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
October 24, 2017
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. Implementation of Infill Strategies for Ashland Transit Triangle
B. Revisions to Accessory Residential Unit Development 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).

Ashland Transit Triangle

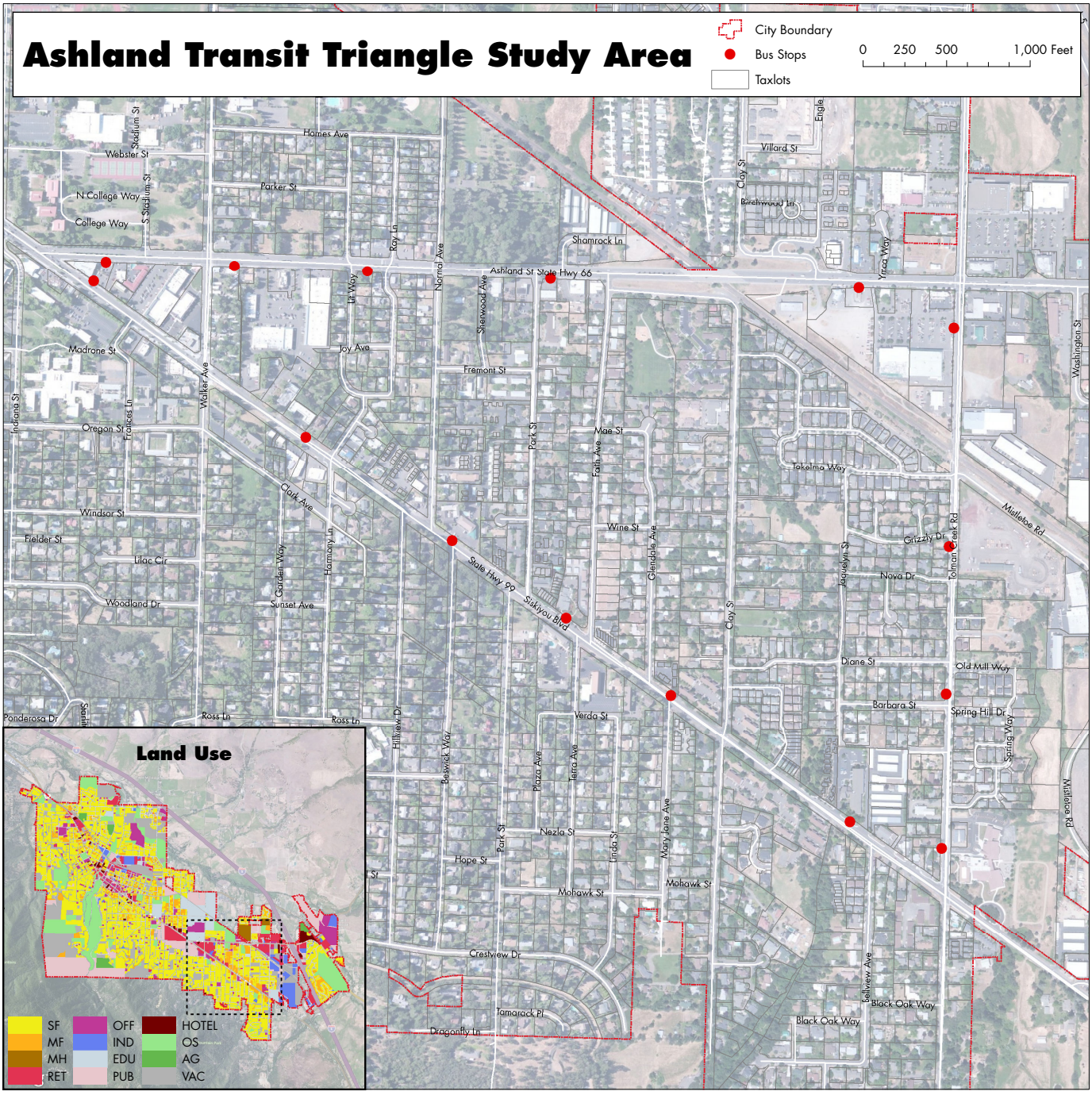
Infill Strategies Project

CITY OF ASHLAND

FREGONESE ASSOCIATES

October 2017

Ashland Transit Triangle



What is the Transit Triangle?

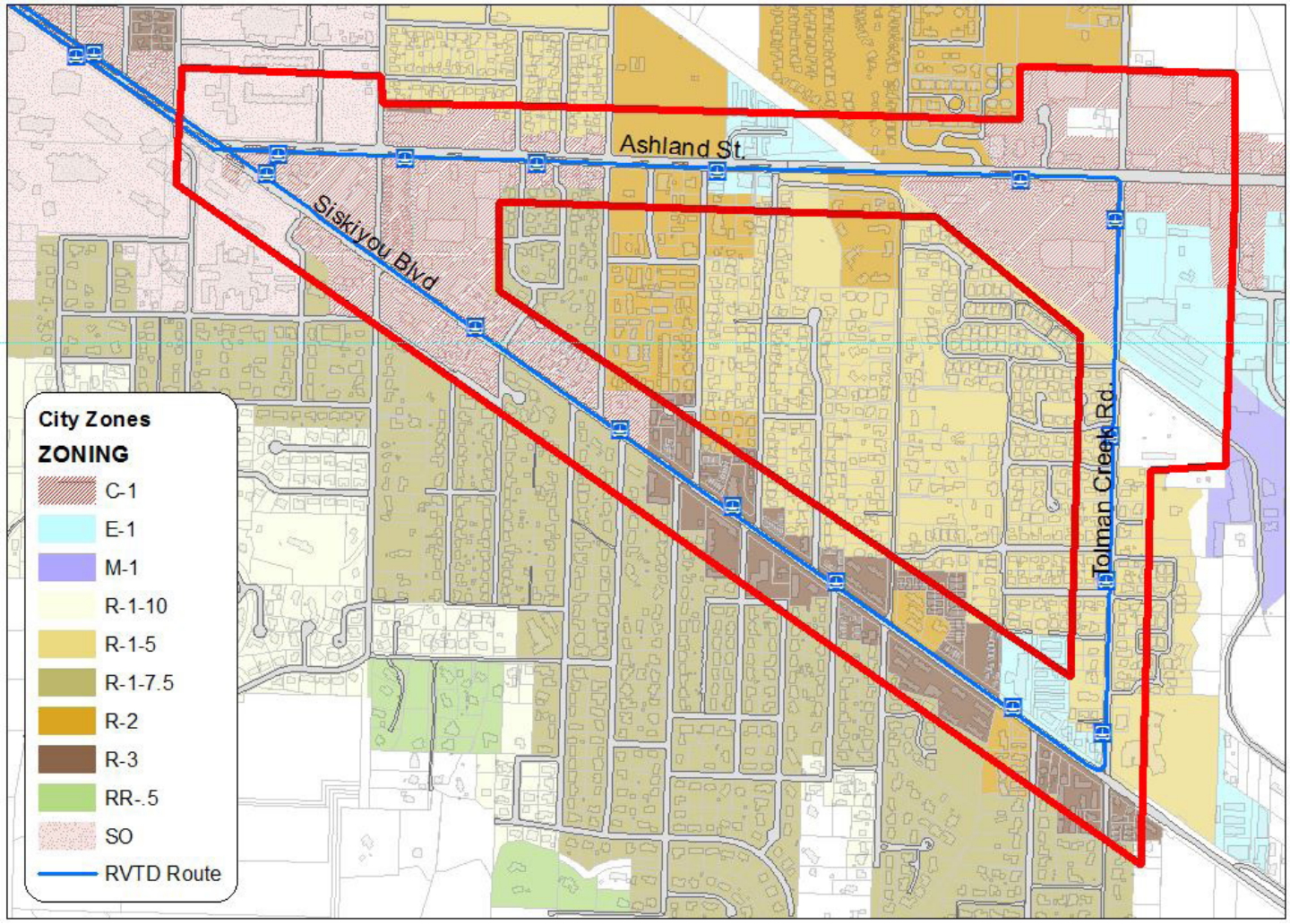
The Transit Triangle is comprised of Ashland Street along the north edge, Siskiyou Boulevard on the southwest side, and Tolman Creek Road on the eastern edge. This area includes a sizable amount of vacant and redevelopable land in Ashland. Well established neighborhoods are within walking distance, and the area is served by the Rogue Valley Transportation District (RVTD).

Why is the Transit Triangle Important?

The City Council identified the Infill Strategies Project as one of three high priority long range planning projects in 2014. The project was described as:

> "Create and analyze development scenarios accommodating varying levels of future employment and housing growth for the transit corridors in the southeast portion of the city. Identify strategies to encourage a concentration and mix of housing and jobs (i.e. transient-oriented development) and increase the desirability of the corridors for residential living."

Current Zoning in the Transit Triangle



Previous Findings

Past developments adjacent to the bus route in the study area were primarily comprised of single-use, one story commercial buildings that did not include a residential component despite allowances in zoning allowing residential units.

To better understand why residential units were not being built, Fregonese Associates performed a return on investment analysis to examine the market feasibility of a variety of building types using the Envision Tomorrow model. The model incorporates land, construction and permitting costs, as well as the physical attributes of buildings allowed by the existing zoning and land use standards to produce achievable rents and sales prices for commercial space and residential units.

Issues

Several issues were found to exist under the current zoning and land use standards that limit commercial and residential development in the Transit Triangle, including:

- Projected commercial rents are too low to make new construction feasible.
- The residential unit rental rates are unfeasible because the rental rates exceed those of the current rental market.
- The projected dwelling units are primarily 1,000 square feet and larger.
- The rental rates exceed the amount a two-person household at median income can afford by 30 percent or more.

Further preliminary analysis determined that changes to land use and zoning standards, implemented in tandem with streetscape improvements, allowed for development that could feasibly achieve rents affordable to median income households.

Opportunities

Several opportunities exist in the Transit Triangle, making it an attractive area for future development and redevelopment. These opportunities include:

- RVTD Route 10 runs through the study area, providing convenient transit access.
- A sizable amount of vacant and redevelopable land.
- Well-established public facilities.
- Shopping, services, and neighborhoods within walking distance.

Existing Conditions in the Transit Triangle

A variety of City Council goals and strategies, as well as adopted City plans, support the examination, discussion and consideration of a new approach to land use development and transportation systems in the Transit Triangle.

Applicable Council Goals:

13. Develop and support land use and transportation policies to achieve sustainable development.

13.2 Develop infill and compact urban form policies.

- Update infill strategy along major transportation corridors to promote housing and business development, as well as alternative transportation choices.

21. Be proactive in using best practices in infrastructure management and modernization.

21.2 Expand public transportation options.

Applicable Climate and Energy Action Plan (CEAP) Strategies

The draft CEAP includes strategies to address residential travel and the emissions associated with passenger cars and trucks. Strategies to reduce and replace these residential trips include:

- Promoting land use development patterns that utilize existing public infrastructure.
- Make using transit and alternate modes of transportation possible and desirable.

Applicable Economic Development Strategies

6. Provide appropriate land supplies for needed business growth/expansion with quality infrastructure to all commercial and employment lands.

6.5 Evaluate land availability for business expansion on lands on or adjacent to existing businesses.

6.6 Determine feasibility and cost/benefit for public purchase of key industrial lands to make "shovel ready" for re-sale for business development.

7. Manage physical development process to ensure understandable requirements with timely and predictable results while safeguarding and improving the quality of the environment and the community.

7.3 Consider changes to Land Use Development Code that may be inhibiting redevelopment or new construction.

Regional Problem Solving Element of the Comprehensive Plan

The City of Ashland did not identify any Urban Reserve Areas (URAs) through the regional planning process. Therefore, it is incumbent upon the City to increase efficiency in the use of land through concentration of housing in centrally located areas within the City UGB which are planned for future urban development. Promoting infill development along transit corridors provides alternatives to, or delays the need for, expansion of the City UGB.

Demographics

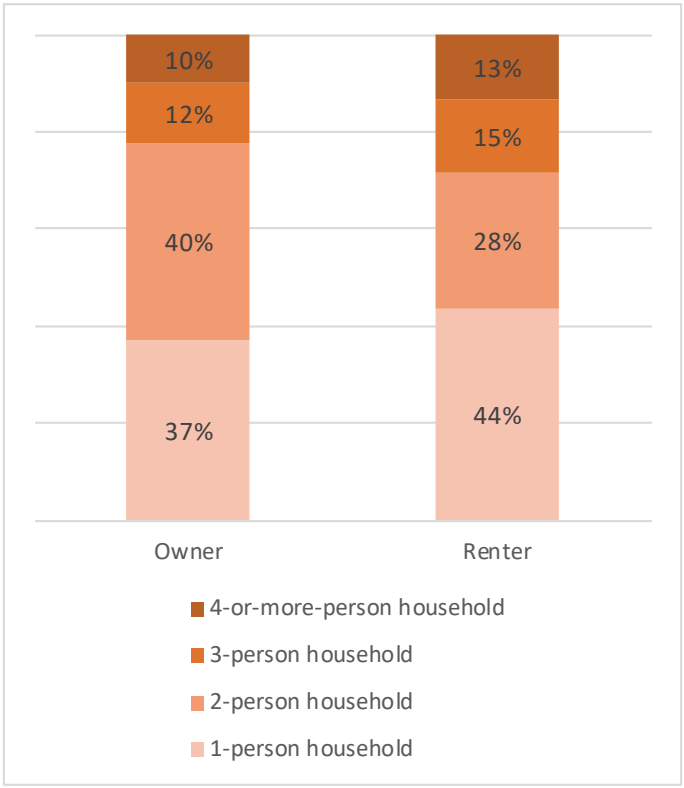
Ashland is changing, and certain segments of the current housing market are not well served by the existing housing pattern, which is predominantly single family. Notably, one- and two-person households, such as students and aging Boomers, comprise a large and growing segment of the housing market today.

Generational Housing Preferences

Ashland's population is largely comprised of young people and older adults. The population pyramid resembles an hourglass more so than a pyramid, reflecting a sizable proportion of people in their teens and early 20s, as well as those in their late 50s and 60s.

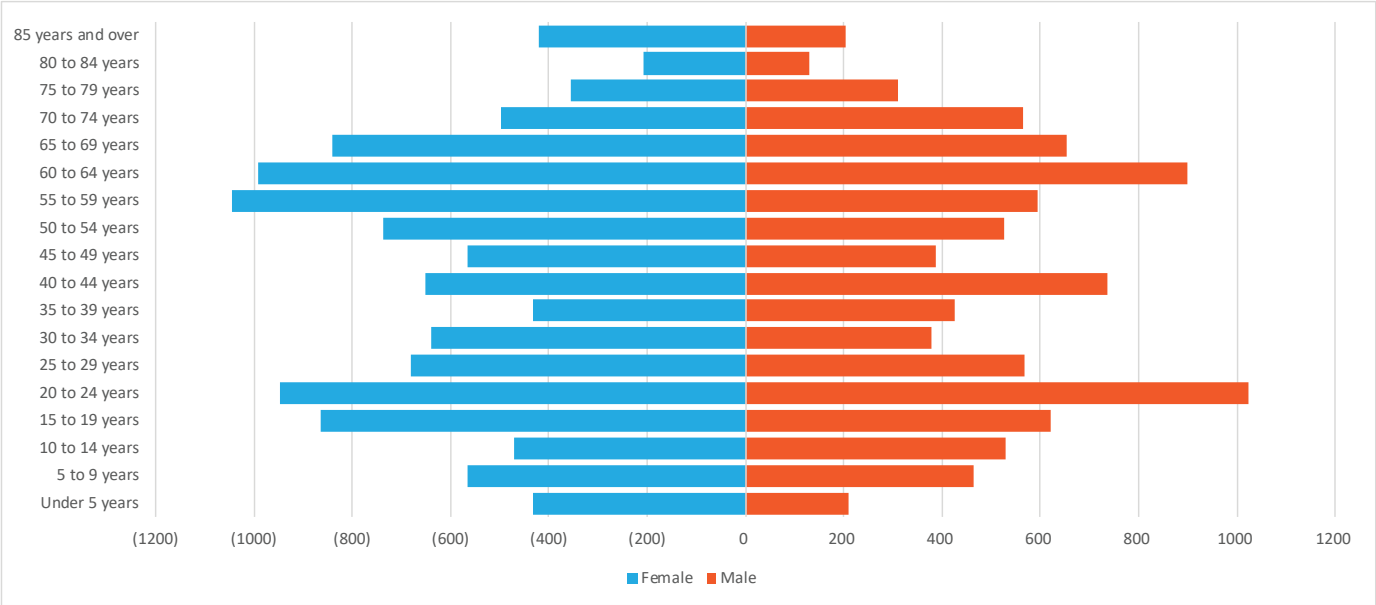
Similar to national trends, households in Ashland today are largely comprised of one and two people. This is reflective of the major population groups – young people and older adults without children. This is a long term national trend that is changing housing demand. Demand for smaller units, including compact single family, townhomes and apartments, is increasing.

Persons per Household by Tenure



Source: US Census, 2015 ACS (5-year Estimates)

Ashland Population Pyramid



Source: US Census, 2015 ACS (5-year Estimates)

Housing Affordability

It is possible to provide the capacity to produce market rate units that are affordable to persons at the median income or below. Fregonese Associates analysis showed that apartments are feasible, without subsidy, at rents of $1,270 - $1,295 per month, affordable to the median income household, as defined in Table 1. Units that are affordable below that rate would require an incentive or subsidy, though there are several tools the State has made available that could be used in Ashland for increased affordability, as discussed on page 13.

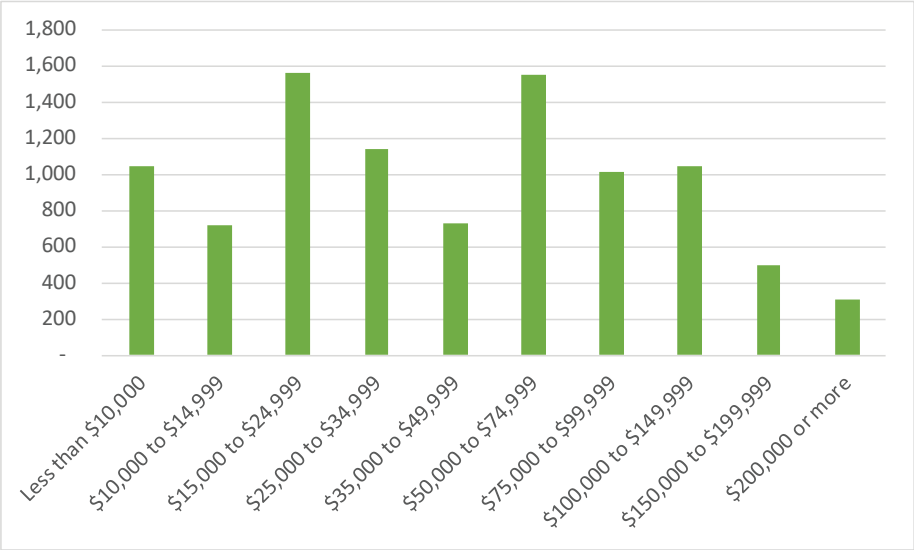
Table 1: Affordable Housing Income Limits by Family Size

Income Level	Number of Persons in Family							
	1	2	3	4	5	6	7	8+
Extremely Low Income (30%)	$12,060	$16,240	$20,420	$24,600	$28,780	$31,100	$33,250	$35,400
Low Income (50%)	$18,800	$21,450	$24,150	$26,800	$28,950	$31,100	$33,250	$35,400
Income at 60% of Median	$22,560	$25,740	$28,980	$32,340	$34,740	$37,320	$39,900	$42,480
Moderate Income (80%)	$30,050	$34,350	$38,650	$42,900	$46,350	$49,800	$53,200	$56,650
Median Income (100%)	$37,600	$42,900	$48,300	$53,600	$57,900	$62,200	$66,500	$70,800
Income at 120% of Median	$45,120	$51,480	$57,960	$64,320	$69,480	$74,640	$79,800	$84,960
Income at 130% of Median	$48,880	$55,770	$62,790	$69,680	$75,270	$80,860	$86,450	$92,040

Source: City of Ashland Affordable Housing Income Limits, May 2017 - May 2018

Demographics

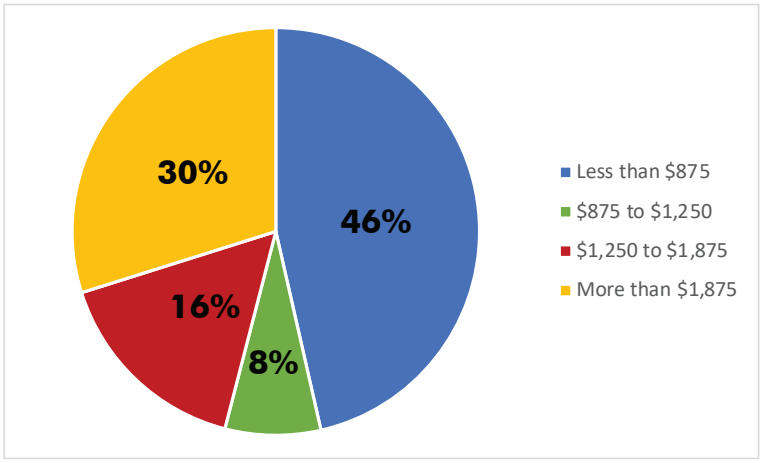
Ashland Household Income



Source: US Census, 2015 ACS (5-year Estimates)

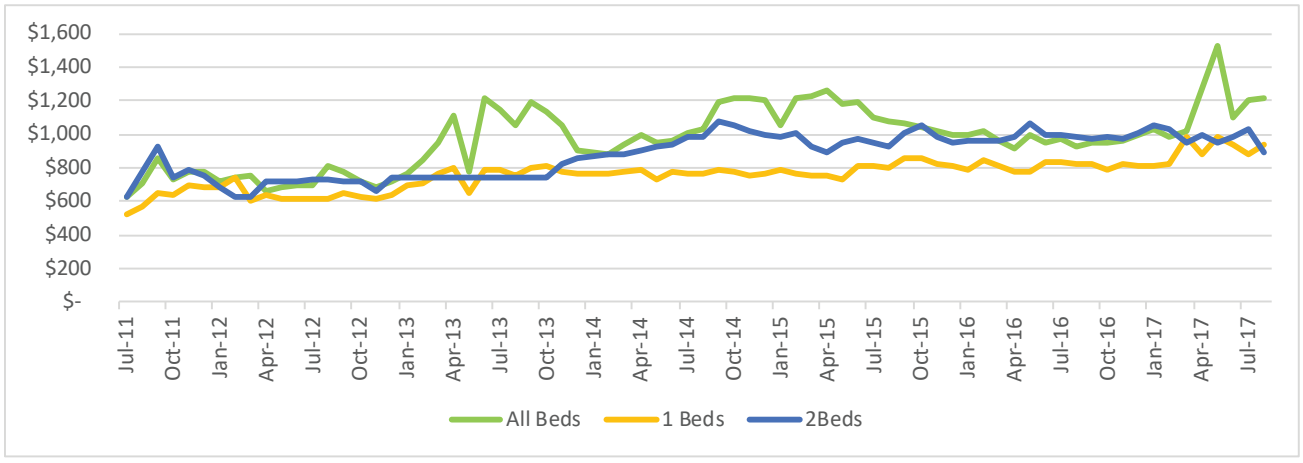
Median Income Comparisons	
Ashland	$45,704
Jackson Co.	$44,028
Portland	$55,003
Oregon	$51,243

Ashland Household Incomes Converted to Affordable Monthly Rents (30%)



Source: US Census, 2015 ACS (5-year Estimates)

Monthly Rent Trends (July 2011 - August 2017)

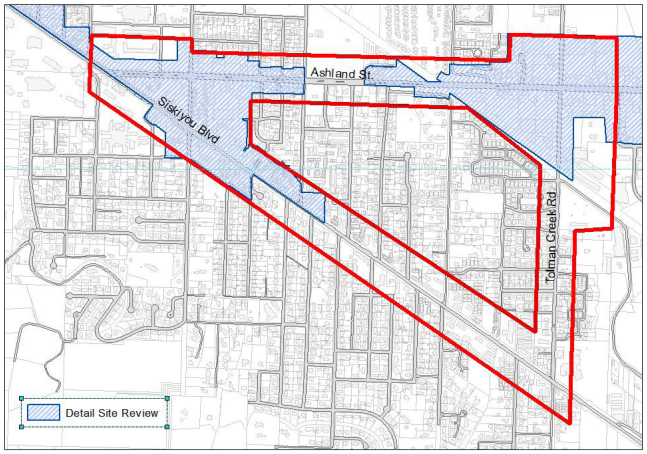


Source: Rent Jungle

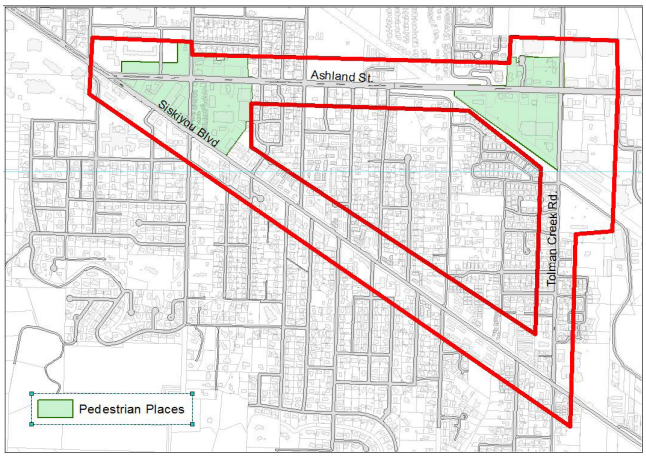
Zoning in the Transit Triangle

The transit triangle area is comprised of a variety zones, but the primary (re)development opportunities are adjacent to the main roadways and are in the Commercial (C-1), Employment (E-1), High Density Multifamily (R-3) and Residential (R-2) zones. Most of Ashland Street and a portion of Siskiyou Boulevard and Tolman Creek Road are located in the Detail Site Review overlay. The areas surrounding the intersections of Ashland Street and Walker Avenue, and Ashland Street and Tolman Creek Road are also located in the Pedestrian Places overlay.

Detail Site Review Overlay



Pedestrian Places Overlay



Commercial (C-1)

The C-1 zone allows a range of commercial and residential uses, heights of up to 45 feet, including parapet, and residential densities of 30 dwelling units per acre.

Employment (E-1)

The E-1 zone also allows a range of commercial and residential uses, as well as light industrial uses, heights of up to 45 feet, including parapet, and residential densities of 15 dwelling units per acre.

High Density Multiple Family Residential Zone (R-3)

The R-3 zone allows single family and multi-family developments, heights up to two-and-a-half stories and residential densities of 20 units per acre. Like the other residential zones, uses such as parks, religious institutions and schools are also accommodated in the R-3 zone. Offices are allowed in the R-3 zone through the Conditional Use Permit (CUP) process.

Low Density Multiple Family Residential Zone (R-2)

The R-2 zone allows single family and multi-family developments, heights up to two-and-a-half stories and residential densities of 13.5 units per acre.

Current Zoning Issues

Current zoning in the Transit Triangle was evaluated to determine if it can produce economical housing and mixed-use developments. The production of such housing is not feasible in any of the zones analyzed, based on existing zoning standards (Table 2). The current code encourages the development of large apartments, townhomes and condominiums at low density, contrary to the realities of developing mixed-use infill housing in a city that has the costs found in Ashland.

Table 2: Current Standards for Zones within Transit Triangle

Current Zoning	R-2	R-3	E-1	C-1
Height	35 ft or 2.5 stories	35 ft or 2.5 stories	45 ft	45 ft
Parking Requirements	1-2 per unit	1-2 per unit	2 per 1,000 sq ft (office)	2.8 per 1,000 sq ft (retail)
Allowed Residential Density	13.5 DU/Acre	20 DU/Acre	15 DU/Acre	30 DU/Acre
Landscape Area	35%	25%	15%	15%
Lot Coverage	65%	75%	85%	85%

Source: City of Ashland Land Use Ordinance

Streetscape Improvements

Streetscape improvements within the Transit Triangle, such as traffic calming, safer and shorter crossings, bike lanes, on-street parking, and street lights and trees, would increase walkability, desirability and safety in the area. Increased desirability translates into increased demand from a wider demographic cross section, and this increased demand leads to higher achievable rents and expanded investment opportunities.

These improvements are just some of the many urban amenities that increase the value of nearby housing, along with retail, parks, transit, and bike facilities. Streetscape enhancements should be implemented alongside land use and zoning standard updates to achieve the feasible rents demonstrated by Fregonese Associates analysis.

Transit Improvements

The Transit Triangle is served by Rogue Valley Transportation District (RVTD) Route 10. RVTD recently made service enhancements and, as a result, Route 10 now provides 20 minute service from 7am-5pm (Monday-Friday) and 30 minute service for the remainder of the day (5am-7am and 5pm-7pm, Monday - Friday). Route 10 also includes service on Saturdays at hour intervals. Route 10 provides the highest ridership in the RVTD system (50 percent of all RVTD riders) and the Bi-Mart stop on Tolman Creek Road is one of the most used stops system wide.

The State of Oregon recently passed a $5.3 billion transportation bill, which will, in part, be used to improve transit service and access across the state. RVTD will benefit from both new and enhanced service.

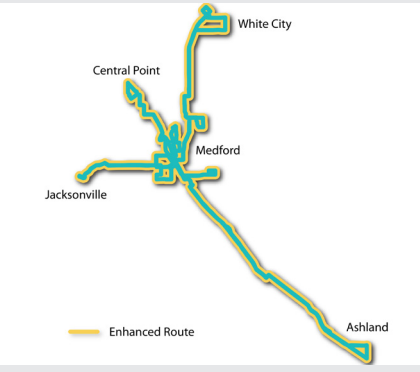
Proposed RVTD Service Enhancements

New Service

1. Highway 99 Express - New express route connecting Medford to Ashland along Highway 99.

2. Central Point Circulator - New fixed-route connecting areas within Central Point.

3. Ashland Circulator - New fixed-route connecting Downtown Ashland to surrounding area.



Enhanced Service

1. Saturday Service - Saturday frequency expanded to 30 minutes.

2. Expanded Service Hours - Earlier morning and later evening service Monday through Friday.

Fregonese Associates created and modeled a mixed-use building prototype for an existing property at the corner of Park Street and Ashland Street. This study reveals what a specific project would look like on a real site.

- **Height** – The building represents a modern three-story building, which would permit up to a 45 foot height for a building with three floors. This height is permitted because the first floor in modern mixed-use buildings is often very high - 14 to 16 feet. The roof may also have a parapet, which allows the roof to be used for outdoor facilities, such as a deck or even a small pool.
- **Landscaping** – 15% landscaping.
- **Unit limit** – No unit limit (determined by FAR rather than unit count)
- **Parking** – One parking space per unit; No parking required for the on-site retail up to 2,000 square feet.
- **Unit size** – The building has 650 to 700 square foot apartment units and a small amount of retail on the Ashland Street frontage.

An analysis was conducted with three, four and five story buildings. Tables 3 and 4 illustrate the results for the height experiment as they pertain to dwelling units per acre and average rents.

The height increase adds density - up to 35% more units per acre. There is no change in monthly rents between the stepback design and the standard design. However, research indicates that buildings with stepbacks are more expensive and complex to construct because of load bearing issues. This additional cost is not reflected in the model.

The three-story development, with stepback, would be suitable in R-2 and R-3 zones, and the four-story development would be suitable in the C-1 and E-1 zones. These four-story developments will have a stepback only when adjacent to a residential zone.

Table 3: Dwelling Units per Acre

Stories	DU/Acre with Stepback	DU/Acre without Stepback
3	44.5	48.7
4	51.1	55
5	56.2	60

Table 4: Average Monthly Rents

Stories	Average Monthly Rent (with and without Stepback)
3	$1,295
4	$1,282
5	$1,270

Original Ashland Vet site

Visualization of three-story building with stepback on Ashland Vet site

Recommended Zoning Changes

Current zoning issues can be addressed through the implementation of an Ashland Transit Triangle Overlay for the area, supplanting and extending the existing Pedestrian Place Overlay. The provision would allow the more economical development styles that were modeled.

The Ashland Transit Triangle Overlay would be intended to direct and encourage development of small, walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities, situated and designed in a way to encourage walking, bicycling, and transit use.

Example of a three-story building with stepback

The following changes would be instituted:

In the R2 and R3 zones:

1) Allow 3 story buildings with stepback

2) Reduce landscaping to 20%

3) Limit building intensity by FAR regulation to 1.25, rather than units per acre

4) Allow limited mixed-use

5) Reduce parking for apartments less than 800 sq. ft. to 1space per unit

6) Do not require parking in mixed use buildings for the first 2,000 square feet of commercial use

In the C1 and E1 zones:

1) Allow 4 story buildings with a stepback if adjacent to residential zones

2) Landscaping remains at 15%

3) Limit building intensity by FAR to 1.5 FAR

4) Encourage mixed-use

5) Reduce parking for apartments less than 800 sq. ft. to 1space per unit

6) Do not require parking in mixed use buildings for the first 2,000 square feet of commercial use

In addition, require new supplemental design standards to build a more walkable street environment.

For details, see the attached draft ordinance.

Providing Affordable Units in the Ashland Transit Triangle

As part of the changing zoning in the Ashland Transit Triangle, the City should consider the new affordable housing tools the state made available in the 2016 legislative session.

The tools include:

1) Inclusionary units can be 20% of units for projects of 20 units of more.

2) The income standard is 80% AMFI.

3) The City must provide the developer an option to pay a fee-in-lieu of the affordable units.

4) The City must offer one of the following financial incentives:

a. Fee waivers*

b. SDC waivers*

c. Finance based incentives

d. Property tax exemptions

5) The City can offer a series of zoning incentives:

a. Density adjustments*

b. Expedited service for local permitting processes

c. Modification of height, floor area or other site-specific requirements

d. Other incentives as determined by the city or county

The legislation also allows the City to impose a 1% construction excise tax to fund affordable housing, which is a tax on the permit value of new construction. Additionally, some exemptions can be made.

**City currently provides these incentives*

Examining the developments modeled in the Ashland Transit Triangle indicates that a property tax abatement is one of the most effective incentives to provide for affordable housing. The State has a long-standing property tax abatement program called the Vertical Housing Program. This provides up to a ten-year property tax abatement. Many cities have utilized this provision, for example:

- **Grants Pass** was the first city to implement a Vertical Housing Development Zone (VHDZ) in 2001, aiming to encourage investment in downtown historic buildings.
- **La Grande** created their VHDZ in 2002. The city currently has two state certified Vertical Housing developments in their downtown area: the Adams Avenue development, and N.K. West, an affordable housing development with 24 units.
- **Milwaukie**, where a VHDZ was created in 2003, currently has one certified property – the North Main Village apartments, considered the cornerstone of the city's downtown revitalization efforts.
- **Roseburg** implemented a VHDZ in 2009, aiming to incentivize developers to revitalize the downtown area by encouraging mixed-use construction.
- **Forest Grove** created a VHDZ in 2015. The city currently has one Vertical Housing development under construction – the Jesse Quinn Apartments in the historic downtown area. City officials hope that this mixed-use development will act as a catalyst for creating a livable, walkable downtown area.

As part of the regulatory revisions, Ashland can consider either the incentives for affordable housing, or incentives and inclusionary provisions in this area.

18.3.12.070 Ashland Transit Triangle Overlay

A. Purpose. The Ashland Transit Triangle Overlay is intended to direct and encourage development of small walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities situated and designed in a way to encourage walking, bicycling, and transit use.

B. Applicability.

1. This section applies to properties designated as Transit Triangle overlay on the Site Design Zones map.

(include maps here)

2. Review Procedure. The Ashland Transit Triangle Overlay requirements apply to proposed development located in the Ashland Transit Triangle Overlay that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings and associated accessory structures and uses. The provisions of the Ashland Transit Triangle Overlay supplement those of the applicable base zoning district and other applicable ordinance requirements.

3. Standards for buildings in the Transit Triangle Overlay.

All buildings and uses require Basic, Detail Site Review and Large Scale Development Site Design and Use Standards shall be applicable in accordance with Chapter 18.4 except as provided in this section

C. Development Standards. The following standards shall apply to development in the Ashland Transit Triangle overlay in addition to all applicable provisions of this ordinance.

1. Building Setbacks. The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north.

2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4 Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

3. Parking for Residential Dwellings. Residential dwellings in the Ashland Transit Triangle Overlay of less than 800 square feet are required to provide one off street parking space per unit, rather than the parking required in Section 18.96

D. Development Standards in R-2 and R-3 Zones. The following standards apply to development located in the Transit Triangle Overlay and a R-2 or R-3 zone, in addition to all applicable provisions of this ordinance.

1. Special Permitted Uses. In addition to the permitted uses in the underlying residential zone, the following uses and their accessory uses are permitted subject to the requirements of this section.

a. Professional, financial, business and medical offices, and personal service establishments.

b. Stores, shops, and offices supplying commodities or performing services.

c. Restaurants.

2. Development Standards and Limitations.

a. The maximum gross floor area occupied by a special permitted use shall be 60 square feet for every residential dwelling unit developed on the site.

Commented [MH1]: Like this approach. Since lots are relatively small (e.g., Ross Johnston approximately 15,000 sq ft) will this ratio result in big enough commercial spaces?

b. Special permitted uses shall be allowed in a building or in a group of buildings including a mixture of businesses and housing. At least 50 percent of the total gross floor area of a building, or of where there is more than one building on a site, 50 percent of the total lot area including accessory uses such as parking, landscaping and public space, shall be designated for residential uses.

c. The development shall meet the minimum housing density requirements of the underlying zone.

d. Mixed-use buildings shall be setback not more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement.

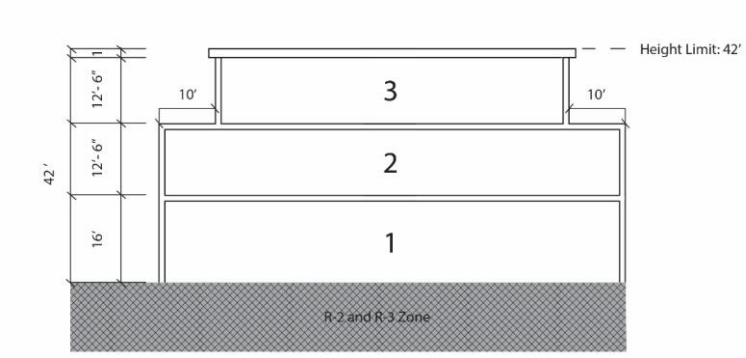
e. Mixed-use developments shall have a minimum Floor Area Ratio (FAR) of .50. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing buildings or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR or provide a shadow plan (see graphic) that demonstrates how development may be intensified over time to meet the required minimum FAR.

E. Development density standards in R-2 and R-3 zones

1. For the R-2 and R-3 zones the following standards.

a. Maximum height permitted in 42 feet, and no more than 3 stories.

b. A step back of 10’ for that portion of the building that is over 25’ high.



c. Maximum Floor Area Ratio (FAR) of 1.25
d. A least 20% of the site is required to be landscaped according to the standards of the Ashland Land Use Ordinance.

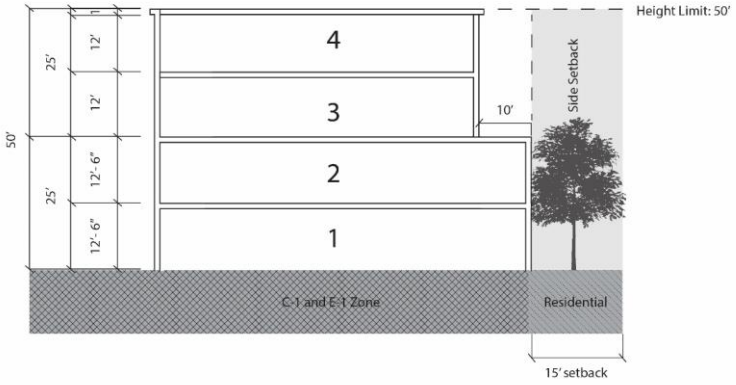
F. Development Standards in C-1 and E-1 Zones. The following standards apply to development located in the Transit Triangle Overlay and a C-1 or E-1 zone, in addition to all applicable provisions of this ordinance.

1. Parking. No parking is required for the first 2.500 square feet of retail or restaurant use per acre of development site.

2. Development Standards and Limitations.

a. Maximum height of 50 feet permitted, and no more than 4 stories

i. b. A ground-floor setback of 15 feet, and a step back of 10’ for that portion over 25 feet high where it is within 25 feet or a residential zone.



ii. c. A maximum density of 1.5 FAR.

iii. d. A least 15% of the site is required to be landscaped according to the standards of the Ashland Land Use Ordinance.

iv. e. No parking required for the first 2,500 square feet of retail or restaurant (per acre) if in a mixed use building.

CITY OF ASHLAND

Memo

DATE: October 24, 2017

TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Accessory Residential Unit Draft Code Revisions

The Planning Commission discussed providing more flexibility for homeowners that are interested in locating an accessory residential unit (ARU) within an existing home at the August 22, 2017 study session. Staff developed draft revisions of the ARU standards based on the August 22 discussion. The draft revisions are attached.

The draft revisions include three items for ARUs located in the single-family (R-1) zones and within the building footprint.

1. **Size:** ARUs within existing homes are allowed to be up to 75% of the size of the primary residence.
    - The current standards limit the size of an ARU to half the size of the main home and would continue to be applied to new construction involving ARUs (i.e., detached and attached).
    - The maximum size of an ARU is limited to 1,000 square feet by the current standards. These cap on the size would continue to apply to all ARUs, including within existing structures.
    -
2. **Parking:** ARUs within existing homes that are below 500 square feet in size would not require additional off-street parking spaces. However, if an ARU within an existing home is 500 square feet or larger, one off-street parking space would be required.
    - The current standards require one off-street parking space for ARUs less than 500 square feet in size and two spaces for ARUS 500 square feet and larger.

3. A definition is added for building footprint.

City of Ashland

Accessory Residential Unit Revisions

Draft Ordinance Amendments -10/24/2017

18.2.3.040 Accessory Residential Unit

Where accessory residential units are allowed, they are subject to Site Design Review under chapter 18.5.2, and shall meet all of the following requirements.

A. R-1 Zone. Accessory residential units in the R-1 zone shall meet the following requirements.

1. One accessory residential unit is allowed per lot, and the maximum number of dwelling units shall not exceed two per lot.
2. Accessory residential units are not subject to the density or minimum lot area requirements of the zone, except that accessory residential units shall be counted in the density of developments created under the Performance Standards Option in chapter 18.3.9.
3. The maximum gross habitable floor area (GHFA) of the accessory residential unit shall not exceed 50 percent of the GHFA of the primary residence on the lot**~~, and shall not exceed 1,000 square feet GHFA.~~, except that an accessory residential unit located within the building footprint of a primary residence built prior to** *insert adoption date* **(Ordinance #) may be up to 75 percent of the GHFA of the primary residence on the lot. Accessory residential units shall not exceed 1,000 square feet GHFA.**
4. The proposal shall conform to the overall maximum lot coverage and setback requirements of the underlying zone.
5. Additional parking shall be provided in conformance with the off-street parking provisions for single-family dwellings in section 18.4.3.040, except that parking spaces, turn-arounds, and driveways are exempt from the paving requirements in subsection 18.4.3.080.E.1.

B. RR Zone. In addition to the standards in subsection 18.2.3.040.A, accessory residential units in the RR zone shall meet the following requirements.

1. If the accessory residential unit is not part of the primary dwelling, all construction and land disturbance associated with the accessory residential unit shall occur on lands with less than 25 percent slope.
2. The lot on which the accessory residential unit is located shall have access to an improved city street, paved to a minimum of 20 feet in width, with curbs, gutters, and sidewalks.
3. No on-street parking credits shall be allowed for accessory residential units.
4. If located in the Wildfire zone, the accessory residential unit shall have a residential sprinkler system installed.

C. R-2 and R-3 Zones. Accessory residential units in the R-2 and R-3 zones shall meet the standards in subsection 18.2.3.040.A, except that the maximum gross habitable floor area

(GHFA) of the accessory residential structure shall not exceed 50 percent of the GHFA of the primary residence on the lot, and shall not exceed 500 square feet GHFA.

18.4.3.040 Parking Ratios

Except as provided by section 18.4.3.030, the standard ratios required for automobile parking are as follows. See also, accessible parking space requirements in section 18.4.3.050.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	**Minimum Parking per Land Use** (Based on Gross Floor Area; fractions are rounded to whole number.)
Residential Categories	
Single Family Dwelling **and Accessory Residential Unit**	2 spaces for the primary dwelling unit and the following for accessory residential units. a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit. b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit. c. 2-bedroom units --1.75 spaces/unit. d. 3-bedroom or greater units -- 2.00 spaces/unit. **e. 1 space for accessory residential units 500 sq. ft. or larger located in the R-1 zones and within the building footprint of a primary residence built prior to *insert date of adoption (Ordinance #).***
Multifamily	a. Studio units or 1-bedroom units less than 500 sq. ft. -- 1 space/unit. b. 1-bedroom units 500 sq. ft. or larger -- 1.50 spaces/unit. c. 2-bedroom units -- 1.75 spaces/unit. d. 3-bedroom or greater units -- 2.00 spaces/unit. e. Retirement complexes for seniors 55-years or greater -- One space per unit.
Manufactured Housing	Parking for Manufactured Home on Single-Family Lot is same as Single Family Dwelling; for Manufactured Housing Developments, see sections 18.2.3.170 and 18.2.3.180.
Performance Standards Developments	See chapter 18.3.9.
Commercial Categories	
Auto, boat or trailer sales, retail nurseries and other open-space uses	1 space per 1,000 square feet of the first 10,000 square feet of gross land area; plus 1 space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and 1 space per 2 employees.
Bowling Alleys	3 spaces per alley, plus 1 space for auxiliary activities set forth in this section.
Chapels and Mortuaries	1 space per 4 fixed seats in the main chapel.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	**Minimum Parking per Land Use** (Based on Gross Floor Area; fractions are rounded to whole number.)
Hotels	1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.
Offices	General Office: 1 space per 500 sq. ft. floor area.
	Medical/Dental Office: 1 space per 350 sq. ft. floor area.
Restaurants, Bars, Ice Cream Parlors, Similar Uses	1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is less.
Retail Sales and Services	General: 1 space per 350 sq. ft. floor area.
	Furniture and Appliances: 1 space per 750 sq. ft. floor area.
Skating Rinks	1 space per 350 sq. ft. of gross floor area.
Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses	1 space per 4 seats.
Travelers' Accommodations	1 space per guest room, plus 2 spaces for the owner or manager.
Industrial Categories	
Industrial, Manufacturing and Production, Warehousing and Freight	1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees whichever is less, plus 1 space per company vehicle.
Institutional and Public Categories	
Aircraft Hangar - Ashland Municipal Airport	~~**One**~~ **1** space per hangar or ~~**one**~~ **1** space per ~~**four**~~ **4** aircraft occupying a hangar, whichever is greater. Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master Plan.
Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories	2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.
Daycare	1 space per two employees; a minimum of 2 spaces is required.
Golf Courses	Regular: 8 spaces per hole, plus additional spaces for auxiliary uses.
	Miniature: 4 spaces per hole.
Hospital	2 space per patient bed.
Nursing and Convalescent Homes	1 space per 3 patient beds.
Public Assembly	1 space per 4 seats
Religious Institutions and Houses of Worship	1 space per 4 seats.
Rest Homes, Homes for the Aged, or Assisted Living	1 space per 2 patient beds or 1 space per apartment unit.
Schools	Elementary and Junior High: 1.5 spaces per classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater
	High Schools: 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater
	Colleges, Universities and Trade Schools: 1.5 spaces per classroom, plus 1 space per five students the school is designed to accommodate, plus requirements for on-campus student housing.

Table 18.4.3.040 – Automobile Parking Spaces by Use	
Use Categories	**Minimum Parking per Land Use** (Based on Gross Floor Area; fractions are rounded to whole number.)
Other Categories	
Temporary Uses	Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and designs standards for temporary uses.

18.6.1.030 Definitions

The following definitions are organized alphabetically.

B

Balcony. A railed or balustrade platform that project from a wall.

Ballot Measure 49 – Definitions Related to Chapter 18.5.10 Ballot Measure 49 Claims

- Ballot Measure 49. The measure enacted by the voters at the November, 2007 General Election, which amended ORS chapter 197. **Ballot Measure 49 Claim** means a written demand for compensation filed under section 12 to 14 of Measure 49 and ORS 197.25, as in effect on and after the effective date of Measure 49. **Claimant** in this context means the person who has filed a claim. The claimant must be a current owner of the property that is the subject of the claim.
- Fair Market Value. The amount of money, in cash, that the property would bring if the property were offered for sale by a person who desires to sell the property but is not obligated to sell the property, and if the property were bought by a person who was willing to buy the property but not obligated to buy the property. The fair market value is the actual value of property, with all of the property' s adaptations to general and special purposes. The fair market value of property does not include any prospective value, speculative value, or possible value based upon future expenditures and improvements.
- Interest. The average interest rate for a one-year United States Government Treasury Bill on December 31 of each year of the period between the date the land use regulation was enacted and the date the claim was filed, compounded annually on January 1 of each year of the period.
- Land Use Regulation. A provision of a city comprehensive plan, zoning ordinance, or land division ordinance that restricts the residential use of private real property zoned for residential use.
- Property. The private real property described in a claim and contiguous private real property that is owned by the same owner, whether or not the contiguous property is described in another claim, and that is not property owned by the federal government, an Indian tribe, or a public body, as defined in ORS 192.410.

- Reduction in Fair Market Value. The difference, if any, in the fair market value of the property from the date that is one year before the enactment of the land use regulation to the date that is one year after the enactment, plus interest.
- Waive or Waiver. An action or decision authorizing the claimant to use the property without application of the land use regulation(s) to the extent necessary to offset the reduction in fair market value of the property.

Bank Full Stage. The two-year recurrence interval flood elevation.

Bar. Premises used primarily for the sale or dispensing of liquor by the drink for on-site consumption and where food may be available for consumption on premises as accessory to the primary use.

Base Flood. The flood having a one percent chance of being equaled or exceeded in any given year.

Base Flood Elevation (BFE). The water surface elevation during the base flood in relation to a specific datum. The base flood elevation (BFE) is depicted on the Flood Insurance Rate Map (FIRM) to the nearest foot and in the Flood Insurance Study (FIS) to the nearest 0.1 foot. See also, definitions of Flood Insurance Rate Map and Flood Insurance Study.

Basement. That portion of a building with a floor-to-ceiling height of not less than six-and-a-half feet, where the perimeter walls do not exceed 12 feet above finished grade at any point, and where 50 percent or more of its perimeter walls are less than six feet above natural grade.

Bay.

1. A repetitive vertical subdivision of an exterior façade; may be defined by various means, including pilasters a wall openings.
2. A door or window opening in a façade, especially when defined by repetitive columns or arches.

Beekeeper. A person who owns or has charge of one or more colonies of bees.

Block. The land surrounded by streets and other right-of-way other than an alley or land that is designated as a block on any recorded subdivision map.

Block Length. The distance measured along a street between the centerlines of two intersecting through streets.

Block Perimeter. The sum of the block lengths of all sides of a block.

Building Code. The combined specialty codes as defined in AMC 15.04 and approved by the State of Oregon.

Building Envelope. An area, within the property boundaries of a lot, parcel, or space within which a permitted building can be placed.

Building Footprint. The area encompassed by a building's outer wall at ground level.