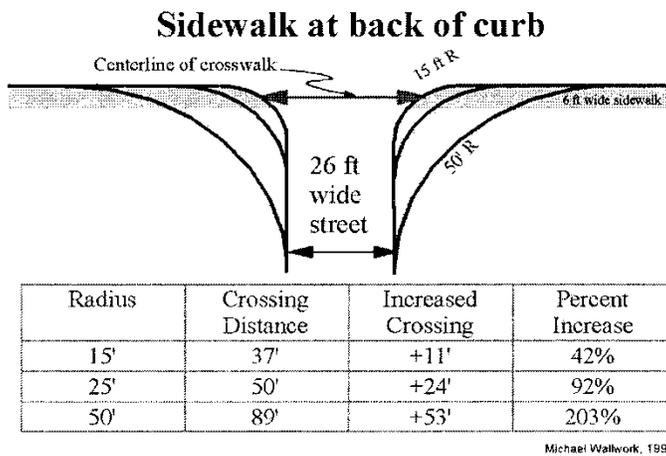


Figure 1: 18-4.4.030.I

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 18-4.6.030.H exemplifies the affect on intersection crossings as Crr increases from 15 feet to 35 feet.

Table 18-4.6.030.H: Affect on Pedestrian Crossing of Curb Radius										
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

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

3. Crosswalk and Curb Return Radius Approval Standards: New and reconstructed crosswalks and corners shall conform to the following Crr standards.
 - a. Base Crr on reasonable anticipated vehicular and pedestrian traffic volumes, traffic types and intersection control devices.
 - b. Use ten 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 pursuant to 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 and high pedestrian traffic volumes, use paver bulb outs, textured crossings and other appropriate traffic calming treatments to facilitate pedestrian travel.
 - f. Match the Crr of 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 ½ feet high, nor any landscaping which will grow greater than 2 ½ feet high, with the exception of trees whose canopy heights are at all time greater than eight feet, shall be placed in a vision clearance so that pedestrians and drivers can see each other. See section 18-2.4.050 for vision clearance standards.

Comment: Subsection I is carried forward from Section V of the existing street standards. The first paragraph is edited for clarity. The reference to the Exceptions to Street Standards process replaces a long repetitive paragraph regarding exceptions (see subsection 3 below).

- I. **Hillside Streets and Natural Areas.** Streets constructed in hillside lands or natural resource areas (e.g., creeks, rock outcroppings, drainages, wetlands) should minimize negative impacts and use minimal cut and fill slopes. 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 18-4.6.030.G make it possible to construct or improve streets in accordance with the design standards. However, street design may be adjusted in hillside lands and natural resource areas using the Exceptions to Street Standards process in 18-4.6.020.B.1. In addition to the approval criteria for an Exception to Street Standards, the following standards must be met.
 1. Approval of Streets in Hillside Lands and Natural Areas. Approval of a street in a hillside lands or natural areas 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. *On-Street Parking.* Ample on-street or bay parking shall be provided at the foot of steep hills, especially those prone to snow 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 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.
3. ~~Exceptions to Street Design Standards.~~ ~~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 the physical features of the land create constraints, or natural features should be preserved, exceptions may be made. Exceptions could result in construction of meandering sidewalks, sidewalks on only one side of the street, or curbside sidewalk segments instead of setback walks. In limited situations where topography or natural features preclude the construction of a sidewalk, a pedestrian path may be substituted on one side of the street at the discretion of the Planning Commission. A pedestrian path is an area designated for walking which is constructed to a lesser standard than the standard concrete sidewalk (i.e. asphalt, crushed granite). Exceptions shall be allowed when physical conditions preclude development of a public street, or components of the street. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. Exceptions to the Street Design Standards shall be limited to situations where there is demonstrable difficulty in meeting the specific requirements due to a unique or unusual aspect of the site.~~

Comment: Subsection I is carried forward from Section VII of the existing street standards. “Publicly-funded” is added to address projects funded by grants or other public funds. The reference to the Exceptions to Street Standards process replaces the long repetitive paragraphs regarding exceptions in subsections 2 (see below).

J. Publicly-Funded Street Improvements. Streets built or improved using a local improvement district (LID), or other public or grant funds may occur in areas constrained by the built environment or natural features, and as a result, are allowed exceptions to the street design standards. Street design may be adjusted for LID-publicly-funded projects using the Exceptions to Street Standards process in 18-4.6.020.B.1. In addition to the approval criteria for an Exception to Street Standards, the following requirements must be met. See also, subsection 18-4.6.050.C Nonconformities Created by Street Dedication.

- 1. Curb-to-Curb Width. Street improvements constructed through a LID-publicly-funded project

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shall be permitted to reduce the required curb-to-curb width **required in section 18-4.6.030.F** to preserve significant natural features, to accommodate existing structures and to ensure compatibility with the surrounding neighborhood. A reduction in the required curb-to-curb width shall require the approval of the City of Ashland Planning, Engineering, Police and Fire Departments.

- ~~2. Exceptions to Street Design Standards. 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 the physical features of the land create constraints, or natural features should be preserved, exceptions may be made. Exceptions could result in construction of meandering sidewalks, sidewalks on only one side of the street, or curbside sidewalk segments instead of setback walks. In limited situations where topography or natural features preclude the construction of a sidewalk, a pedestrian path may be substituted on one side of the street at the discretion of the Planning Commission. A pedestrian path is an area designated for walking which is constructed to a lesser standard than the standard concrete sidewalk (i.e. asphalt, crushed granite). Exceptions shall be allowed when physical conditions preclude development of a public street, or components of the street. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. Exceptions to the Street Design Standards shall be limited to situations where there is demonstrable difficulty in meeting the specific requirements due to a unique or unusual aspect of the site.~~
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, **Street design** adjustments could result in construction of meandering sidewalks, sidewalks on **only one rather than both** sides of the street, or curbside sidewalk segments instead of setback walks-walkways. In some cases, **sidewalks may replace pavement** (i.e., on top of existing pavement) on 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 18-4.6.030.J.

18-4.6.050 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 is new, and is based on the state model code.

This section was reorganized based on Planning Commission comments on the previous draft. A reference is added to the connectivity standards in 18-4.6.030.E, and items 4 and 5 are deleted because they duplicate the connectivity standards.

B. Street Dedication Required. The approval authority may require the dedication of land for the construction of a city street, greenway, or portion thereof, provided that the impact of the development on the city transportation system is roughly proportional to the dedication. 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. 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 (i.e., pedestrian, bicycle, auto) in the area, by some measure; ~~and~~
3. The property contains a future ~~road~~ **street** or greenway dedicated on the official map adopted pursuant to 18-4.6.040.D;
4. 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 the transportation system to serve the development and adjacent vacant or redevelopable lands, conforming to the standards 18-4.6.030.E Connectivity Standards of this chapter; and~~
- ~~4. Existing street ends abutting 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; and~~
- ~~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; and~~
5. 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.

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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 (LID). Sometimes when streets are improved through an LID, 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).

New language excludes situations where the property owner is compensated for land to be used for streets. This occasionally is the case in situations where land is acquired by the city for projects such as the Hersey/N. Main intersection realignment.

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. This provision shall not apply to situations where the property owner is compensated for the land to be used for right-of-way (e.g., intersection realignment).

Comment: The existing language in subsection D does not address the case law principle that dedications must be roughly proportional to development impacts. The beginning of subsection B, above, does 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 E.1 to reference the TSP's bikeway network map as it includes future greenway extensions..

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 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.

18-4.6.060 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 state 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.

18-4.6.070 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 adequate provisions for sewer and water improvements considering the applicable facility master plan, and 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.

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18-4.6.080 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 applicable facility 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 applicable facility 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 the storm drainage system serving new development shall be sized to accommodate future development within the area as projected by the applicable facility 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.

18-4.6.090 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 state model code.

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

- A. General Provision.** The developer is responsible for coordinating his or her 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 section 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 as provided for in 18-4.6.080.D, below, except where the City decision-making body review authority determines that placing utilities underground would adversely impact adjacent land uses. Screening and buffering of above ground facilities, where permitted, shall be screened 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 section 18-2.4.040;
- 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 waive the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.

18-4.7 – Signs

Chapter 18-4.7 - Signs

Sections

18-4.7.010	Purpose
18-4.7.020	Applicability
18-4.7.030	General Sign Regulations
18-4.7.040	Exempted Signs
18-4.7.050	Prohibited Signs
18-4.7.060	Residential and North Mountain Sign Regulations
18-4.7.070	Commercial-Downtown Zone
18-4.7.080	Commercial, Health Care, Employment, Croman Mill and Industrial Zones
18-4.7.090	Freeway Sign Overlay
18-4.7.100	Construction and Maintenance Standards
18-4.7.110	Nonconforming Signs
18-4.7.120	Governmental Signs
18-4.7.130	Historic Signs

Comment: Chapter 18-4.7 carries forward Ashland's existing sign regulations, Chapter 18.96 Sign Regulations, which were updated in 2009. The wording and organization is improved, but the requirements remain the same except if specifically noted. The sign definitions are relocated to the definitions chapter.

The chapter was reorganized for a more logical flow and consistency with other chapters (e.g., applicability and general at the beginning of the chapter) since the Planning Commissions reviewed the previous draft.

18-4.7.010 Purpose

~~This chapter shall hereafter be known and designated as the "Sign Code of the City of Ashland", and is Chapter 18-4.7 contains standards for the design and location of signs. The regulations are intended to recognize in recognition of the important function of signs and the need to safeguard and enhance the economic and aesthetic values in the City of Ashland through regulation of such factors as size, number, location, illumination, construction, and maintenance of signs; and thereby safeguard public health, safety and general welfare.~~

18-4.7.020 Applicability

A. The requirements of chapter 18-4.7 apply to signs in all zones, except those specifically exempted, whenever a sign is altered, erected, or replaced.

B. Permitting.

1. A Sign Permit, granted through Ministerial review pursuant to section 18-5.5.040, is required in each of the following instances and prior to installing any sign to ensure compliance with City standards.
 - a. Upon the erection of any new sign except exempted signs.
 - b. To make alteration to an existing sign, including a change in the size or materials. Permits shall not be required for minor maintenance and repairs to existing signs or for changes in sign copy for conforming signs.

- c. To alter an existing non-conforming sign, subject to section 18-4.7.140.
 - d. To erect a temporary sign for a new business subject to 18-4.7.040.D.
2. Submission Requirements. For the purposes of review by the Staff Advisor ~~and Building Official~~, a drawing to scale shall be submitted which indicates fully the material, color, texture, dimensions, shape, ~~relation and~~ location, attachment to building and other structures, structural elements of the proposed sign, and the size and dimensions of any other signs located on the applicant's building or property.
 3. Sign Permit Fee. The fee for a Sign Permit shall be as set forth in the annual Miscellaneous Fees and Charges, as adopted by the City Council. The fee for any sign that is erected without a Sign Permit shall be double the regular sign fee.

C. Temporary Signs for New Businesses. The Staff Advisor or his/her designate can issue a permit for a temporary sign for new businesses for a period not to exceed seven days. A permit is required for these signs but the permit fee is waived.

Comment: The state record retention schedule requires sign permit records to be retained for the life of the sign.

E. Sign Permit Record Required. ~~The Planning Department shall keep a copy and permanent record of each sign permit issued.~~

Comment: Section D was added for consistency with the other chapters in Part 18-4 Site Design and Development Standards, and carries forward the existing code requirements for exceptions and variances.

D. Exceptions and Variances. Requests to depart from the requirements of sections 18-4.7.030 General Regulations, 18-4.7.110 Nonconforming Signs and 18-4.7.130 Historic Signs are subject to subject to chapter 18-5.5 Variances. Exceptions and Variances to the remaining sections of chapter 18-4.7 Signs are prohibited.

18-4.7.030 General Sign Regulations

The following general provisions shall govern all signs in addition to all other applicable provisions of this chapter.

A. Bulletin Board or Reader Board. Twenty percent of permitted sign area may be allowed as a bulletin board or reader board.

B. Placement of Signs.

1. Near Residential. No sign shall be located in a commercial or industrial zone so that it is primarily visible only from a residential zone.

Comment: Definition of vision clearance area moved to part 18-6 Definitions.

2. Near Street Intersections. No signs in excess of 2 ½ feet in height shall be placed in the vision clearance area. ~~The vision clearance area is the triangle formed by a line connecting points twenty-five (25) feet from the intersection of property lines. In the case of an intersection involving an alley and a street, a line connecting points ten (10) feet along the alley and twenty-five feet (25') along the street forms the triangle. When the angle of intersection between the street and the alley is less than thirty (30) degrees, the distance shall be twenty-five (25) feet. This provision shall apply to all zones.~~

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3. Near Driveways. No sign or portion of thereof shall be erected within ten feet of driveways unless the same is less than 2 ½ feet in height.
4. Future Street Right-of-Way. No sign or portion thereof shall be erected within future street right-of-ways, as depicted upon the ~~Master Street Plan~~ **Street Dedication Map**, unless and until an agreement is recorded stipulating that the sign will be removed or relocated upon street improvements at no expense to the City.

C. Obstruction by Signs. No sign or portion thereof shall be placed so that it obstructs any fire escape, stairway, or standpipe; interferes with human exit through any window of any room located above the first floor of any building; obstructs any door or required exit from any building; or obstructs any required light or ventilation.

D. Unsafe or Illegal Signs.

1. If the Staff Advisor or Building Official ~~shall find~~ **finds** that any sign is unsafe or insecure, or any sign erected or established under a Sign Permit has been carried out in violation of said permit or this chapter, he or she shall give written notice to the permittee or owner thereof to remove or alter such sign within seven days.
2. The Staff Advisor or Building Official may cause any sign that is an immediate peril to persons or property, or sign erected without a permit, to be removed immediately, and said sign shall not be re-established until a valid permit has been issued. Failure to remove or alter said signs as directed shall subject the permittee or owner to the penalties prescribed in this title.
3. Any person who erects, constructs, prints, paints, or otherwise makes a sign for which a Sign Permit or approval is required under chapter 18-4.7 without first having determined a permit has been obtained for such sign, has committed an infraction, and upon conviction thereof is punishable as prescribed in AMC 1.08.020. It shall not be a defense to this section that such person erected, constructed, printed, painted, or otherwise made the sign for another.

E. Abatement of Nuisance Signs. The following signs are hereby declared a public nuisance and shall be removed or the nuisance abated:

1. Flashing sign visible from a public street or highway.
2. Temporary, movable or portable signs located on the publicly owned right-of-way.
3. Illegal signs.
4. Signs in obvious disrepair that are not maintained according to the standards set forth in 18-4.7.110.C.

18-4.7.040 Exempted Signs

The following signs and devices shall not be subject to the provisions of this chapter, ~~except for section 18-4.7.130 Enforcement~~. All of the following exempted signs shall be subject to the other regulations contained in chapter 18-4.7 relative to the size, lighting or spacing of such signs.

A. Informational Signs. Informational signs placed **or approved for installation** by the City of Ashland or by the State or Oregon in the publicly owned right-of-way. Collective identification or directory signs placed by the City of Ashland showing the types and locations of various civic, business,

recreation, historic interest areas, or other similar uses, when such signs are located on publicly owned right-of-way or on City of Ashland property. See also, section 18-4.7.140 Government Signs.

- B. Memorials.** Memorial tablets, cornerstones, or similar plaques not exceeding six square feet in size.
- C. Flags.** Flags of national, state, or local governments.
- D. Historic Signs.** Historic signs are exempt from some provisions of chapter 18-4.7. Please refer to 18-4.7.150.D Historic Signs.
- E. Interior Signs.** Signs within a building provided they are not visible to persons outside the building.
- F. Signs Not Visible from Public Way.** Any sign which is not visible to motorists or pedestrians on any public highway, sidewalk, street, or alley.
- G. Small, Incidental Signs.** Small incidental signs provided said signs do not exceed two square feet in area per sign, not more than two in number on any parcel or two per business frontage, whichever is greater. Within the Downtown Design Standards Zone, three incidental signs with a total area of seven square feet, provided no single incidental sign exceeds three square feet in area, are allowable per business frontage.
- H. String of Lights.** Strings of lights in non-residential zones where the lights do not exceed five watts per bulb do not flash or blink in any way. Strings of lights in residential zones are not regulated.
- I. Temporary Signs, Charitable Organization.** Temporary, non-illuminated signs not exceeding 16 square feet for charitable fundraising events placed by non-profit and charitable organizations. Such signs shall not be placed more than seven days prior to the event and must be removed within two days following the event. No more than two such events may be advertised in this manner per lot per year.
- J. Temporary Signs, Construction.** Temporary, non-illuminated construction signs on a lot with an aggregate area not exceeding 16 square feet in residential areas or 32 square feet in commercial and industrial areas **per lot**, provided said signs are removed within seven days of completion of the project. Such signs shall be limited to no more than four signs per lot. Freestanding temporary construction signs shall be no greater than five feet above grade.
- K. Temporary Signs, Elections.** Temporary, non-illuminated signs not exceeding four square feet, provided the signs are erected no more than 45 days prior to and removed within seven days following an election.
- L. Temporary Signs, Real Estate.** Temporary, non-illuminated real estate signs not exceeding six square feet in residential areas or twelve square feet in commercial and industrial areas, provided said signs are removed within fifteen days from the sale, lease or rental of the property. Such signs shall be limited to one sign per lot. Freestanding temporary real estate signs shall be no greater than five feet above grade.
- M. Temporary Window Signs, Non-Residential Zone.** Temporary signs painted or placed upon a window in a non-residential zone, when such signs do not obscure more than 20 percent of such window area, and are maintained for a period not exceeding seven days. Signs that remain longer than seven days will be considered permanent and must comply with the provisions of this chapter.

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18-4.7.050 Prohibited Signs

Notwithstanding section 18-4.7.020 Exempted Signs, and except as provided by section 18-4.7.140 Government Signs, the following signs and sign elements are prohibited:

- A. No movable sign, temporary sign, or bench sign shall be permitted except as may be provided in section 18-4.7.020.
- B. No wind sign, device, or captive balloon shall be permitted except as may be provided in section 18-4.7.020 ,18-4.7.070.G and 18-4.7.080.E.
- C. No flashing signs shall be permitted.
- D. No sign shall have or consist of any moving, rotating, or otherwise animated part.
- E. No three-dimensional statue, caricature, or representation of persons, animals or merchandise shall be used as a sign or incorporated into a sign structure except as may be provided in 18-4.7.070.B.5.
- F. No public address system or sound devices shall be used in conjunction with any sign or advertising device.
- G. No roof signs or signs which project above the roof shall be permitted.
- H. No exposed sources of illumination shall be permitted on any sign, or for the decoration of any building, including, but not limited to, neon or fluorescent tubing and flashing incandescent bulbs, except when the source of illumination is within a building, and at least ten feet from a window which allows visibility from the public right-of-way, or when a sign is internally illuminated, or the source of light is fully shielded from the public view.
- I. No signs that use plastic as part of the exterior visual effects or are internally illuminated in the Historic District, as identified in the Ashland Comprehensive Plan or in any residential zones shall be permitted.
- J. No bulletin boards or signs with changeable copy shall be permitted, except as allowed in 18-4.7.050.C.
- K. No wall graphics shall be permitted.
- L. No unofficial sign which purports to be, is an imitation of, or resembles an official traffic sign or signal, or which attempts to direct the movement of traffic, or which hides from view any official traffic sign or signal shall be permitted.
- M. Vehicle signs used as static displays such that the primary purpose of the vehicle is the display of the sign, placed or parked on the public right-of-way for a continuous period of two days or more. Vehicles and equipment regularly used in the conduct of the business such as delivery vehicles, construction vehicles, fleet vehicles, or similar uses, shall not be subjected to this prohibition.

18-4.7.060 Residential and North Mountain Sign Regulations

Signs in the residential zones and North Mountain Neighborhood District (NM) shall conform to the

following regulations:

A. Special Provisions

1. No sign or portion thereof shall extend beyond any property line of the premises on which such sign is located.
2. Internally illuminated signs shall not be permitted.
3. Nothing contained herein shall be construed as permitting any type of sign in conjunction with a commercial use allowed as a home occupation, as no signs are allowed in conjunction with a home occupation. Signs in residential areas are only permitted in conjunction with a Conditional Use.

B. Type of Signs Permitted

1. Neighborhood Identification Signs. One sign shall be permitted at each entry point to residential developments not exceeding an area of six square feet per sign with lettering not over nine inches in height, located not over three feet above grade.
2. Conditional Uses. Uses authorized in accordance with the chapter 18-5.4 Conditional Use Permits may be permitted one ground sign not exceeding an overall height of five feet and an area of 15 square feet, set back at least ten feet from property lines; or one wall sign in lieu of a ground sign. Such signs shall be approved in conjunction with the issuance of such Conditional Use Permit. Said signs shall not use plastic as part of the exterior visual effect and shall not be internally illuminated.
3. Retail and Traveler's Accommodation Uses. Retail commercial uses allowed as a conditional use in the Railroad District and traveler's accommodations in residential zones shall be allowed one wall sign or one ground sign that meets the following standards:
 - a. The total size of the sign is limited to six square feet.
 - b. The maximum height of any ground sign is to be three feet above grade.
 - c. The sign must be constructed of wood and cannot be internally illuminated.
4. North Mountain Neighborhood District (NM) Signs. Signs for approved non-residential uses within the NM-R-1-5, NM-C and NM Civic zones shall be permitted one ground sign not exceeding an overall height of five feet and an area of 15 square feet, set back at least ten feet from property lines; or one wall or awning sign in lieu of a ground sign. Said signs shall not use plastic as part of the exterior visual effect and shall not be internally illuminated.

18-4.7.070 ~~Commercial-Downtown Overlay District~~ **Zone**

Signs in the Commercial-Downtown **(C-1-D) zone** ~~Overlay District~~ shall conform to the following regulations.

A. Special Provisions

1. Frontage. The number and use of signs allowed by virtue of a given business frontage shall be placed only upon such business frontage.

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2. Aggregate Number of Signs. The aggregate number of signs for each business shall be two signs for each business.
3. Material. No sign in the **C-1-D zone** ~~Commercial-Downtown-Overlay-District~~ shall use plastic as part of the exterior visual effects of the sign.
4. Aggregate Area of Signs. The aggregate area of all signs established by and located on a given street frontage shall not exceed an area equal to one square foot for each lineal foot of street frontage. Aggregate area shall not include nameplates, and real estate and construction signs.

B. Permitted Wall Signs

1. Number. Two signs per building frontage shall be permitted for each business, or one sign per frontage for a group of businesses occupying a single common space or suite.
2. Area. Buildings with two or fewer business frontages shall be permitted one square foot of sign area for each lineal foot of business frontage. For the third and subsequent business frontage on a single building, the business shall be permitted one square foot of sign area for every two lineal feet of business frontage. The maximum sign area on any single business frontage shall not exceed 60 square feet. Business frontages of three or more, on a single building, shall comply with the following standards established ~~within~~ **in chapter 18-4.2 Building Placement, Orientation and Design** ~~the City's Site Design and Use Standards:~~
 - a. A pedestrian entrance designed to be attractive and functional, and open to the public during all business hours; and
 - b. The pedestrian entrance shall be accessed from a walkway connected to a public sidewalk.
3. Projection. Signs may project a maximum of two feet from the face of the building to which they are attached, provided the lowest portion of the sign is at least eight feet above grade. Any portion lower than eight feet may only project four inches.
4. Extension Above Roofline. Signs ~~may shall~~ not project above the roof or eave line of the building.

C. Permitted Ground Signs

1. Number. One sign, in lieu of a wall sign, shall be permitted for each lot with a street frontage in excess of 50 lineal feet. Corner lots can count one street frontage. Two or more parcels of less than 50 feet may be combined for purposes of meeting the foregoing standard.
2. Area. Signs shall not exceed an area of one square foot for each two lineal feet of street frontage, with a maximum area of 60 square feet per sign.
3. Placement. Signs shall be placed so that no sign or portion thereof shall extend beyond any property line of the premises on which such sign is located. Signs on corner properties shall also comply with the vision clearance provisions of 18-4.7.050.F.
4. Height. No ground sign shall be in excess of five feet above grade.

D. Permitted Marquee or Awning Signs

1. Number. A maximum of two signs shall be permitted for each business frontage in lieu of wall

signs.

2. Area. Signs shall not exceed the permitted aggregate sign area not taken up by a wall sign.
3. Projection. Signs ~~may shall~~ not project beyond the face of the marquee if suspended, or above the face of the marquee if attached to and parallel to the face of the marquee.
4. Height. Signs shall have a maximum face height of nine inches if placed below the marquee.
5. Clearance Above Grade. The lowest portion of a sign attached to a marquee shall not be less than seven feet, six inches above grade.
6. Signs Painted on a Marquee. Signs can be painted on the marquee in lieu of wall signs provided the signs do not exceed the permitted aggregate sign area not taken up by wall signs.

E. Permitted Projection Signs.

1. Number. One sign shall be permitted for each business or group of businesses occupying a single common space or suite in lieu of a wall sign.
2. Area. Except for marquee or awning signs, a projecting sign shall not exceed an area of one square foot for each two feet of lineal business frontage that is not already utilized by a wall sign. The maximum area of any projecting sign shall be 15 square feet.
3. Projection. Signs may project from the face of the building to which they are attached a maximum of two feet if located eight feet above grade, or three feet if located nine feet above grade or more.
4. Height and Extension Above Roof Line. Signs shall not extend above the roofline, eave or parapet wall of the building to which they are attached, or be lower than eight feet above grade.
5. Limitation on Placement. No projecting sign shall be placed on any frontage on an arterial street as designated in the Ashland Comprehensive Plan.

F. Permitted Three-Dimensional Signs.

1. Number. One three-dimensional sign shall be permitted for each lot in lieu of one three-square foot incidental sign otherwise allowed per 18-4.7.030.H.
2. Surface Area. Flat surfaces in excess of two square feet shall count toward the total aggregate sign area per 18-4.7.070.A.4.
3. Placement. The three-dimensional sign shall be located so that no sign or portion thereof is within a public pedestrian easement or extends beyond any property line of the premises on which such sign is located into the public right-of-way unless the sign is attached to the face of the building and located eight feet above grade, or the sign is attached to a marquee with the lowest portion of the sign not less than seven feet, six inches above grade not projecting beyond, or above, the face of the marquee.
4. Dimensions. No three-dimensional sign shall have a height, width, or depth in excess of three feet.
5. Volume. The volume of the three-dimensional sign shall be calculated as the entire volume within a rectangular cube enclosing the extreme limits of all parts of the sign and shall not

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exceed three cubic feet. For the purposes of calculating volume the minimum dimension for height, width, or depth shall be considered one foot.

6. **Materials.** The three-dimensional signs shall be constructed of metal, wood, bronze, concrete, stone, glass, clay, fiberglass, or other durable material, all of which are treated to prevent corrosion or reflective glare. Three-dimensional signs shall not be constructed of plastic. Three-dimensional signs shall not be internally illuminated or contain any electrical component.

G. Permitted Portable Business Signs

1. **Number.** One portable business sign, limited to sandwich boards, pedestal signs, 'A' frame signs, flags, and wind signs, shall be allowed on each lot excepting that buildings, businesses, shopping centers, and business complexes with permanent ground signs shall not be permitted to have portable signs.
2. **Area.** Sign area shall be deducted from the aggregate sign allowed for exempt incidental signs established in 18-4.7.020.H. Signs shall not exceed an area of four square feet per face including any border or trim, and there shall be no more than two faces.
3. **Height.** Sandwich board signs and 'A' frame signs shall not extend more than three feet above the ground on which it is placed. Pedestal signs shall not extend more than four feet above the ground on which it is placed. A freestanding wind sign shall not extend more than five feet above the ground on which it is placed.
4. **Placement.** Signs shall be placed so that no sign or portion thereof shall extend beyond any property line of the premises on which such sign is located. Portable signs shall be located within ten feet of the business entrance and shall not be placed on public right-of-way. No portable business sign shall be constructed and placed so as to interfere with pedestrian ingress and egress as regulated within AMC Title 13 Streets and Sidewalks.
5. **General Limitations.** Signs shall be anchored, supported, or designed as to prevent tipping over, which reasonably prevents the possibility of signs becoming hazards to public health and safety. Signs shall not be constructed of plastic, illuminated or contain any electrical component. No objects shall be attached to a portable sign such as but not limited to balloons, banners, merchandise, and electrical devices. Portable business signs shall be removed at the daily close of business. These signs are prohibited while the business is closed.

18-4.7.080 Commercial, Health Care, Employment, Croman Mill and Industrial Districts Zones

Comment: The existing sign code does not address the Health Care Services zone, and the commercial sign section has historically been used for these areas. As a result, HC has been added to the introduction of this section to make the application clear.

Signs in the Commercial (C-1), Health Care (H-C), Employment (E-1), Croman Mill (CM), Industrial (M-1), excepting the Commercial-Downtown Zone and the Freeway Sign Overlay, shall conform to the following regulations:

A. Special Provisions

1. Frontage. The number and use of signs allowed by virtue of a given business frontage shall be placed only upon such business frontage.
2. Aggregate Number of Signs. The aggregate number of signs for each business shall be two signs for each business frontage.
3. Aggregate Area of Signs. The aggregate area of all signs established by and located on a given street frontage, shall not exceed an area equal to one square foot of sign area for each lineal foot of street frontage. Aggregate area shall not include nameplates, and temporary real estate and construction signs.

B. Permitted Wall Signs

1. Number. Two signs per building frontage shall be permitted for each business or group of businesses occupying a single common space or suite in lieu of a wall sign.
2. Area. Buildings with two or fewer business frontages shall be permitted one square foot of sign area for each lineal foot of business frontage. For the third and subsequent business frontages on a single building, the business shall be permitted one square foot of sign area for every two lineal feet of business frontage. The maximum sign area on any single business frontage shall not exceed 60 square feet. Business frontages of three or more, on a single building, shall comply with the following criteria established **in chapter 18-4.2 Building Placement, Orientation and Design** ~~within the City's Site Design and Use Standards:~~
 - a. A pedestrian entrance designed to be attractive and functional, and open to the public during all business hours; and
 - b. The pedestrian entrance shall be accessed from a walkway connected to a public sidewalk.
3. Projection. Except for marquee or awning signs, a projecting sign may project a maximum of two feet from the face of the building to which they are attached, provided the lowest portion of the sign is at least eight feet above grade. Any portion lower than eight feet can only project four inches.
4. Extension Above Roofline. Signs may not project above the roof or eave line of the building.

C. Permitted Ground Signs

1. Number. One sign shall be permitted for each lot with a street frontage in excess of 50 lineal feet. Corner lots can count both street frontages in determining the lineal feet of the street frontage but only one ground sign is permitted on corner lots. Two or more parcels of less than 50 feet may be combined for purposes of meeting the foregoing standard.
2. Area. Signs shall not exceed an area of one square foot for each two lineal feet of street frontage, with a maximum area of 60 square feet per sign.
3. Placement. Signs shall be placed so that no sign or portion thereof shall extend beyond any property line of the premises on which such sign is located. Signs on corner properties shall also comply with the vision clearance provisions of 18-4.7.050.F.
4. Height. No ground sign shall be in excess of five feet above grade.

D. Permitted Awning or Marquee Signs

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1. Number. Two signs shall be permitted for each business frontage in lieu of wall signs.
2. Area. Signs shall not exceed the permitted aggregate sign area not taken up by a wall sign.
3. Projection. Signs may not project beyond the face of the marquee if suspended, or above or below the face of the marquee if attached to and parallel to the face of the marquee.
4. Height. Signs shall have a maximum face height of nine inches if attached to the marquee.
5. Clearance Above Grade. The lowest portion of a sign attached to a marquee shall not be less than seven feet, six inches above grade.
6. Signs Painted on a Marquee. Signs can be painted on the marquee in lieu of wall sign provided the signs do not exceed the permitted aggregate sign area not taken up by wall signs.

E. Permitted Portable Business Signs

1. Number. One portable business sign, limited to sandwich boards, pedestal signs, 'A' frame signs, flags, and wind signs, shall be allowed on each lot excepting that buildings, businesses, shopping centers, and business complexes with permanent ground signs shall not be permitted to have portable signs.
2. Area. Sign area shall be deducted from the aggregate sign allowed for exempt incidental signs established in 18-4.7.020.H. Signs shall not exceed an area of four square feet per face including any border or trim, and there shall be no more than two faces.
3. Height. Sandwich board signs and 'A' frame signs shall not extend more than three feet above the ground on which it is placed. Pedestal signs shall not extend more than four feet above the ground on which it is placed. A freestanding wind sign shall not extend more than five feet above the ground on which it is placed.
4. Placement. Signs shall be placed so that no sign or portion thereof shall extend beyond any property line of the premises on which such sign is located. Portable signs shall be located within ten feet of the business entrance and shall not be placed on public right-of-way. No portable business sign shall be constructed and placed so as to interfere with pedestrian ingress and egress as regulated within AMC Title 13 Streets and Sidewalks.
5. General Limitations. Signs shall be anchored, supported, or designed as to prevent tipping over, which reasonably prevents the possibility of signs becoming hazards to public health and safety. Signs shall not be constructed of plastic, illuminated or contain any electrical component. No objects shall be attached to a portable sign such as but not limited to balloons, banners, merchandise, and electrical devices. Portable business signs shall be removed at the daily close of business. These signs are prohibited while the business is closed.

F. Permitted Three-Dimensional Signs

1. Number. One three-dimensional sign shall be permitted for each lot in lieu of one three 3-square foot incidental sign otherwise allowed per 18-4.7.020.H.
2. Surface Area. Flat surfaces in excess of two square feet shall count toward the total aggregate sign area per 18-4.7.080.A.4.
3. Placement. The three-dimensional sign shall be located so that no sign or portion thereof is

within a public pedestrian easement or extends beyond any property line of the premises on which such sign is located into the public right-of-way unless the sign is attached to the face of the building and located eight feet above grade, or the sign is attached to a marquee with the lowest portion of the sign not less than seven feet, six inches above grade not projecting beyond, or above, the face of the marquee.

4. **Dimensions.** No three-dimensional sign shall have a height, width, or depth in excess of three feet.
5. **Volume.** The volume of the three-dimensional sign shall be calculated as the entire volume within a rectangular cube enclosing the extreme limits of all parts of the sign and shall not exceed three cubic feet. For the purposes of calculating volume the minimum dimension for height, width, or depth shall be considered one foot.
6. **Materials.** The three-dimensional signs shall be constructed of metal, wood, bronze, concrete, stone, glass, clay, fiberglass, or other durable material, all of which are treated to prevent corrosion or reflective glare. Three-dimensional signs shall not be constructed of plastic. Three-dimensional signs shall not be internally illuminated or contain any electrical component.

18-4.7.090 Freeway Sign Overlay Zone

- A. Purpose.** This special overlay zone is intended to provide for and regulate certain ground signs that identify businesses in commercial zones located at freeway interchanges.
- B. Establishment and Location of Freeway Sign Zones.** Freeway sign zones shall be depicted on the official zoning map of the City and identified as the Freeway Sign Overlay District.
- C. Freeway Sign Overlay Sign Regulations.** All signs in this zone shall comply with section 18-4.7.080, except for ground signs, which shall comply with the provisions of 18-4.7.090.D, Ground Sign Regulations.
- D. Ground Sign Regulations.**
 1. **Number.** One freeway sign shall be permitted for each lot in addition to the signs allowed by section 18-4.7.080.
 2. **Area.** Signs shall not exceed an area of 100 square feet per sign.
 3. **Height.** Signs shall not exceed a height of 2,028 feet above mean sea level.

18-4.7.100 Construction and Maintenance Standards

A. Materials of Construction

1. **Single and Multi-Family Residential Zones.** All signs and their supporting member may be constructed of any material subject to the provisions of this chapter.
2. **Commercial and Industrial Zones.** All signs and their supporting members shall be constructed of non-combustible materials or fire-retardant treated wood which maintains its fire-resistive qualities when tested in accordance with the rain and weathering tests of the **U.B.C. Standards**

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~~No. 32-37~~ Building Code, unless otherwise provided in this section.

3. Non-Treated Signs. All wall, ground, marquee and projecting signs of twenty square feet or less may be constructed of non-treated wood.
4. Real Estate and Construction Signs. All signs may be constructed of compressed wood particle board or other material of similar fire resistivity.
5. Directly Illuminated Signs. All signs illuminated from within may be faced with plastics approved by the Building Code.
6. Glass. All glass used in signs shall be shatter-resistant, or covered by a shatter-resistant material.
7. Wood. Wood in contact with the ground shall be foundation-grade redwood, foundation-grade cedar, all heartwood cypress, or any species of wood that has been pressure-treated with an approved preservative. Trim and backing strips may be constructed of wood.

B. Construction Methods

1. All signs shall be constructed of such materials or treated in such manner that normal weathering will not harm, deface or otherwise affect the sign.
2. All letters, figure and similar message elements shall be safely and securely attached to the sign structure.
3. All signs shall be designed and constructed to resist the applicable wind loads set forth in the Building Code.

C. Maintenance. All signs shall be maintained at all times in a state of good repair, and no person shall maintain or permit to be maintained on any premises owned or controlled by him/her, any sign which is in a sagging, leaning, fallen, decayed, deteriorated or other dilapidated or unsafe condition.

18-4.7.110 Nonconforming Signs

Any sign that does not conform to a provision of chapter 18-4.7 and has been in existence for more than five years is subject to the requirements of this section, as follows:

- A. Alteration of Any Existing Nonconforming Sign.** It is unlawful to alter any existing nonconforming sign. The sign must be brought into conformance with this Title upon any physical alteration. Acts of God or vandalism which damage these nonconforming signs shall be exempt from this section, if the cost of the repair is less than 50 percent of the cost of replacing the sign with a conforming sign. However, the signs must be restored to their original design with a ~~\$10.00 fee will be~~, and a Sign Permit is required prior to the repair work.
- B. Land Use Actions Requiring Conformance.** Any nonconforming sign used by a business, shopping center, or business complex must be brought into conformance prior to any expansion or change in use that requires a Site Review or Conditional Use Permit. All nonconforming signs must be brought into conformance with chapter 18-4.7, the same provisions as are required for new signs. No building permits for new construction may be issued until this provision is complied with.

- C. Sign Variances.** Variances can be granted using the variance procedure of ~~chapter 18-5.7 this Title~~ to alleviate unusual hardships or extraordinary circumstances that exist in bringing nonconforming signs into conformity. ~~The variance granted shall be the minimum required to alleviate the hardship or extraordinary circumstance.~~

18-4.7.120 Governmental Signs

Governmental agencies may apply for a Conditional Use Permit to place a sign that does not conform to this chapter when it is determined that, in addition to meeting the criteria for a conditional use, the sign is necessary to further that agency's public purpose.

18-4.7.130 Historic Signs

- A. Historic Sign Inventory.** The inventory of historically significant signs shall be established by resolution of the City Council.
- B. Criteria for Designation of Historic Signs.** All signs for which designation as a Historic Sign are requested shall be substantially in existence at the time of the application; shall be displayed in their original location; shall be in association with an important event, person, group, or business in the history of the City of Ashland; shall follow a guideline of being in existence for approximately 40 years; and shall meet one of the following criteria:
1. The sign is exemplary of technology, craftsmanship or design of the period when it was constructed, uses historic sign materials or means of illumination, and is not significantly altered from its historic period. If the sign has been altered, it must be restorable to its historic appearance.
 2. The sign is integrated into the architecture of the building and is exemplary of a historically significant architectural style.
- C. Procedure for Designating Historic Signs.** The owner of any sign may request that said sign be reviewed for significance in the Historic Sign Inventory upon written application to the City Council. Application fees shall be the same as for Type II applications. Applications shall include written findings addressing the criteria for designation of historic signs, and current and historic photographs of the sign, if available.
1. The Council shall refer all requests for inclusion on the Historic Sign Inventory to the Historic Commission for review and recommendation to the Council within 30 days of the request. Notice of the Historic Commission meeting shall be mailed to all affected property owners within 100 feet of the subject property. If a recommendation is not made within 30 days, the request shall be forwarded to the Council without a recommendation.
 2. The Council shall, after receiving the recommendation of the Historic Commission or after 30 days, provide notice to all affected property owners within 100 feet of the subject property of a public hearing before the City Council.
 3. The Council shall decide, based on the criteria above and the recommendation of the Historic Commission, whether to approve the request to include the sign on the inventory.

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4. Inclusion on the Historic Sign Inventory shall be by resolution of the Council.
5. The burden of proof shall be on the applicant.

D. Historic Signs Exempt from Certain Requirements. Signs on the Historic Sign Inventory in any zone shall be exempt from the requirements of chapter 18-4.7, except sections 18-4.7.100 and 18-4.7.110.D. Also, that the sign area of the historic sign is exempted from the total allowable sign area, as defined in this section, except as modified by Council conditions in E. below.

E. Conditions on Historic Signs. The City Council shall have the authority to impose conditions regulating area, maintenance, etc. on the signs included in the Historic Sign Inventory to further the purpose and intent of chapter 18-4.7.

F. Removal or Demolition. Removal or demolition of a Historic Sign shall be done under permit and approval of the Staff Advisor. The Historic Commission shall review the permit at their next regularly scheduled meeting and shall have the authority to delay issuance for 30 days from the date of their review meeting. Such delay shall be to allow the Commission the opportunity to discuss alternate plans for the sign with the applicant.

G. Involuntary Damage or Destruction. Signs on the Historic Sign Inventory, which have been destroyed or damaged by fire or other calamity, by act of God or by public enemy to an extent greater than 50 percent, may be reconstructed in an historically accurate manner. Such reconstruction shall be authorized by the City Council, only after determination that the reconstruction will be an accurate duplication of the historic sign, based on review of photographic or other documentary evidence specifying the historic design. The Historic Commission shall review and make recommendations to the City Council on all such reconstructions.

H. Maintenance and Modification of Historic Signs.

1. All parts of the historic sign, including but not limited to neon tubes, incandescent lights and shields, and sign faces, shall be maintained in a functioning condition as historically intended for the sign. Replacement of original visible components with substitutes to retain the original appearance shall be permitted provided such replacements accurately reproduce the size, shape, color and finish of the original. Failure to maintain the sign in accord with this section shall be grounds for review of the historic sign designation by the City Council.
2. Modifications of a historic sign may be allowed, after review by the Historic Commission and approval by the City Council, only if such modifications do not substantially change the historic style, scale, height, type of material or dimensions of the historic sign, and does not result in a sign which does not meet the criteria for designation as a historic sign.
3. Changes in the location of a historic sign may be allowed, after review by the Historic Commission and approval by the City Council, only if such locational change does not result in the sign no longer meeting the criteria for designation as a historic sign.

Comment: The enforcement section is deleted because it repeats the enforcement requirements included chapter 18-1.6 Zoning Permit Expiration, Extension and Enforcement in the ULUO.

18-4.7.140 — Enforcement

The portions of this chapter relating to the structural characteristics and safety of signs shall be enforced by the Building Official or his/her designate; all other portions shall be enforced by the Staff Advisor or designate.

Chapter 18-4.8 - Solar Access

Sections

18-4.8.010	Purpose
18-4.8.020	Applicability
18-4.8.030	Solar Setbacks
18-4.8.040	Solar Access Performance Standard
18-4.8.050	Solar Orientation Standards
18-4.8.060	Solar Access Permit for Protection from Shading by Vegetation
18-4.8.070	Effect and Enforcement.

Comment: This chapter carries forward 18.70 Solar Access with only minor edits, renumbering of sections and cross-references, and removal of the definitions. The definitions are consolidated in Part 18-6 Definitions.

The chapter was reorganized for a more logical flow and consistency with other chapters (e.g., applicability and general at the beginning of the chapter) since the Planning Commissions reviewed the previous draft. For example, the solar access permit for protection from shading by vegetation was previously covered in three separate sections and is consolidated into one section.

18-4.8.010 Purpose

The purpose of this chapter is to provide protection of a reasonable amount of sunlight from shade from structures and vegetation whenever feasible to all parcels in the City to preserve the economic value of solar radiation falling on structures, investments in solar energy systems, and the options for future uses of solar energy.

18-4.8.020 Applicability

A. Lot Classifications. All lots shall meet the provisions of this section and will be classified according to the following formulas and table:

1. **Standard A Lots** ~~Formula I.~~ Lots whose north-south lot dimension exceeds that calculated by Formula I shall be required to meet the setback standard A in 18-4.8.030.A.

$$\text{Minimum N/S lot dimension for Formula I} = \frac{30'}{0.445 + S}$$

Where: S is the decimal value of slope, as defined in part 18-6 Definitions and Rules of Measurements.

2. **Standard B Lots** ~~Formula II.~~ Those lots whose north-south lot dimension is less than that calculated by Formula I, but greater than that calculated by Formula II, shall be required to meet the setback standard B in 18-4.8.030.B.

$$\text{Minimum N/S lot dimension for Formula II} = 10'$$

0.445 + S

3. **Standard C Lots.** Those lots whose north-south lot dimension is less than that calculated by Formula II shall be required to meet the setback standard C in 18-4.8.030.C.

Table 18-4.8.020.A: Lot Classification Standards

Slope	-.30	-.25	-.20	-.15	-.10	-.05	0.0	.05	.10	.15	.20
STD A	207	154	122	102	87	76	67	61	55	50	46
STD B	69	51	41	34	29	25	22	20	18	17	15

Comment: Subsection B.2, below, carries forward the existing exemptions in 18.32.050 C-1-D(Downtown), 18.53.050 CM (Croman Mill), and 18.30.030.D NM-C (North Mountain Neighborhood Central Overlay). The addition of the C-1 zone (Commercial) is a revision the Planning Commission discussed in November 2012 as a change to Part 2 Zoning Regulations, and as per the Commissions input on the Policy Issues and Recommendations from the 2006 Land Use Ordinance Review.

B. Exemptions.

1. **Steep Slopes.** Any lot with a slope of greater than 30 percent in a northerly direction, as defined by this ordinance, shall be exempt from the setback standards in section 18-4.8.030.
2. **Zones.** Any lot in the C-1-D, CM, NM-C zones, and to properties not abutting a residential zone in the C-1 zone, shall be exempt from the setback standards in section 18-4.8.030.
3. **Existing Shade Conditions.** If an existing structure or topographical feature casts a shadow at the northern lot line at noon on December 21, that is greater than the shadow allowed by the requirements of this section, a structure on that lot may cast a shadow at noon on December 21, that is not higher or wider at the northern lot line than the shadow cast by the existing structure or topographical feature. This exemption does not apply to shade caused by vegetation.
4. **Actual Shadow Height.** If the applicant demonstrates that the actual shadow that would be cast by the proposed structure at noon on December 21 is no higher than that allowed for that lot by the provisions of this section, the structure shall be approved. Refer to Table 18-4.8.020.B.4, below, for actual shadow lengths.

Table 18-4.8.020.B.4: Actual Shadow Length (at solar noon on December 21st)

Height in feet	Slope										
	0.30	-0.25	-0.20	-0.15	-0.10	-0.05	0.00	0.05	0.10	0.15	
8 *	55	41	33	27	23	20	18	16	15	13	
10 *	69	51	41	34	29	25	22	20	18	17	
12 *	83	61	49	41	35	30	27	24	22	20	
14 *	96	72	57	47	41	35	31	28	26	24	
16 *	110	82	65	54	46	40	36	32	29	27	
18 *	124	92	73	61	52	46	40	36	33	30	
20 *	138	102	82	68	58	51	45	40	37	34	

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Table 18-4.8.020.B.4: Actual Shadow Length (at solar noon on December 21st)

Height in feet	Slope									
	0.30	-0.25	-0.20	-0.15	-0.10	-0.05	0.00	0.05	0.10	0.15
22 *	151	113	90	75	64	56	49	44	40	37
24 *	165	123	98	81	70	61	54	48	44	40
26 *	179	133	106	88	75	66	58	53	48	44
28 *	193	143	114	95	81	71	63	57	51	47
30 *	207	154	122	102	87	76	67	61	55	50
32 *	220	164	130	108	93	81	72	65	59	54
34 *	234	174	139	115	98	86	76	69	62	57
36 *	248	184	147	122	104	91	81	73	66	60
38 *	262	195	155	129	110	96	85	77	70	64
40 *	275	205	163	135	116	101	90	81	73	67

Comment: The wording and format of the previous “variance” section is replaced with the exception terminology.

Section C was added for consistency with the other chapters in Part 18-4 Site Design and Development Standards, and carries forward the existing code requirements for variances to the solar setback in 18.70.060. Exceptions to the new solar orientation standards on page 132 and 133 are subject to the Exception to the Site Design and Development Standards.

C. Exceptions and Variances. Requests to depart from section 18-4.8.030 Solar Setbacks are subject to 18-4.8.020.C.1 Exception to the Solar Setback, below. Deviations from the standards in section 18-4.8.050 Solar Orientation Standards are subject to 18-4.1.030.B Exception to the Site Design and Development Standards.

1. Exception to the Solar Setback. The city approval authority through a Type I review may waive the standards contained in section 18-4.8.030 Solar Setbacks. In waiving the standards, the approval authority must, on the basis of the application, investigation and evidence submitted, find all of the criteria below are met. A. ——— Variances to this Chapter shall be processed as a Type I procedure, except that variances granted under subsection B of this Section may be processed as a Staff Permit.

A variance may be granted with the following findings being the sole facts considered by the Staff Advisor:

- a. That the owner or owners of all property to be shaded sign, and record with the County Clerk on the affected properties' deed, a release form supplied by the City containing the following information:
 - i. The signatures of all owners or registered leaseholders holding an interest in the property in question;
 - ii. A statement that the waiver applies only to the specific building or buildings to which the waiver is granted;
 - iii. A statement that the solar access guaranteed by this section is waived for that particular structure and the City is held harmless for any damages resulting from the waiver; and
 - iv. A description and drawing of the shading which would occur.

Comment: Clarification added to that approval criteria for an exception to the solar setback cover the use of both passive and active solar energy per the Planning Commission comments on the previous draft.

- b. The reviewing authority finds that:
 - i. The exception does not preclude the reasonable use of solar energy (i.e., passive and active solar energy systems) on the site by future habitable buildings;
 - ii. The exception does not diminish any substantial solar access which benefits a passive or active solar energy system used by a habitable structure on an adjacent lot; and
 - iii. There are unique or unusual circumstances that apply to this site which do not typically apply elsewhere.

18-4.8.030 Solar Setbacks

A. Setback Standard A. This setback is designed to ensure that shadows are no greater than six feet at the north property line. Buildings on lots which are classified as standard A, pursuant to 18-4.8.020.A.1, and zoned for residential uses shall be set back from the northern lot line according to the following formula:

$$SSB = \frac{H - 6'}{0.445 + S}$$

Where:

SSB = the minimum distance in feet that the tallest shadow producing point which creates the longest shadow onto the northerly property must be set back from the northern property line.

H = the height in feet of the highest shade producing point of the structure which casts the longest shadow beyond the northern property line.

S = the slope of the lot, as defined in this chapter.

Table 18-4.8.020.B.4: Actual Shadow Length (at solar noon on Dec. 21st)

Height in feet	Slope									
	-0.30	-0.25	-0.20	-0.15	-0.10	-0.05	-0.00	0.05	0.10	0.15
8 *	14	10	8	7	6	5	4	4	4	3
10 *	28	20	6	4	2	0	9	8	7	7
12 *	41	31	24	20	17	15	13	21	11	10
14 *	55	41	33	27	23	20	18	16	15	13
16 *	69	51	41	34	29	25	22	20	18	17
18 *	83	61	49	41	35	30	27	24	22	20
20 *	96	72	57	47	41	35	31	28	26	24
22 *	110	82	65	54	46	40	36	32	29	27
24 *	124	92	73	61	52	46	40	36	33	30
26 *	138	102	82	68	58	51	45	40	37	34
28 *	151	113	90	75	64	56	49	44	40	37
30 *	165	123	98	81	70	61	54	48	44	40
32 *	179	133	106	88	75	66	58	53	48	44
34 *	193	143	114	95	81	71	63	57	51	47
36 *	207	154	122	102	87	76	67	61	55	50

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Table 18-4.8.020.B.4: Actual Shadow Length (at solar noon on Dec. 21st)

Height in feet	Slope									
	-0.30	-0.25	-0.20	-0.15	-0.10	-0.05	-0.00	0.05	0.10	0.15
38 *	220	164	130	108	93	81	72	65	59	54
40 *	234	174	139	115	98	86	76	69	62	57

B. Setback Standard B. This setback is designed to ensure that shadows are no greater than 16 feet at the north property line. Buildings for lots which are classified as standard B, pursuant to 18-4.8.020.A.2, for any lot zoned C-1, E-1 or M-1 and not exempt by 18-4.8.020.B, or for any lot not abutting a residential zone to the north, shall be set back from the northern lot line as set forth in the following formula:

$$SSB = \frac{H - 16'}{0.445 + S}$$

Table 18-4.8.030.B: Setback Standard "B"

Height in feet	Slope									
	0.30	-0.25	-0.20	-0.15	-0.10	-0.05	0.00	0.05	0.10	0.15
8 *	0	0	0	0	0	0	0	0	0	0
10 *	0	0	0	0	0	0	0	0	0	0
12 *	0	0	0	0	0	0	0	0	0	0
14 *	0	0	0	0	0	0	0	0	0	0
16 *	0	0	0	0	0	0	0	0	0	0
18 *	14	10	8	7	8	5	4	4	4	3
20 *	28	20	16	14	12	10	9	8	7	7
22 *	41	31	24	20	17	15	13	12	11	10
24 *	55	41	33	27	23	20	18	16	15	13
26 *	69	51	54	34	29	25	22	20	18	17
28 *	83	61	49	41	35	30	27	24	22	20
30 *	96	72	57	47	41	35	31	28	26	24
32 *	110	82	65	54	46	40	36	35	29	27
34 *	124	92	73	61	52	46	40	36	33	30
36 *	138	102	82	68	58	51	45	40	37	34
38 *	151	113	90	75	64	56	49	44	40	37
40 *	165	123	98	81	70	61	54	48	44	40

C. Setback Standard C. This setback is designed to ensure that shadows are no greater than 21 feet at the north property line. Buildings for lots in any zone whose north/south lot dimension is less than standard B, pursuant to 18-4.8.020.A.3, shall meet the setback set forth in the following formula:

$$SSB = \frac{H - 21'}{0.445 + S}$$

Table 18-4.8.030.C: Setback Standard "C"

Height in feet	Slope									
	0.30	-0.25	-0.20	-0.15	-0.10	-0.05	0.00	0.05	0.10	0.15
8 *	0	0	0	0	0	0	0	0	0	0
10 *	0	0	0	0	0	0	0	0	0	0
12 *	0	0	0	0	0	0	0	0	0	0

Table 18-4.8.030.C: Setback Standard "C"

Height in feet	Slope									
	0.30	-0.25	-0.20	-0.15	-0.10	-0.05	0.00	0.05	0.10	0.15
14 *	0	0	0	0	0	0	0	0	0	0
16 *	0	0	0	0	0	0	0	0	0	0
18 *	0	0	0	0	0	0	0	0	0	0
20 *	0	0	0	0	0	0	0	0	0	0
22 *	7	5	4	3	3	3	2	2	2	2
24 *	21	15	12	10	9	8	7	6	6	6
26 *	34	26	20	17	14	13	11	10	9	8
28 *	48	36	29	24	20	18	16	14	13	12
30 *	62	46	37	30	26	23	20	18	17	15
32 *	76	56	45	37	32	28	25	22	20	18
34 *	90	67	53	44	38	33	29	26	24	22
36 *	103	77	61	51	43	38	34	30	28	25
38 *	117	87	69	58	49	43	38	34	31	29
40 *	131	97	77	64	55	48	43	38	35	32

18-4.8.040 Solar Access Performance Standard

A. Assignment of Solar Factor. All Land divisions which create new lots shall be designed to permit the location of a 21-foot high structure with a setback which does not exceed 50 percent of the lot's north-south lot dimension pursuant to the following standards.

1. Lots having north facing (negative) slopes of less than 15 percent (e.g., ten percent) and which are zoned for residential uses shall have a north-south lot dimension equal to or greater than that calculated by using Formula I in 18-4.8.020.A.1.
2. Lots having north facing (negative) slopes equal to or greater than 15 percent (e.g., 20 percent) or are zoned for non-residential uses shall have a north-south lot dimension equal to or greater than that calculated by using Formula II in 18-4.8.020.A.2.

B. Solar Envelope. If the applicant chooses not to design a lot so that it meets the standards set forth in subsection A, above, a solar envelope shall be used to define the height requirements that will protect the applicable solar access standard. The solar envelope and written description of its effects shall be filed with the land partition or subdivision plat for the lot(s).

C. Lots Affected By Solar Envelopes. All structures on a lot affected by a solar envelope shall comply with the height requirements of the solar envelope.

Comment: The following solar orientation standards are added per the Planning Commissions' review of and feedback on the green development evaluation.

18-4.8.050 Solar Orientation Standards

Land divisions which create lots in residential zones shall meet the following solar orientation standards.

A. Street and Lot Orientation. Where site and location permit, layout new streets as close as possible to a north-south and east-west axes so that lots and buildings within the street network have south facing sides for maximum solar access.

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B. Building Orientation. Where the site and location permit, buildings shall meet the following standards:

1. Orient buildings so that the long sides of the structure face north and south.
2. Design habitable structures so the primary living spaces, rather than less frequently used areas such as utility rooms, closets or garages, are located on the south side of buildings.

Comment: The Design Professional Focus Group raised concerns about the following proposed standard in regards to restricting dormers and creative building design.

3. Design habitable structures so that 30 percent of the roof area faces within 15 degrees of south in order to provide surface area for solar collection.

Comment: The following amendments remove the requirement to record a restriction on neighboring properties to protect a solar collection system from shading by vegetation. The current code requires that the City record a solar access easement on neighboring properties. However, this was determined to be legally problematic by the City attorney's office.

18-4.8.060 Solar Access Permit for Protection from Shading by Vegetation

A. Purpose. A Solar Access Permit is applicable in the City of Ashland for protection of ~~are intended to provide solar energy systems protection from~~ shading by vegetation ~~only~~. The setback provisions of this chapter protect shading by buildings.

B. Applicability. Any property owner ~~or lessee~~, or agent of either, may apply for a Solar Access Permit from the Staff Advisor.

1. No Solar Access Permit may be filed which would restrict any lot which has an average slope of 15 percent in the northerly direction.
2. A Solar Access Permit becomes void if the use of the solar collector ~~energy system~~ is discontinued for more than 12 consecutive months or if the solar collector ~~energy system~~ is not installed and operative within 12 months of the filing date of the Solar Access Permit. The applicant may reapply for a Solar Access Permit in accordance with section 18-4.8.060, however, the application fee shall be waived.

C. Application Submission Requirements. The applicant is responsible for the accuracy of all information provided in the application. The application shall be in such form as the Staff Advisor may prescribe, but at a minimum shall include the following:

1. ~~A The required fee of Fifty (\$50.00) Dollars plus Ten (\$10.00) Dollars for each lot affected by the Solar Access Permit pursuant to the fee schedule adopted by City Council.~~
2. The applicant's name and address, the owner's name and address, and the tax lot number of the property where the proposed solar energy system is to be located.
3. A statement by the applicant that the solar energy system is already installed or that it will be installed on the property within one year following the granting of the permit.
4. The proposed site and location of the solar energy system, its orientation with respect to true south, and its slope from the horizontal shown clearly in drawing form.

5. A sun chart.
6. The tax lot numbers of a maximum of ten adjacent properties proposed to be subject to the Solar Access Permit. A parcel map of the owner's property showing such adjacent properties with the location of existing buildings and vegetation, with all exempt vegetation labeled exempt.
7. The Solar Access Permit height limitations as defined in section 18-4.8.040 of this ordinance, for each affected property which are necessary to protect the solar energy system from shade during solar heating hours. In no case shall the height limitations of the Solar Access Permit be more restrictive than the building setbacks.

C. If the application is complete and complies with this ordinance, the Staff Advisor shall accept the Solar Access ~~recording application~~ **Permit** and notify the applicant.

D. Notice. The Staff Advisor shall send notice by certified letter, return receipt requested, to each owner ~~and registered lessee~~ of property proposed to be subject to the Solar Access Permit. The letter shall contain, at a minimum, the following information:

1. The name and address of the applicant.
2. A statement that an application for a Solar Access Permit has been filed.
3. Copies of the ~~collectors~~ **solar energy system** location drawing, sunchart, and parcel map submitted by the applicant.
4. A statement that the Solar Access Permit, if granted, imposes on them duties to trim vegetation at their expense.
5. The advisability of obtaining photographic proof of the existence of trees and large shrubs.
6. The times and places where the application may be viewed.
7. Telephone number and address of the City departments that will provide further information.
8. That any adversely affected person may object to the issuance of the permit by a stated time and date, and how and where the objection must be made.

E. Effective Date of Decision.

1. If no objections are filed within 30 days following the date the final certified letter is mailed, the Staff Advisor shall issue the Solar Access Permit.
2. If any adversely affected person or governmental unit files a written objection with the Staff Advisor within the specified time, and if the objections still exist after informal discussions among the objector, appropriate City Staff, and the applicant, a hearing date shall be set and a hearing held in accordance with the provisions of 18-4.8.060.F.

F. Hearing Procedure.

1. The Staff Advisor shall send notice of the hearing on the permit application to the applicant and to all persons originally notified of the Solar Access Permit application, and shall otherwise follow the procedures for a Type II hearing in section 18-5.1.060.
2. The Staff Advisor shall consider the matters required for applications set forth in 18-4.8.060 on

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which the applicant shall bear the burden of proof, and the following factor on which the objector shall bear the burden of proof: A showing by the objector that the proposed collector solar energy system would unreasonably restrict the planting of vegetation on presently under-developed property.

- a. If the objector is unable to prove these circumstances and the applicant makes the showings required by 18-4.8.060.B, the Staff Advisor shall approve the permit.
 - b. If the applicant has failed to show all structures or vegetation shading of the proposed collector solar energy system location in his application, the Staff Advisor may approve the permit while adding the omitted shading structures or vegetation as exemptions from this chapter.
 - c. If the objector shows that an unconditional approval of the application would unreasonably restrict development of the objector's presently under-developed property, the Staff Advisor may approve the permit, adding such exemptions as are necessary to allow for reasonable development of the objector's property.
 - d. If the Staff Advisor finds that the application contains inaccurate information that substantially affects the enforcement of the Solar Access Permit, the application shall be denied.
- ~~3. Any decision by the Staff Advisor is subject to review before the Planning Commission as a Type II planning action according to the usual procedures contained in this Title.~~

~~18-4.8.100 Entry of Solar Access Permit Into Register~~

~~A. When a Solar Access Permit is granted, the Staff Advisor shall:~~

- ~~1. File the Solar Access Permit with the County Clerk. This shall include the owner's name and address and tax lot of the property where the recorded collector is to be located, any special exceptions or exemptions from the usual affects of a Solar Access Permit, and the tax lots of the ten (10) or fewer adjacent properties subject to the Solar Access Permit.~~
- ~~2. File a notice on each affected tax lot that the Solar Access Permit exists and that it may affect the ability of the property owner to grow vegetation, and that it imposes certain obligations on the property owner to trim vegetation.~~
- ~~3. Send a certified letter, return receipt requested, to the applicant and to each owner and registered lessee of property subject to the Solar Access Permit stating that such permit has been granted.~~

~~B. If a Solar Access Permit becomes void under Section 18-4.8.090.B, the Staff Advisor shall notify the County Clerk, the recorded owner, and the current owner and lessee of property formerly subject to the Solar Access Permit.~~

18-4.8.070 Effect and Enforcement

A. Solar Setback. No City department shall issue any development permit purporting to allow the erection of any structure in violation of the setback provisions of this chapter.

B. Solar Access Permit for Protection from Shading by Vegetation.

1. ~~No one shall plant any vegetation that shades a recorded collector, or a recorded collector location if it is not yet installed, after receiving notice of a pending Solar Access Permit application or after issuance of a permit. After receiving notice of a Solar Access Permit or application, no one shall permit any vegetation on their property to grow in such a manner as to shade a recorded collector (or a recorded collector location if it is not yet installed).~~ No person owning, or in control of, property shall allow vegetation to be placed, or, if placed, to grow on such property in such a manner as to shade a solar energy system protected by a Solar Access Permit on the property of another unless the vegetation is specifically exempted by the permit or by this ordinance.
2. If vegetation is not trimmed as required or is permitted to grow contrary to a Solar Access Permit, the ~~recorded~~ owner of property with a Solar Access Permit or the City, on complaint by ~~the recorded~~ such owner, shall give notice of the shading by certified mail, return receipt requested, to the owner ~~or registered lessee~~ of the property where the shading vegetation is located. If the property owner ~~or lessee~~ fails to remove the shading vegetation within 30 days after receiving this notice, an injunction may be issued, upon complaint of the ~~recorded~~ owner, ~~recorded lessee~~, or the City, by any court of jurisdiction. The injunction may order the ~~recorded~~ owner ~~or registered lessee~~ to trim the vegetation, and the court shall order the violating ~~recorded~~ owner ~~or registered lessee~~ to pay any damages to the complainant, to pay court costs, and to pay the complainant reasonable attorney's fees incurred during trial and/or appeal.
3. If personal jurisdiction cannot be obtained over either the offending property owner or ~~registered~~ lessee, the City may have a notice listing the property by owner, address and legal description published once a week for four consecutive weeks in a newspaper of general circulation within the City, giving notice that vegetation located on the property is in violation of this Ordinance and is subject to mandatory trimming. The City shall then have the power, pursuant to court order, to enter the property, trim or cause to have trimmed the shading parts of the vegetation, and add the costs of the trimming, court costs and other related costs as a lien against that property.
4. In addition to the above remedies, the shading vegetation is declared to be a public nuisance and may be abated through AMC Title 9.
5. Where the property owner ~~or registered lessee~~ contends that particular vegetation is exempt from trimming requirements, the burden of proof shall be on the property owner ~~or lessee~~ to show that an exemption applies to the particular vegetation.

Chapter 18-4.9 - Disc Antennas

Comment: This section carries forward Ashland's existing disc antenna standards in 18.72.170. Sections G and H are deleted because these items are covered by building code.

Sections

18-4.9.010	Purpose
18-4.9.020	Applicability
18-4.9.030	Building Permit Required
18-4.9.040	Development Standards

18-4.9.010 Purpose

Chapter 18-4.9 contains standards for installation of disc antennas. The regulations allow for the reasonable use of disc antennas while minimizing aesthetic impacts on adjacent properties and ensuring compliance with building codes.

18-4.9.020 Applicability

A. Chapter 18-4.9 applies to all disc antennas, including antennas exempt from Site Design Review in accordance with 18-5.2.020.C and those that are subject to chapter 18-5.2 Site Design Review.

Comment: Section B was added for consistency with the other chapters in Part 18-4 Site Design and Development Standards, and carries forward the existing code requirements for exceptions and variances.

B. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to subject to 18-5.2.050.E Exception to the Site Design and Development Standards.

18-4.9.020 Building Permit Required

All disc antennas shall be subject to review and approval of the building official where required by the Building Code.

18-4.9.030 Development Standards

All disc antennas shall be located, designed, constructed, treated, and maintained in accordance with the following standards:

- A. Antennas shall be installed and maintained in compliance with the requirements of the Building Code.
- B. Disc antennas exceeding one meter in diameter shall not be permitted on the roof, except where there is no other location on the lot which provides access to receiving or transmitting signals. In no case shall any part of any antenna be located more than ten feet above the apex of the roof surface. Antennas mounted on the roof shall be located in the least visible location as viewed from

adjacent right-of-ways, and residential structures in residential zones.

- C. No more than one disc antenna shall be permitted on each lot, except three or fewer parabolic disc antennas, each under one meter in diameter, are permitted on any one lot in accordance with 18-5.2.020.C.3.b.
- D. Ground mounted disc antennas shall be erected or maintained to the rear of the main building, except in those instances when the subject property is cul-de-sac or corner lot where the side yard is larger than the rear yard, in which case the antenna may be located in the side yard. Antennas shall not be located in any required setback area. No portion of an antenna array shall extend beyond the property lines or into any front yard area. Guy wires shall not be anchored within any front yard area but may be attached to the building.
- E. Antennas may be ground-mounted, free standing, or supported by guy wires, buildings, or other structures in compliance with the manufacturer's structural specifications. Ground-mounted antennas shall be any antenna with its base mounted directly in the ground, even if such antenna is supported or attached to the wall of a building.
- F. The antenna, including guy wires, supporting structures and accessory equipment, shall be located and designed so as to minimize the visual impact on surrounding properties and from public streets. Antennas shall be screened through the addition of architectural features and/or landscaping that harmonize with the elements and characteristics of the property. The materials used in constructing the antenna shall not be unnecessarily bright, shiny, garish, or reflective. Whenever possible, disc antennas shall be constructed out of mesh material and painted a color that will blend with the background.
- ~~G. Antennas shall meet all manufacturer's specifications. The mast or tower shall be non-combustible. Corrosive hardware, such as brackets, turnbuckles, clips and similar type equipment if used, shall be protected by plating or otherwise to guard against corrosion.~~
- ~~H. Every antenna must be adequately grounded, for protection against a direct strike of lightning, with an adequate ground wire. Ground wires shall be of the type approved by the latest edition of the Electrical Code for grounding masts and lightning arrestors and shall be installed in a mechanical manner, with as few bends as possible, maintaining a clearance of at least two inches from combustible materials. Lightning arrestors shall be used that are approved as safe by the Underwriters' Laboratories, Inc., and both sides of the line must be adequately protected with proper arrestors to remove static charges accumulated on the line. When lead-in conductors of polyethylene ribbon type are used, lightning arrestors must be installed in each conductor. When coaxial cable or shielded twin lead is used for lead-in, suitable protection may be provided without lightning arrestors by grounding the exterior metal sheath.~~
- G. Antennas may contain no sign or graphic design as defined in part 18-6 Definitions, even if the sign is permitted on the property.

18-4.10 – Wireless Communication Facilities

Chapter 18-4.10 - Wireless Communication Facilities

Comment: This chapter carries forward Ashland’s existing standards for wireless communication facilities in 18.72.180, which was updated in 2012.

Sections

- 18-4.10.010 Purpose
- 18-4.10.020 Applicability
- 18-4.10.030 Application Submission Requirements
- 18-4.10.040 Design Standards

18-4.10.010 Purpose

The purpose of this section is to establish standards that regulate the placement, appearance and impact of wireless communication facilities, while providing residents with the ability to access and adequately utilize the services that these facilities support. Because of the physical characteristics of wireless communication facilities, the impacts imposed by these facilities affect not only the neighboring residents but also the community as a whole. The standards are intended to ensure that the visual and aesthetic impacts of wireless communication facilities are mitigated to the greatest extent possible, especially in or near residential areas.

18-4.10.020 Applicability

- A. All installation of wireless communication systems shall be subject to the requirements of this section in addition to all applicable Site Design and Use Standards. Installations of wireless communication systems are subject to the following review procedures:

Table 18-4.10.020: Review Procedures for Wireless Communication Systems

Zoning Designations	Attached to Existing Structures	Alternative Structures	Freestanding Support Structures
Residential Zones	CUP	Prohibited	Prohibited
C-1	CUP	CUP	Prohibited
C-1-D (Downtown)	CUP	Prohibited	Prohibited
C-1 - Freeway overlay	Site Review	Site Review	CUP
E-1	Site Review	Site Review	CUP
M-1	Site Review	Site Review	CUP
SOU	Site Review	CUP	CUP
NM (North Mountain)	Prohibited	Prohibited	Prohibited

Table 18-4.10.020: Review Procedures for Wireless Communication Systems

Zoning Designations	Attached to Existing Structures	Alternative Structures	Freestanding Support Structures
Historic District	CUP	Prohibited	Prohibited
A-1 (Airport Overlay)	CUP	CUP	CUP
HC (Health Care)	CUP	Prohibited	Prohibited
CM-NC	CUP	CUP	CUP
CM-OE	Site Review	Site Review	CUP
CM-CI	Site Review	Site Review	CUP
CM-MU	CUP	CUP	CUP
CM-OS	Prohibited	Prohibited	Prohibited

B. Additional Provisions

1. In residential zones, wireless communication facilities are permitted on existing structures greater than 45 feet in height. For the purposes of this section, existing structures shall include the replacement of existing pole, mast, or tower structures (such as stadium light towers) for the combined purposes of their previous use and wireless communication facilities.
2. In the C-1-D zone, wireless communication facilities are permitted on existing structures with a height greater than 50 feet.
3. With the exception of the C-1-D zone as described above, wireless communication facilities are prohibited in the Historic Districts, as defined in the Comprehensive Plan.

C. Exemptions. Replacement of previously approved antennas and accessory equipment are permitted outright with an approved building permit, and are allowed without a Site Review or Conditional Use Permit as specified in the preceding subsection, provided that these actions:

1. Do not create an increase in the height of the facility; and
2. Conform with the conditions of the previously approved planning action; and
3. Do not cause the facility to go out of conformance with the standards of section 18-4.10.040.

Comment: Section D was added for consistency with the other chapters in Part 18-4 Site Design and Development Standards, and carries forward the existing code requirements for exceptions and variances.

D. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to subject to 18-5.2.050.E Exception to the Site Design and Development Standards.

18-4.10 – Wireless Communication Facilities

18-4.10.030 Application Submission Requirements

In addition to the submittals required in by chapter 18-5.2 Site Design Review, the following items shall be provided as part of the application for a wireless communication facility.

- A. A photo of each of the major components of a similar installation, including a photo montage of the overall facility as proposed.
- B. Exterior elevations of the proposed wireless communication facility (min 1 inch =10 feet).
- C. A set of manufacturer's specifications of the support structure, antennas, and accessory buildings with a listing of materials being proposed including colors of the exterior materials.
- D. A site plan indicating all structures, land uses and zoning designation within 150 feet of the site boundaries, or 300 feet if the height of the structure is greater than 80 feet.
- E. A map that includes the following information:
 - 1. The coverage area of the proposed wireless communication facility; and
 - 2. A map showing the existing and approved wireless communication facility sites operated by the applicant, and all other wireless communication facilities within a five mile radius of the proposed site.
- F. Details and specifications for exterior lighting.
- G. A collocation feasibility study that adequately indicates collocation efforts were made and states the reasons collocation can or cannot occur addressing the Collocation Standards in 18-4.10.040.C.
- H. For applications requesting approval of installation of new wireless communication facilities that are not collocated on a structure used by one or more wireless communications providers, an applicant shall submit, along with the standard application fee, an additional fee to reimburse the City for the cost of having the application materials reviewed by an independent contractor. The contractor must provide objective advice based on professional qualifications and experience in telecommunication/radio frequency engineering, structural engineering, assessment of electromagnetic fields, telecommunications law, and other related fields of expertise. The fee for this independent analysis of application materials shall be in an amount established by resolution of the City Council.
- I. A copy of the lease agreement for the proposed site showing that the agreement does not preclude collocation.
- J. Documentation detailing the general capacity of the tower in terms of the number and type of antennas it is designed to accommodate.
- K. Any other documentation the applicant feels is relevant to comply with the applicable design standards.
- L. Documentation that the applicant has held a local community meeting to inform members of the surrounding area of the proposed wireless communication facility. Documentation to include:
 - 1. A copy of the mailing list to properties within 300 feet of the proposed facility.
 - 2. A copy of the notice of community meeting, mailed one week prior to the meeting.

3. a copy of the newspaper ad placed in a local paper one week prior to the meeting.
4. A summary of issues raised during the meeting.

18-4.10.040 Design Standards

All wireless communication facilities shall be located, designed, constructed, treated, and maintained in accordance with the following standards:

A. General Provisions

1. All facilities shall be installed and maintained in compliance with the requirements of the Building Code. At the time of building permit application, written statements from the Federal Aviation Administration (FAA), the Aeronautics Section of the Oregon Department of Transportation, and the Federal Communication Commission (FCC) that the proposed wireless communication facility complies with regulations administered by that agency, or that the facility is exempt from regulation.
2. All associated transmittal equipment must be housed in a building, above or below ground level, which must be designed and landscaped to achieve minimal visual impact with the surrounding environment.
3. Wireless communication facilities shall be exempted from height limitations imposed in each zone.
4. Wireless communication facilities shall be installed at the minimum height and mass necessary for its intended use. A submittal verifying the proposed height and mass shall be prepared by a licensed engineer.
5. Lattice towers are prohibited as freestanding wireless communication support structures.
6. Signage for wireless communication facilities shall consist of a maximum of two non-illuminated signs, with a maximum of two square feet each stating the name of the facility operator and a contact phone number.
7. Applicant is required to remove all equipment and structures from the site and return the site to its original condition, or condition as approved by the Staff Advisor, if the facility is abandoned for a period greater than six months. Removal and restoration must occur within 90 days of the end of the six-month period.
8. All new wireless communication support structures shall be constructed so as to allow other users to collocate on the facility.

B. Preferred Designs. The following preferred designs are a stepped hierarchy, and the standards shall be applied in succession from subsection a to e, with the previous standard exhausted before moving to the following design alternative. For the purpose of chapter 18-4.10, feasible is defined as capable of being done, executed or effected; possible of realization. A demonstration of feasibility requires a substantial showing that a preferred design can or cannot be accomplished.

1. Collocation. Where possible, the use of existing wireless communication facilities sites for new installations shall be encouraged. Collocation of new facilities on existing facilities shall be the

18-4.10 – Wireless Communication Facilities

preferred option. Where technically feasible, collocate new facilities on pre-existing structures with wireless communication facilities in place, or on pre-existing towers.

2. Attached to Existing Structure. If (a) above is not feasible, wireless communication facilities shall be attached to pre-existing structures, when feasible.
3. Alternative Structure. If (a) or (b) above are not feasible, alternative structures shall be used with design features that conceal, camouflage or mitigate the visual impacts created by the proposed wireless communication facilities.
4. Freestanding Support Structure. If (1), (2), or (3) listed above are not feasible, a monopole design shall be used with the attached antennas positioned in a vertical manner to lessens the visual impact compared to the antennas in a platform design. Platform designs shall be used only if it is shown that the use of an alternate attached antenna design is not feasible.
5. Lattice towers are prohibited as freestanding wireless communication support structures.

C. Collocation Standards

1. The collocation feasibility study shall:
 - a. document that alternative sites have been considered and are technologically unfeasible or unavailable; and
 - b. demonstrate that a reasonable effort was made to locate collocation sites that meet the applicant's service coverage area needs; and
 - c. document the reasons collocation can or cannot occur.
2. Relief from collocation under this section may be granted at the discretion of the approving authority, if the application and independent third party analysis demonstrate collocation is not feasible because one or more of the following conditions exist at prospective collocation sites:
 - a. a significant service gap in coverage area.
 - b. sufficient height cannot be achieved by modifying existing structure or towers.
 - c. structural support requirements cannot be met.
 - d. collocation would result in electronic, electromagnetic, obstruction or other radio frequency interference.

D. Landscaping. The following standards apply to all wireless communication facilities with any primary or accessory equipment located on the ground and visible from a residential use or the public right-of-way.

1. Vegetation and materials shall be selected and sited to produce a drought resistant landscaped area.
2. The perimeter of the wireless communication facilities shall be enclosed with a security fence or wall. Such barriers shall be landscaped in a manner that provides a natural sight obscuring screen around the barrier to a minimum height of six feet.
3. The outer perimeter of the wireless communication facilities shall have a ~~ten-foot~~ landscaped

buffer zone **ten feet in width.**

4. The landscaped area shall be irrigated and maintained to provide for proper growth and health of the vegetation.
5. One tree shall be required per 20 feet of the landscape buffer zone to provide a continuous canopy around the perimeter of the wireless communication facilities. Each tree shall have a caliper of two inches, measured at breast height, at the time of planting.

E. Visual Impacts

1. Wireless communication facilities shall be located in the area of minimal visual impact within the site which will allow the facility to function consistent with its purpose.
2. Wireless communication facilities, in any zone, must be set back from any residential zone a distance equal to twice its overall height. The setback requirement may be reduced if, as determined by the Hearing Authority, it can be demonstrated through findings of fact that increased mitigation of visual impact can be achieved within of the setback area. Underground accessory equipment is not subject to the setback requirement.
3. Antennas, if attached to a pre-existing or alternative structure shall be integrated into the existing building architecturally and, to the greatest extent possible, shall not exceed the height of the pre-existing or alternative structure.
4. Antennas, if attached to a pre-existing or alternative structure shall have a non-reflective finish and color that blends with the color and design of the structure to which it is attached.
5. All wireless communication support structures must have a non-reflective finish and color that will mitigate visual impact, unless otherwise required by other government agencies.
6. Exterior lighting for a wireless communication facility is permitted only when required by a federal or state authority.
7. Should it be deemed necessary by the Hearing Authority for the mitigation of visual impact of the wireless communication facility, additional design measures may be required. These may include, but are not limited to: additional camouflage materials and designs, facades, specific colors and materials, masking, shielding techniques.

18-4 Site Development and Design Standards

Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
Exception to the street standards	Unified Code: 18-4.6.020.B.1.b Existing: 18.88.050.F.B	One of the criteria for an Exception to the Street Standards requires that the variance from the street standards “will result in equal or superior transportation facilities and connectivity.”	Amendment adds performance measures for evaluating whether the proposed variance provides equal or superior transportation facilities including: <ul style="list-style-type: none"> • For transit facilities, access, wait time and ride experience. • For pedestrian facilities, feeling of safety, quality of experience and ability to safely and efficiently cross roadway. • For bicycle facilities, feeling of safety and quality of experience and frequency of conflicts with vehicle cross traffic. 	Performance measures identified in the adopted Ashland Transportation System Plan, October 2012.
Street lights	Unified: 18-4.6.040.D.18 Existing: 18.80.060.G and 18.88.020.K, Required	Street lights are required in subdivisions. Place lighting at frequent intervals in retail and commercial areas, but may be limited in	Amendment adds the following: <ul style="list-style-type: none"> • Install or relocate streetlights with street improvement projects. 	

18-4 Site Development and Design Standards

Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
	Street Layout and Design Principles, Street Standards	residential areas.	<ul style="list-style-type: none"> • Install streetlights where they will not obstruct public ways, driveways or walkways – maintain pedestrian through zone for American with Disabilities Act compliance. • Streetlights shall conform to city specifications. 	
Street names and signs	Unified: 18-4.6.040.D.22 and 23 Existing: 18.88.060.D	Signs regulating on-street parking are required to be consistent with the street standards and the planning application approval.	Amendment adds the following: <ul style="list-style-type: none"> • Add cross reference AMC 13.24 on naming of streets. • Add section establishing traffic and street name sign placement approved by the city, and cost of signs required for new development is responsibility of applicant. 	Items are currently required with new development, but are not clearly identified in land use ordinance.
Street connectivity	Unified: 18-4.6.040.E	Existing connectivity standards address a variety	Amendment adds the following:	

18-4 Site Development and Design Standards

Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
standards	Existing: 18.88.020.K, Section II: Connectivity Standards, Street Standards	of factors including interconnection, efficient land use, integration with major streets, alleys, preserving natural features, off-street connections, and walkable neighborhoods.	<ul style="list-style-type: none"> • Add language addressing connecting to existing and future streets on adjacent lands. • Add language addressing locating and designing streets to intersect as nearly as possible to right angle. • Add standard regarding adjusting streets for physical constraints for consistency with subsection on Hillside streets and Natural areas. • Add standard regarding traffic calming for consistency and continuity with existing Cut-Through Traffic standard. 	
On-street parking on boulevards and avenues	Unified: 18-4.6.030.G. 1 and 2	On-street parking is configured in bays on streets classified as	On-street parking may be provided in bays or a continuous on-street lane	This change allows the flexibility to have on-street parking in lanes or

18-4 Site Development and Design Standards

Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
	Existing: 18.88.020.K, Section III: Design Standards, Street Standards	boulevard or avenue.	on streets classified as a boulevard or avenue.	bays. Bays are typically used on existing streets, usually as a retrofit.
Nonconformities created by street dedication	Unified: 18-4.6.040.J and 18- 4.6.050.C Existing: 18.76.190 18.88.040.A.1	The land area used for street dedications that is required with a partition (lot division of 3 or less lots) or Performance Standards Subdivision (18.88) is not deducted from the allowed density, and does not make a lot nonconforming (e.g. lot size, lot dimensions, setbacks).	For consistency, same provision added to subdivisions (18.80) and to dedications of right-of- way for street improvement projects.	Occasionally when substandard streets are improved through a grant project or local improvement district, owners are willing to dedicate street right-of- way for amenities like sidewalks. However, the current code discourages these voluntary contributions because the subtraction of the land area can make lots “nonconforming” by reducing the lot size or dimensions below the required minimums for the zone.
Street dedications	Unified: 18-4.6.050 Existing:	<ul style="list-style-type: none"> Requires street dedication when development will increase pedestrian, 	<ul style="list-style-type: none"> Update language regarding required dedication of land for streets or greenways 	Existing code does not clearly address the extension of smaller “neighborhood streets”

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
	18.82	bicycle or automobile traffic. <ul style="list-style-type: none"> Requires dedications for new streets, and to bring existing streets up to current standards. 	to reflect more recent case law which requires dedications and improvements to be roughly proportional to impacts of development. <ul style="list-style-type: none"> Clarify that lower level “neighborhood streets” are required to serve new development. 	that are not typically shown on the Street Dedication Map and needed for access to development.
Sanitary sewer and water facilities	Unified: 18-4.6.070 Existing: Throughout code as approval criteria such as land divisions (18.76.050.F) and site review (18.72.070.D).	New development requires “adequate public facilities.”	Add language clarifying: <ul style="list-style-type: none"> New development required to connect to the city’s water and sanitary sewer system. New development may be required to size water and sewer lines to accommodate future development within the area as projected by applicable facility master plans; and city may authorize cost- 	Items are required as part of development, but are not clearly identified in land use ordinance.

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
			recovery or cost-sharing as provided under state law for over-sized lines. <ul style="list-style-type: none"> • Development may be restricted by city where deficiency exists and the water or sewer system cannot be rectified by the development. 	
Storm drainage	Unified: 18-4.6.080 Existing: Throughout code as approval criteria such as land divisions (18.76.050.F) and site review (18.72.070.D).	New development requires “adequate public facilities.”	Add language clarifying: <ul style="list-style-type: none"> • New development must provide adequate provisions for storm water management. • Drainage facilities are sized to accommodate existing and projected future runoff from upstream drainage area. • Downstream drainage facilities provide for storage of additional runoff caused by the development. • New development 	Items are required as part of development, but are not clearly identified in land use ordinance.

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
			<p>may be required to size storm drainage systems to accommodate future development within the area as projected by applicable facility master plans; and city may authorize cost-recovery or cost-sharing as provided under state law for over-sized lines.</p> <ul style="list-style-type: none"> • New development is required to provide storm water easement where watercourse traverses a proposed development site, as applicable. 	
Underground utilities (electric, communication, lighting)	Unified: 18-4.6.080 Existing: 18.68.120		Add language clarifying: <ul style="list-style-type: none"> • New development needs to meet utility provider requirements. • Requires undergrounding of electric, 	Undergrounding utilities is standard practice in the city, but not reflected in the land use code.

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
			communication and lighting lines for services to new development. <ul style="list-style-type: none"> • Allows City to waive underground requirement when there are physical constraints or existing development conditions that make placement impractical. 	
Signs in HC (health care) zone	Unified: 18-4.7.080 Existing: N/A	Code doesn't address which sign regulations apply to the HC zone.	Commercial sign standards apply to HC Zone.	The HC zone includes areas around Ashland Hospital, Mountain View Retirement Center (N. Main St./Maple St.), and Mountain Meadows (north end of N. Mountain Ave.).
Sign code enforcement	Unified: 18-4.7.140 Existing: 18.96.160	Staff Advisor enforces the sign code, and Building Official enforces issues related to structural characteristics and safety of signs.	Section is deleted.	The repetitive language is deleted because it is covered in 18-1.6 Zoning Permit Expiration, Extension and Enforcement.

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
<p>Solar setback exception – approval criteria</p>	<p>Unified: 18.4.8.020.C.1.B</p> <p>Existing: 18.70.060</p>	<p>The approval criteria for a solar setback variance are:</p> <ul style="list-style-type: none"> • The variance does not preclude the reasonable use of solar energy on the site by future buildings; • The variance does not diminish any substantial solar access which benefits a habitable structure on an adjacent lot; and • There are unique or unusual circumstances that apply to the site which do not typically apply elsewhere. 	<p>The approval criteria for a solar setback <u>exception</u> are:</p> <ul style="list-style-type: none"> • The exception does not preclude the reasonable use of solar energy (<u>i.e., passive and active solar energy systems</u>) on the site by future <u>habitable</u> buildings; • The variance does not diminish any substantial solar access which benefits a <u>passive or active solar energy system used by a</u> habitable structure on an adjacent lot; and • There are unique or unusual circumstances that apply to the site which do not typically apply elsewhere. 	<ul style="list-style-type: none"> • The ULUO consistently uses the term exception to refer to adjustments to specific design standards. Different terminology is used in the existing code for similar types of applications and this is confusing (e.g., solar setback variance, exception to the site design standards, exception to the street standards, administrative variance to hillside development standards). • The Planning Commission recommended adding “passive and active” to make it clear that solar energy can be used by non-mechanical

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
				(e.g., south facing windows) and mechanical systems.
Solar orientation standards	Unified: 18-4.8.050 Existing: VIII-C-9, Section VIII Croman Mill District Standards, Site Design and Use Standards	In the Croman Mill District , incorporate passive and active solar strategies in the design and orientation of buildings and habitable spaces. When site and location permit, orient the building with long sides facing north and south.	Where site and location permit, land divisions in residential zones shall met the following solar orientation standards: <ul style="list-style-type: none"> • Layout new streets as close as possible to a north-south and east-west axes so that lots and buildings with the street network have south facing sides for maximum solar access. • Orient buildings so that the long sides face north and south • Design habitable structures so primary living spaces are located on south sides of buildings. • Design habitable structures so that 30 percent of the roof area faces with 15 	Amendment made per Planning Commission discussion of the green development evaluation. Design Professionals Focus Group raised concerns about reserving 30 percent of roof area for solar collection in terms of the use of dormers and creative building design.

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Code Amendment Category	Code Reference	Existing Standard	Proposed Amendment	Comment
			degrees of south in order to provide surface area for solar collection.	
Solar access permit for protection from shading by vegetation	Unified: 18-4.8.060 Existing: 18.70.070	Solar access permit for protection of solar energy system from shading by vegetation is required to be recorded on neighboring properties by City.	Retain solar access permit, but delete the requirement to record the solar access restriction on neighboring properties.	Amendment removes requirement to record the vegetation restrictions on neighboring properties. Recording of solar access easement on neighboring properties determined legally problematic by City Attorney's office.
Disc antenna installation requirements	Unified: 18-4.9.030.G & H Existing: 18.72.170	Requires antennas to meet manufacturer's specifications and antennas to be adequately grounded.	Specifics on antenna installation are deleted because it is covered by the Building Code.	