



Planning Commission Meeting Agenda

ASHLAND PLANNING COMMISSION

SPECIAL MEETING

Tuesday, April 29, 2025

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 the public testimony may be limited by the Chair.

I. CALL TO ORDER

7:00 p.m., Civic Center Council Chambers, 1175 E. Main Street

II. ANNOUNCEMENTS

1. Staff Announcements
2. Advisory Committee Liaison Reports

III. PUBLIC FORUM

Note: To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting. If you wish to discuss an agenda item electronically, please contact PC-public-testimony@ashland.or.us by April 29, 2025 to register to participate via Zoom. If you are interested in watching the meeting via Zoom, please utilize the following link: <https://zoom.us/j/95237419941>

IV. TYPE III PUBLIC HEARINGS

PLANNING ACTION: PA-T3-2024-00013

APPLICANT: City of Ashland

DESCRIPTION: Ashland's Planning Commission and City Council will conduct public hearings to consider legislation updating the city's zoning map and associated land use regulations to designate Climate Friendly Area (CFA) overlay zones as required under the state's Climate Friendly & Equitable Community (CFEC) rules. In areas designated as CFAs, cities must allow multifamily residential (with ground-floor mixed use) and townhome development as well as commercial, office and civic uses with maximum building heights of at least 50 feet. A minimum density of at least 15 dwelling units per acre (du/ac) is required for single-use residential developments, and there can be no maximum density cap. In addition, companion changes to the Downtown (C-1-D) zoning district will be considered to permit multi-family dwellings outright, without a mixeduse requirement, at a minimum density of 30 du/ac; to increase the maximum allowed building height from 40 feet to 50 feet, with the option to increase to 60 feet as a Conditional Use; and to remove maximum density limits, without formally designating the Downtown (C-1-D) district as a CFA.

V. OPEN DISCUSSION

VI. ADJOURNMENT

Next Meeting Date: May 13, 2025

If you need special assistance to participate in this meeting, please contact Derek Severson at planning@ashlandoregon.gov or 541.488.5305 (TTY phone number 1.800.735.2900). Notification at least three business days before the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting in compliance with the Americans with Disabilities Act.



TYPE III PUBLIC HEARING

Climate Friendly Areas Adoption Hearing, PA-T3-2025-00013

Memo

DATE: April 29, 2025
TO: Planning Commissioners
FROM: Derek Severson, *Planning Manager*
RE: [Climate Friendly Areas](#) Adoption Hearing

Background

The [Climate Friendly & Equitable Communities \(CFEC\) rules](#) adopted by the state in 2022 require cities to identify and re-zone Climate Friendly Areas (CFAs) sized to accommodate 30 percent of future population in mixed-use, pedestrian-friendly areas. The rules seek to reduce greenhouse gas emissions from automobiles in Oregon's eight metropolitan areas by focusing future development in pedestrian-friendly, mixed-use areas similar to traditional downtowns to encourage walking, biking and transit and reduce the need to drive, while also supporting greater usage of electric vehicles. Ashland has [studied potential CFAs](#) at the old Croman Mill site, the Railroad Property, the Transit Triangle formed by Ashland Street, Tolman Creek Road and Siskiyou Boulevard, and the downtown.

To comply with the CFEC rules, Ashland has so far:

- [Eliminated minimum off-street parking requirements city-wide.](#)
- Created a [study of potential Climate Friendly Areas \(CFAs\)](#) to accommodate at least 30 percent of Ashland's future population. The Department of Land Conservation & Development (DLCD) has reviewed and provided [comments](#) on this study.
- Begun implementing [state building codes](#) requiring that multi-family developments of five units or more provide conduit to support electrical vehicle charging for 40 percent of voluntarily provided parking spaces.
- Received a grant to support mapping, code work and public engagement to identify, formally adopt and re-zone CFAs and complete associated gaps analyses, highway impact studies, walkable design standards and written findings.
- Conducted meetings before Ashland's various advisory committees, Planning Commission and Council, including:
 - ✓ March 17, 2025 City Council Study Session
 - ✓ February 25, 2025 Planning Commission Study Session
 - ✓ November 4, 2024 City Council Study Session
 - ✓ October 22, 2024 Planning Commission Study Session
 - ✓ October 3, 2024 Social Equity & Racial Justice Advisory Committee

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
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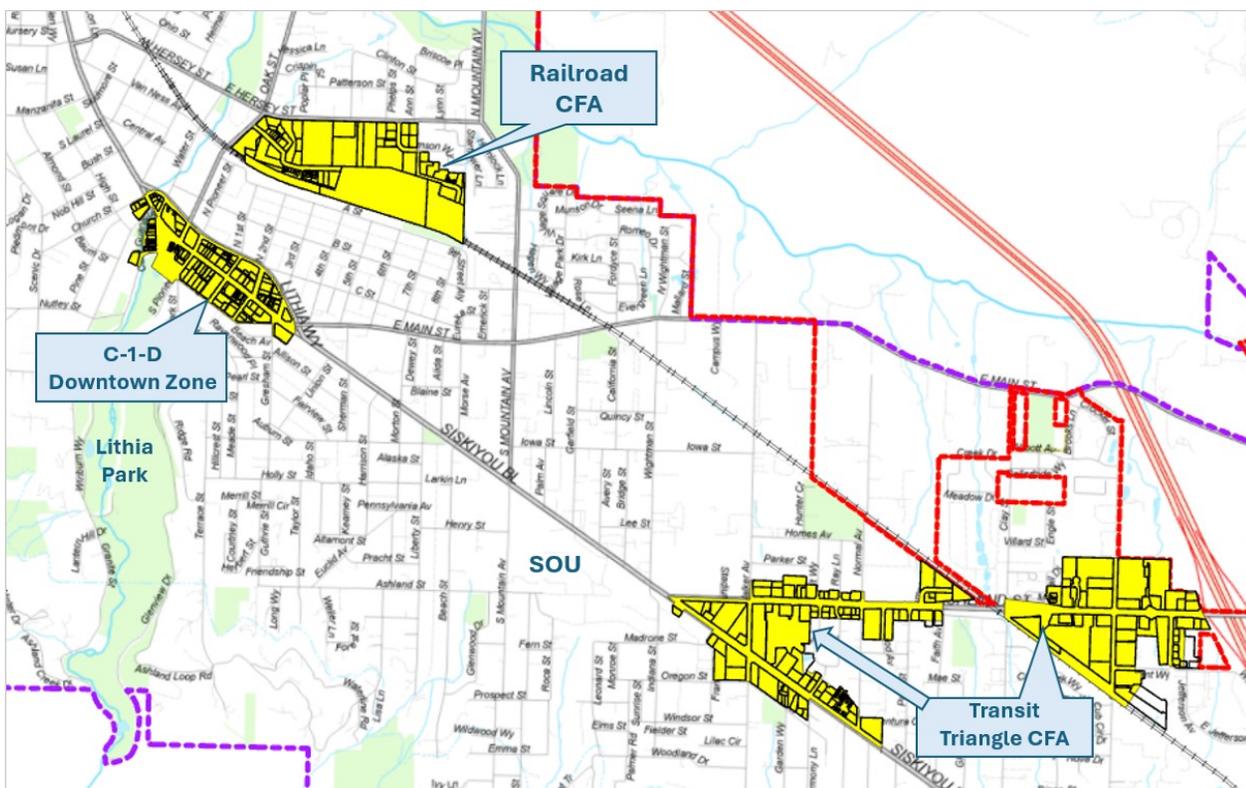
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- ✓ August 13, 2024 Planning Commission Study Session
- ✓ July 15, 2024 City Council Study Session

- Held a community open house in September of 2024
- Completed an on-line community survey for those unable to attend the open house.

The final phase of the state-mandated Climate Friendly Area adoption process is to formally select, re-zone and adopt regulations for Climate Friendly Areas sufficient to accommodate at least 30 percent of Ashland’s future population. The Planning Commission & City Council are looking at adopting two CFAs: the **Railroad CFA** and the **Transit Triangle CFA** (see map below). In addition, new regulations for the C-1-D downtown zone are being considered that would allow it to function like a CFA without formal designation to preserve local design review authority. The former Croman Mill site is not being designated as a CFA at this time to allow a developer-initiated masterplan to move forward, but it could readily be designated as a CFA in the near future.



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Under Ashland Land Use Code Chapter 18.5, the adoption of the proposed code and map amendments to implement Climate Friendly Areas constitutes a *Legislative Decision*. Legislative decisions involve the adoption or amendment of land use regulations and are subject to a public review process that includes public hearings before both the Planning Commission and the City Council. Pursuant to AMC 18.5.1.070 and 18.5.9.020, these hearings ensure an opportunity for public input and provide the legislative bodies with a forum to evaluate consistency with applicable state rules, the Ashland Comprehensive Plan, and community objectives before formal adoption. The Council makes final decisions on legislative proposals through enactment of an ordinance.

Tonight's meeting is the first public hearing to review the project team's (3J Consulting, JET Planning) latest version of the code updates, based on Planning Commission and Council input to date, in order to generate the Planning Commission's final recommendation to Council on the adoption of Climate Friendly Areas.

Following tonight's meeting, there will be a public hearing and first reading of the ordinance at Council on May 6th, and a second reading and findings adoption on June 3rd. Under the Climate Friendly & Equitable Community rules, the city must adopt Climate Friendly Areas no later than June 30th.

Recommendations

Staff recommends approval of the ordinance amendments and associated map changes as presented. The proposed amendments reflect the direction provided by the City Council and Planning Commission throughout the public engagement process, including study sessions, stakeholder input, and a community open house. These actions are in compliance with the Climate Friendly and Equitable Communities (CFEC) requirements and position the City of Ashland to further its objectives of supporting compact, walkable, and climate-resilient development in designated Climate Friendly Areas. The code and map amendments establish consistent development standards that implement state-mandated CFA criteria while accommodating local land use goals and design priorities.

Recommended Motion

I move that the Planning Commission recommend the City Council adopt the ordinance amendments as proposed [or as amended], including the following actions to implement Climate Friendly Areas within the City of Ashland:

- *Amend the Land Use Ordinance to establish a new Climate Friendly Overlay (CFA) chapter and repeal the existing Transit Triangle Overlay (AMC 18.3.14, new and repealed);*
- *Adopt additional code amendments for consistency and clarity within AMC Title 18, including updates to chapters 18.2.118.2.2, 18.2.3 and 18.2.6, to align with CFA regulations and ensure implementation of applicable development standards.*

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- Amend the Site Design Zones Map to align the Detailed Site Design Review boundary with the Climate Friendly Area boundaries (AMC 18.4.2);
- Amend the Zoning Map to apply the Climate Friendly Overlay and amend the Residential Overlay

REFERENCES & ATTACHMENTS

Attachment #1:	Adoption Memo from JET Planning
Attachment #2:	Draft Findings prepared by JET Planning
Attachment #3:	Code Amendments to AMC 18.21
Attachment #4:	Code Amendments to AMC 18.2.2
Attachment #5:	Code Amendments to AMC 18.2.3.130
Attachment #6:	Code Amendments to AMC 18.2.6
Attachment #7:	Code Amendments to AMC 18.3.12
Attachment #8:	Code Amendments to AMC 18.3.13
Attachment #9:	Code Amendments to AMC 18.3.14
Attachment #10:	Amended Zoning Map for Adoption
Attachment #11:	Amended Site Design Zones Map for Adoption

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MEMO

DATE: April 29, 2025
TO: Planning Commission, City of Ashland
CC: Brandon Goldman and Derek Severson, City of Ashland
FROM: Elizabeth Decker, JET Planning
SUBJECT: Climate-Friendly Area Code Updates Proposed Draft

BACKGROUND

The City of Ashland is working to designate Climate-Friendly Areas (CFAs) as part of the state’s Climate Friendly and Equitable Communities (CFEC) program that aims to reduce climate pollution, provide more transportation and housing choices, and promote more equitable land use planning outcomes. The City is proposing to designate the Railroad Property and portions of the Transit Triangle as CFAs based on engagement with Planning Commission, City Council, stakeholders and the public in earlier phases of this project. The City must take action to amend the zoning code and zoning maps to adopt the proposed CFAs that meet applicable rules including allowed uses, dimensional standards, and density standards, by June 30, 2025.

I. CODE CHANGES SUMMARY

The following table summarizes the proposed CFA code updates to fully implement state requirements and incorporate City direction on key concepts, including feedback provided by Planning Commission and City Council at their February and March work sessions, respectively. Changes relative to the earlier review draft (dated February 17, 2025) are noted in *italics* below.

Item	Code Section	Intent
1	Table 18.2.1.020	Add CF Overlay and remove TT Overlay from list of City zones and overlays.

Item	Code Section	Intent
2	Table 18.2.2.030	<p>Remove special use standards referencing the TT Overlay for Multifamily Dwellings.</p> <p>Note that references to use exceptions within the new CF Overlay are not proposed within the table to limit the number of exceptions; instead, the overarching statement in AMC 18.2.2.030(E) establishes that the base zone standards may be amended by specific overlay standards.</p>
3	Table 18.2.2.030	<p>Delete ‘Commercial Retail Sales and Services’ category that duplicates existing ‘Retail Sales and Services’ category, which is the preferred, defined term in 18.6.1.</p>
4	Table 18.2.2.030	<p>No change: Maintain allowed locations for ‘Drive-up Uses,’ limited to area east of Ashland Street at intersection with Siskiyou Boulevard. While this is within the proposed CFA, the additional limitation preventing new drive-up uses and design standards for drive-up facilities are intended to manage potential impacts to walkability and urban design within the CFA.</p>
5	18.2.3.130	<p>Clarify option to develop residential uses within the C-1 and E-1 zones within the CF Overlay, separate from special use standards that otherwise apply in base zones.</p>
6	18.2.3.130.B.2	<p><i>Remove maximum density standards for residential uses within the C-1 and E-1 zones (citywide), consistent with change to base zone standards.</i></p>
7	18.2.3.130.B.4	<p><i>Add option for multifamily uses outright in C-1-D, exempt from mixed-use standards. Such developments must meet commercial-ready ground-floor requirements and achieve a minimum density of 30 du/ac.</i></p>
8	18.2.6	<p><i>Remove maximum density for C-1 and E-1 zones, allow dimensional standards to control scale of development.</i></p>
9	18.2.6	<p><i>Revise C-1-D (downtown) dimensional standards for parity with CFAs:</i></p> <ul style="list-style-type: none"> • <i>Remove maximum density.</i> • <i>Increase maximum height to 50 ft outright and up to 60 ft conditionally.</i>
10	18.3.12.030	<p>Expand the extent of the Detail Site Review Overlay on the Site Design Zones figures to include the entirety of both CFAs; the majority but not all of those areas are currently included. Applying the Detail Site Review Overlay will make the CFAs subject to additional design standards in 18.4.2.040 that align with the CFEC walkable urban design</p>

Item	Code Section	Intent
		standards, and will require Type II review for developments over 10,000 SF.
11	18.3.12.060	Limit Pedestrian Places (PP) overlay to only apply outside of CF Overlay, to avoid overlap. <ul style="list-style-type: none"> • Delete TT Overlay reference in 18.3.12.060.B.4. • Remove first two of three map figures in Figure 18.3.12.060, limiting extent of overlay to Main St/Mountain Ave vicinity. • Delete concept plan figures for the Tolman Creek Rd/Ashland St and Walker Ave/Ashland St pedestrian places.
10	18.3.12.070.A	Establish that CF overlay applies to properties zoned CF on the Zoning Map.
11	18.3.13.010.C	Remove reference to Transit Triangle Overlay in Residential Overlay requirements.
12	Figure 18.3.13.010	Exclude Railroad Property from the Residential (R) Overlay by revising map figure; CF Overlay will replace and expand upon the R Overlay.
13	18.3.13.C.2	Remove maximum density standards within the R Overlay, consistent with change to base zone standards.
14	18.3.14 (existing)	Delete TT Overlay standards.
15	18.3.14 (new)	Establish new CF Overlay that applies in addition to and supersedes base zone requirements, to be designated on the Zoning Map.
16	18.3.14.040	Revise use standards in underlying zones: <ul style="list-style-type: none"> • Add attached single-family dwellings, multifamily dwellings, retail uses, restaurants, schools and parks as permitted uses for C-1 and E-1 zoned areas within the overlay. • <i>Prohibit self-service storage in E-1 which are otherwise permitted conditionally; maintain existing prohibition in C-1 zones.</i> • <i>Require conditional use permit for wholesale storage and distribution in E-1 zoned areas which are otherwise permitted as special uses.</i> • <i>Continue to permit automotive repair or service and automotive sales as conditional or special uses in C-1 and E-1 zoned areas, recognizing the presence of existing uses within the proposed CFAs.</i>

Item	Code Section	Intent
		<ul style="list-style-type: none"> • <i>Continue to permit drive-up uses as special uses within C-1 zoned areas, which are already capped and subject to design standards.</i> • Add child care centers, governmental offices, offices, retail sales and services as permitted uses for R-2 zoned areas.
17	18.3.14.040.C	<ul style="list-style-type: none"> • Add special use standards for attached single-family dwellings that link access and lot frontage standards, promoting the use of alleys to serve any townhouse lots and steering developments away from arterials. Intended to create walkability and limit curb cuts. • Add special use standards for multifamily dwellings to retain mixed-use requirement (minimum 35% nonresidential use on ground floor, both vertical and horizontal options). Add exemptions for: <ul style="list-style-type: none"> • Affordable housing projects, as required by state law. • Buildings developed with ‘commercial-ready’ ground floor space.
18	18.3.14.050	<p>Supersede dimensional standards in base zones to include:</p> <ul style="list-style-type: none"> • <i>New minimum density to meet or exceed minimum 15 du/ac CFA requirement. 15 du/ac proposed in R-2, 20 du/ac proposed in E-1, and 25 du/ac proposed in C-1 for more robust development tilted towards multifamily rather than townhouses.</i> • Exceptions to minimum density proposed, consistent with state rules, for mixed use buildings that have a FAR of 2.0+ or renovations of existing structures. • Minimum FAR of 0.5 proposed, similar to existing TT overlay, to encourage robust development; not required by state rules. • Setbacks only required for development abutting residential zones outside of the overlay. • Solar setbacks limited to buildings within 100 feet of a residential zone. • Increase maximum height to 50 feet, with bonus up to 60 feet allowed for affordable housing (or bonus permitted by state rules, whichever is greater).
19	18.3.14.060.A	<p>Apply maximum block length standard of 350 feet for new developments larger than 5.5 acres, to implement state rules. All development subject to City’s block length standard of 300 to 400 feet.</p>

Item	Code Section	Intent
20	18.3.14.060.B	Apply 10-foot step-back for portions of buildings over 25 feet tall abutting residential zones outside of the overlay.
21	Figures 18.4.2.040.C.2, 3, 4	Expand Detail Site Review Overlay to include full extent of both CFAs by revising map figures.

**BEFORE THE CITY COUNCIL
CITY OF ASHLAND, JACKSON COUNTY, OREGON**

June 3, 2025

In the matter of Planning Action PA-T3-2024-00013)
which includes amendments to the Ashland Municipal)
Code (AMC) Title 18 Land Use concerning the addition) FINDINGS OF FACT AND
of Chapter 18.3.14 Climate Friendly Overlay and) CONCLUSIONS OF LAW
associated amendments, the repeal of existing Chapter)
18.3.14 Transit Triangle Overlay, and to the Zoning and)
Land Use Controls Map and to the Site Design Zones Map.)

PURPOSE:

The proposal includes a series of map and zoning code amendments intended to implement a new Climate Friendly (CF) Overlay for two proposed Climate Friendly Areas (CFAs) consistent with state Climate Friendly and Equitable Communities (CFEC) rules to promote vibrant, mixed-use walkable neighborhoods. The Railroad Property CFA is proposed for the area north of downtown bounded by Oak Street, Hersey Street, Williamson Way/Russell Street, and the railroad tracks. The Transit Triangle CFA is proposed for the area in southeast Ashland along Ashland Street between Siskiyou Boulevard and I-5 and along Siskiyou Boulevard between Ashland Street and Beswick Way.

Implementation is achieved by four distinct ordinances. The first ordinance amends the land use ordinance to include a new chapter 18.3.14 Climate Friendly Overlay as implementing regulations for the land use designation, and to repeal the existing chapter 18.3.14 Transit Triangle Overlay. The second ordinance amends the Zoning and Land Use Controls Map to add the CF Overlay. The third ordinance amends the Site Design Zones Map to align the Detailed Site Design Review extent with the proposed CFA boundaries. The fourth ordinance includes a series of amendment to AMC Title 18 Land Use for clarity and consistency.

PUBLIC HEARINGS:

Notice was published in The Ashland News on April 8, 2025 for public hearings before the Planning Commission and the Ashland City Council. A public hearing was held at the Planning Commission on April 29, 2025 and at the City Council on May 6, 2025. Notice was also sent to the Department of Land Conservation and Development on March 4, 2025.

SUMMARY OF AMENDMENTS

The CF Overlay is proposed for two CFAs:

- The **Railroad Property CFA** includes **57 acres** in the center of the city, just a few blocks north of downtown. (see Figure 1 on page 2). The site is zoned Employment (E-1) with the Residential (R) Overlay for the majority of the site. The site has

been planned for a pedestrian-focused missed-use area dating back to the 2001 master plan for the site, and the CF Overlay provides an opportunity to update and expand the mixed-use development opportunities for the full site.

- The **Transit Triangle CFA** includes **120.35 acres** along the major transit corridors on Siskiyou Boulevard and Ashland Street (see Figure 2 on page 3). The site is zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low Density Multiple Family (R-2) with the Transit Triangle (TT) Overlay applying to the entire site, offering optional mixed-use provisions beyond the base zone standards to facilitate a mix of housing types and businesses in an environment that is friendly to walking, biking, and using transit.

The purpose of the new Climate Friendly (CF) Overlay is to encourage development and redevelopment within vibrant, walkable mixed-use centers supported by a variety of transportation options. Proposed residential uses include multifamily in mixed-use and standalone configurations, and townhouses, and nonresidential uses include retail sales and services, restaurants, offices, and public uses. Greater concentrations of housing and businesses are mutually supporting, expanding housing opportunities and providing a better environment for local business development and expansion to help residents meet their daily needs within a walkable setting.

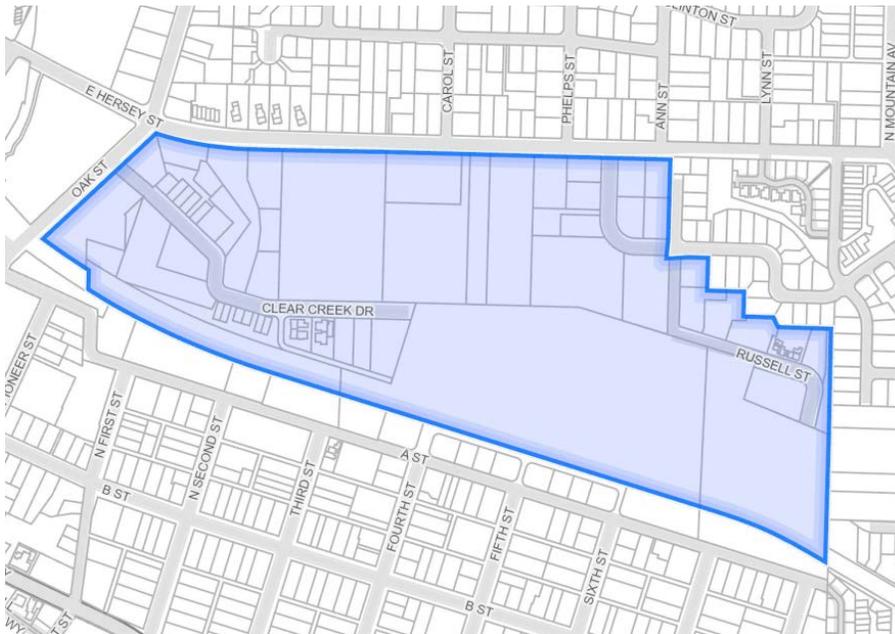


Figure 1: Railroad Property CFA



Figure 2: Transit Triangle CFA

Proposed Code Amendments

New CF Overlay implementing regulations proposed in Chapter 18.3.14 Climate Friendly Overlay include:

<p>AMC 18.3.14.010, .020, .030</p>	<p>Establish new CF Overlay that applies in addition to and supersedes base zone requirements, to be designated on the Zoning Map.</p>
<p>AMC 18.3.14.040</p>	<p>Revise use standards in underlying zones:</p> <ul style="list-style-type: none"> • Add attached single-family dwellings, multifamily dwellings, retail uses, restaurants, schools and parks as permitted uses for C-1 and E-1 zoned areas within the overlay. • Prohibit self-service storage in E-1 which are otherwise permitted conditionally; maintain existing prohibition in C-1 zones. • Require conditional use permit for wholesale storage and distribution in E-1 zoned areas which are otherwise permitted as special uses. • Continue to permit automotive repair or service and automotive sales as conditional or special uses in C-1 and E-1 zoned areas, recognizing the presence of existing uses within the proposed CFAs. • Continue to permit drive-up uses as special uses within C-1 zoned areas, which are already capped and subject to design standards. • Add child care centers, governmental offices, offices, retail sales and services as permitted uses for R-2 zoned areas.

AMC 18.3.14.040.C	<ul style="list-style-type: none"> • Add special use standards for attached single-family dwellings that link access and lot frontage standards, promoting the use of alleys to serve any townhouse lots and steering developments away from arterials. Intended to create walkability and limit curb cuts. • Add special use standards for multifamily dwellings to retain mixed-use requirement (minimum 35 percent nonresidential use on ground floor, both vertical and horizontal options). Add exemptions for: <ul style="list-style-type: none"> • Affordable housing projects, as required by state law. • Buildings developed with ‘commercial-ready’ ground floor space.
AMC 18.3.14.050	<p>Supersede dimensional standards in base zones to include:</p> <ul style="list-style-type: none"> • New minimum density to meet or exceed minimum 15 du/ac CFA requirement. 15 du/ac proposed in R-2, 20 du/ac proposed in E-1, and 25 du/ac proposed in C-1 for more robust development tilted towards multifamily rather than townhouses. • Exceptions to minimum density proposed, consistent with state rules, for mixed use buildings that have a FAR of 2.0+ or renovations of existing structures. • Minimum FAR of 0.5 proposed, similar to existing TT overlay, to encourage robust development; not required by state rules. • Setbacks only required for development abutting residential zones outside of the overlay. • Solar setbacks limited to buildings within 100 feet of a residential zone. • Increase maximum height to 50 feet, with bonus up to 60 feet allowed for affordable housing (or bonus permitted by state rules, whichever is greater).
AMC 18.3.14.060.A	<p>Apply maximum block length standard of 350 feet for new developments larger than 5.5 acres, to implement state rules. All development subject to City’s block length standard of 300 to 400 feet.</p>
AMC 18.3.14.060.B	<p>Apply 10-foot step-back for portions of buildings over 25 feet tall abutting residential zones outside of the overlay.</p>

The proposed amendments would repeal the existing Transit Triangle (TT) provisions in AMC 18.3.14 in their entirety.

Additional changes to the C-1-D standards that apply to downtown are proposed for parity with the proposed CFAs, including:

- Increasing the allowed height from 40 to 50 feet outright, and from 55 to 60 feet permitted conditionally.
- Removing the maximum density of 60 dwelling units/acre (du/ac).
- Permitting multifamily residential outright, without a ground-floor commercial component, when the ground floor is built to ‘commercial-ready’ standards and meets a minimum density of 30 du/ac. (Proposed AMC Table 18.2.6.030.)

Similarly, changes are proposed to remove the maximum density standards in C-1 (currently 30 du/ac) and in E-1 (currently 15 du/ac, limited to the Residential Overlay) to better support residential development citywide. (Proposed AMC Table 18.2.6.030.) Mixed-use development requirements and existing dimensional standards, including a maximum height of 40 feet, would continue to apply.

Additional edits and clarifications to the Land Use Ordinance that align with the proposed CF Overlay include:

AMC Table 18.2.1.020	Add CF Overlay and remove TT Overlay from list of City zones and overlays.
AMC Table 18.2.2.030	Remove special use standards referencing the TT Overlay for Multifamily Dwellings. Note that references to use exceptions within the new CF Overlay are not proposed within the table to limit the number of exceptions; instead, the overarching statement in AMC 18.2.2.030(E) establishes that the base zone standards may be amended by specific overlay standards.
AMC Table 18.2.2.030	Delete ‘Commercial Retail Sales and Services’ category that duplicates existing ‘Retail Sales and Services’ category, which is the preferred, defined term in 18.6.1.
AMC 18.2.3.130	Clarify option to develop residential uses within the C-1 and E-1 zones within the CF Overlay, separate from special use standards that otherwise apply in base zones.
AMC 18.2.3.130.B.2	Remove maximum density standards for residential uses within the C-1 and E-1 zones (citywide), consistent with change to base zone standards.
AMC 18.2.3.130.B.4	Add option for multifamily uses outright in C-1-D, exempt from mixed-use standards. Such developments must meet commercial-ready ground-floor requirements and achieve a minimum density of 30 du/ac.
AMC 18.3.12.030	Expand the extent of the Detail Site Review Overlay on the Site Design Zones figures to include the entirety of both CFAs; the majority but not all of those areas are currently included. Applying the Detail Site Review Overlay will make the CFAs subject to additional design standards in

Commented [ED1]: City, same comment as above, could be reformatted as bulleted list or cross reference the code summary memo.

	18.4.2.040 that align with the CFEC walkable urban design standards, and will require Type II review for developments over 10,000 SF.
AMC 18.3.12.060	Limit Pedestrian Places (PP) overlay to only apply outside of CF Overlay, to avoid overlap. <ul style="list-style-type: none"> • Delete TT Overlay reference in 18.3.12.060.B.4. • Remove first two of three map figures in Figure 18.3.12.060, limiting extent of overlay to Main St/Mountain Ave vicinity. • Delete concept plan figures for the Tolman Creek Rd/Ashland St and Walker Ave/Ashland St pedestrian places.
AMC 18.3.12.070.A	In list of overlays, establish that CF overlay applies to properties zoned CF on the Zoning Map.
AMC 18.3.13.010.C	Remove reference to Transit Triangle Overlay in Residential Overlay requirements.
AMC Figure 18.3.13.010	Exclude Railroad Property from the Residential (R) Overlay by revising map figure; CF Overlay will replace and expand upon the R Overlay.
AMC 18.3.13.C.2	Remove maximum density standards within the R Overlay, consistent with change to base zone standards.
AMC Figures 18.4.2.040.C.2, 3, 4	Expand Detail Site Review Overlay to include full extent of both CFAs by revising map figures.

Proposed Map Amendments

Proposed map changes to implement the CF Overlay and related changes include:

- On the Zoning Map, adding the CF Overlay for the two proposed CFAs.
- On the Zoning Map, removing the Residential (R) Overlay from the Railroad Property.
- On the Zoning Map, removing the Pedestrian Places (P) Overlay from portions of both CFAs.
- On the Site Design Zones Map, expanding the extent of the Detail Site Review Zone to fully align with the CFA boundaries.

The Transit Triangle (TT) Overlay is also proposed to be removed, but is mapped in existing AMC 18.3.14, rather than on the Zoning Map.

REVIEW CRITERIA

The decision of the City Council together with the recommendation by the Planning Commission was based on consideration and findings of consistency with the following factors.

- A. Consistency with City of Ashland approval criteria for legislative amendments, AMC 18.5.9.020.B.

- B. Consistency with City of Ashland Comprehensive Plan and Other City Policies.
- C. Consistency with Oregon Statewide Planning Goals.
- D. Consistency with OAR Chapter 660 Division 12, Sections 0310 through 0330 related to Climate Friendly Areas

EVALUATION AND COUNCIL FINDINGS:

A. Consistency with City of Ashland approval criteria for legislative amendments and zoning map amendments, AMC 18.5.9.020.B

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

B. Type III. *It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.*

1. *Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.*
2. *Comprehensive Plan changes, including text and map changes or changes to other official maps.*
3. *Land Use Ordinance amendments.*
4. *Urban Growth Boundary amendments.*

Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions. The City Council finds it is necessary to amend the Zoning Map and Land Use Ordinance to adopt two Climate Friendly Areas (CFAs) consistent with statewide requirements including development regulations for those areas that support mixed-use, walkable development consistent with statewide CFA requirements that align with the City’s own long-range planning goals adopted in the Comprehensive Plan, as detailed in Section B.

The Council finds the land use ordinance and map amendments are consistent with Ashland Municipal Code (AMC) 18.5.9.020.B.

B. Consistency with the Ashland Comprehensive Plan and other City Policies

The *Ashland Comprehensive Plan* Goal 6.10.1 states, “*Ensure a range of different dwelling types that provide living opportunities for the total cross section of Ashland’s population.*” Policy 3 states, “*Integrate housing with other compatible land uses through flexible zoning provisions.*” The proposed CF Overlay will provide expanded opportunities for

multifamily and townhouse development, which can support future development that expands the range of dwelling types available in Ashland. Because both of the proposed CFAs are located in areas with commercial or employment zoning where residential development opportunities are currently limited, the CF Overlay provisions specifically address Policy 3 to integrate more housing opportunities with compatible retail, office, employment and civic land uses in those areas.

The *Ashland Comprehensive Plan* Housing Goal 6.10.2 states, “*Support the creation and preservation of housing that is affordable to low and moderate income households and that is commensurate with the incomes of Ashland’s workforce.*” The proposed CF Overlay expands opportunities to develop higher density housing that has potential to be affordable to lower income households and includes specific provisions to allow bonus height for affordable housing developments.

The *Ashland Comprehensive Plan* Housing Goal 6.10.3 states, “*Encourage the development of housing in ways that protect the natural environment and encourage development patterns that reduce the effects of climate change.*” Related policies reference “*infill and compact development patterns*” and “*housing efficiency policies, programs and standards*” in line with the *Ashland Climate and Energy Action Plan*. The proposed CFAs and implementing CF Overlay support residential infill patterns in areas that are already developed and served by existing infrastructure. The development standards support compact development through increased heights, minimum densities, and no maximum densities. Development in areas with existing infrastructure and smaller housing units at higher densities creates more efficient development patterns, while the smaller and attached housing types permitted in the CFAs will have lower energy needs per unit compared to single-family detached units. Developing housing opportunities in mixed-use settings also creates more opportunities for residents to minimize number and length of vehicle trips to meet daily needs.

The *Ashland Comprehensive Plan* Economic Development Goal 7.07.03, Policy 1 states, “*The City shall zone and designate within the Plan Map sufficient quantity of lands for commercial and industrial uses to provide for the employment needs of its residents and a portion of rural residents consistent with the population projection for the urban area.*” There are no changes proposed to the extent of the current Commercial (C-1) and Employment (E-1) base zones. Proposed changes to remove the maximum density for mixed-use developments within those zones citywide will not decrease land for commercial and industrial uses because mixed-use development standards will continue to require a percentage of the site to be devoted to nonresidential uses. (AMC 18.2.3.130.)

The proposed changes to the C-1-D zone downtown to remove density, increase height, and allow limited residential-only multifamily development are intended to enhance the residential population downtown to increase demand for commercial uses, better supporting a vibrant mix of uses across downtown. (Proposed AMC Table 18.2.6.030, 18.2.3.130.B.4.)

The proposed CFAs will allow a range of commercial, office, employment and civic uses, providing for employment. The addition of the CF Overlay to areas zoned C-1 and E-1 will not convert any commercial or employment land into residential, but will enhance mixed-use development opportunities on both individual sites and across the CFAs, with limited opportunities for ground-floor residential to limit competition with commercial and employment ground-floor uses.

Policy 2 of the aforementioned Economic Development Goal states that the City will design the Land Use Ordinance to provide for:

- *“Land division and development within employment and manufacturing districts, and continue the employment zoning district which will provide for service, retail, and light industrial uses consistent with specific performance standards relative to heavy truck traffic, noise, dust, vibration, and single-passenger vehicle trips.”* Service, retail and light industrial uses will continue to be permitted within the CFAs subject to adopted performance standards. (AMC Table 18.2.2.030 and 18.2.3.) Proposed changes are limited to prohibiting self-service storage and requiring a conditional use permit for wholesale storage and distribution within the CFAs.
- *“Development along Siskiyou Boulevard and Ashland Street will not primarily be automobile-oriented, but will also include attractive landscaping and designs that encourage pedestrian, bicycle, and mass transit forms of travel.”* Existing standards require attractive streetscape design along Siskiyou Boulevard and Ashland Street, including Ashland Street streetscape standards that require landscaped medians, streets trees, wider sidewalks, and pedestrian amenities. (AMC 18.4.6.040.) Development standards align with the proposed right-of-way standards, to eliminate front yard setbacks and require buildings to be located along the front property line to engage the pedestrian realm. (AMC 18.4.2.040.) The Transit Triangle CFA was selected in part because of the alignment between CFA goals and the City’s existing standards for vibrant streetscapes along these streets.
- *“Commercial or employment zones where business and residential uses are mixed. This is especially appropriate as buffers between residential, and employment or commercial areas, and in the Downtown.”* Proposed CFA changes focus on mixing commercial and residential uses, and proposed C-1-D changes further enhance residential development opportunities mixed with existing commercial uses, in line with this policy.

The *Ashland Comprehensive Plan* includes several transportation goals and policies in Section 10.09.02 that apply to the project, including the following:

- “Provide zoning that allows for a mix of land uses and traditional neighborhood development, which promotes walking and bicycling.” The proposed CF Overlay creates zoning for mixed-use development, with a focus on pedestrian and bicycle connectivity, in line with this policy.
- “Design the Land Use Ordinance to ensure Ashland Street is developed as a multi-modal corridor including attractive landscaping, sidewalks, bike lanes and controlled access. Development along Ashland Street shall be compatible with and support a multi-modal orientation.” Ashland Street streetscape standards have been adopted that require bicycle lanes, landscaped medians, street trees, wider sidewalks, and pedestrian amenities. (AMC 18.4.6.040.K.) No changes to these standards are proposed with these amendments, rather, the Transit Triangle CFA location is proposed in part to take advantage of these existing standards.
- “Design the Land Use Ordinance to ensure that Siskiyou Boulevard is developed as a multi-modal corridor with sidewalk and bike lane facilities appropriate to the volume and speed of motor vehicle traffic.” Boulevard streetscape standards, which apply to Siskiyou Boulevard, have been adopted that require bicycle lanes, landscaped medians, street trees, wider sidewalks, and pedestrian amenities. (AMC 18.4.6.040.G.1.) No changes to these standards are proposed with these amendments, rather, the Transit Triangle CFA location is proposed in part to take advantage of these existing standards.
- Public transportation goals in Section 10.19.02 include the policy that, “Zoning shall allow for residential densities and a mix of commercial businesses with walking distance (One-quarter to one-half mile) of existing and planned public transit service which support use of public transportation.” Both CFAs are served by existing public transportation as discussed in response to Statewide Goal 12 below, and the proposed CF Overlay zoning standards expand allowed residential densities and commercial business opportunities within walking distance of the transit facilities, in line with this policy.

The *Transportation System Plan (TSP)* includes two projects within the Railroad Property development, the Clear Creek Drive extension (R24) and Railroad Property development (R34). The TSP identifies four projects in the Transit Triangle related to improving sidewalks, bus shelters and intersections enhancements for pedestrians including two projects for Ashland Street Streetscape Enhancements (R38 for Siskiyou Boulevard to Walker Avenue and R-39 for Walker Avenue to Normal Avenue), Ashland Street/Tolman Creek Road (R41) and the Walker Avenue festival street (R40). Proposed development will be consistent with planned projects, and will benefit from proposed enhancements. Additionally, the City is preparing to update the City’s TSP to reflect additional changes within the broader Climate Friendly and Equitable Communities (CFEC) rules that include new state rules for TSP updates to promote multimodal connectivity; the updated TSP will further enhance transportation options within the CFAs.

The proposed CFAs also relate to policies included in the City's *Climate and Energy Action Plan (CEAP)*. Specifically, the plan includes strategies to address residential travel and the emissions associated with passenger cars and trucks. Common strategies for replacing residential travel trips in passenger cars and trucks include promoting land use development patterns that utilize existing public infrastructure and making using transit and alternate modes of transportation possible and even desirable. CFAs are predicated on this very idea of mixing land uses in areas served by existing public infrastructure in order to reduce vehicle trips, miles traveled, and associated emissions, consistent with the CEAP.

The *Ashland Comprehensive Plan* includes a regional plan element with performance indicators including a committed residential density for the city limits of 6.6 dwelling units per acre and targets for mixed-use/pedestrian-friendly areas. The City of Ashland participated in the regional planning process that resulted in the adoption of the *Greater Bear Creek Valley Regional Plan* in 2012. Cities throughout the region identified urban reserve areas (URAs) to accommodate housing for future population growth. The City of Ashland decided to accommodate housing for future population with the Ashland's current boundaries rather than identify future growth areas on the perimeter of the city. Changes to the zoning and land use ordinance that encourage development of residential units within the CF Overlay can provide needed multifamily residential units to contribute toward accommodating future housing needs. Proposed minimum densities with the CF Overlay of 15 to 25 units per acre will ensure that the City meets the adopted performance indicators for residential density.

The City Council finds and determines that the proposed land use ordinance and map amendments are consistent with the *Ashland Comprehensive Plan* and other adopted long-range plans.

C. Consistency with Oregon Statewide Planning Goals

The *Ashland Comprehensive Plan* was originally adopted by the City Council on November 2, 1982 and acknowledged by the Land Conservation and Development Commission on Oct 7, 1983. Numerous updates were completed and acknowledged since the originally acknowledged plan including but not limited to: Chapter III Citizens Participation and Involvement (2016), Chapter IV Environmental Resources (1991), Chapter V Population Projection and Growth (1991), Chapter VI Housing Element (2019), Chapter VII Economy (1991), Chapter VIII Parks, Open Space and Aesthetics (1991), Chapter X Transportation (1996), Chapter XI Energy, Air, Water, Conservation (1991), and Chapter XIC Regional Plan Element (2012). Technical reports and supporting documents were also acknowledged and adopted as part of the *Ashland Comprehensive Plan* and include but are not limited to the following: Croman Mill Site Redevelopment Plan (2008), Normal Neighborhood Plan Framework (2015), Local Wetland Inventory and Assessment and Riparian Corridor Inventory (2009), Housing Capacity Analysis, (2021), Buildable Lands Inventory (2019), and Transportation System Plan Update (2013). The City follows the post-acknowledgement plan amendment (PAPA) process to update the Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements.

GOAL 1: CITIZEN INVOLVEMENT

To develop a citizen involvement program that ensures the opportunity for cities to be involved in all phases of the planning process.

Finding: The City of Ashland meets this requirement by having the Planning Commission serve as the Committee on Citizen Involvement, as well as having various citizen commissions with opportunities for the public to testify on general or specific matters.

The proposed Climate Friendly Areas (CFAs) were reviewed by the Historic Preservation Advisory Committee on September 4, 2024; by the Climate and Environment Policy Advisory Committee on September 12, 2024; by the Transportation Advisory Committee on September 19, 2024; by the Housing and Human Services Advisory Committee on September 26, 2024; and by the Social Equity and Racial Justice Advisory Committee on October 3, 2024. An open house was held on September 17, 2024, advertised to the public and attracting nearly 30 participants. Additional feedback was received through an online survey, open from September 17 to November 19, 2024, that generated 70 responses.

The Planning Commission reviewed the proposed CFAs and the implementing maps and code amendments at two study sessions on October 22, 2024, and February 25, 2025. The Planning Commission held an electronic public hearing on April 29, 2025, and recommended . The City Council reviewed the project at the November 4, 2024, and March 17, 2025, study sessions.

Opportunities to provide written and oral testimony were available at all of the commission meetings. All of the aforementioned meetings were conducted as hybrid meetings to allow multiple ways to engage in person or virtually.

A project web page at <http://www.ashlandoregon.gov/climatefriendly> with the project background materials, meeting materials and proposed map and code amendments was available throughout the duration of the project and was included in all meeting notices and announcements. This Goal is met.

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual bases for such decisions and actions.

Finding: The proposed zoning map amendments revise the extent of existing overlays, remove the Transit Triangle Overlay, and introduce a new CF Overlay centered around the Railroad Property and a significant portion of the Transit Triangle. No changes to base zones are proposed. Thus, the zoning and overlays will remain consistent with the land use framework and designations established in the *Ashland Comprehensive Plan* to implement Goal 2.

Similarly, the proposed land use code amendments seek to refine the existing zoning district and overlay district standards. The repeal of the Transit Triangle overlay and introduction of the CF overlay for the majority of that area, along with the shift away from the Residential Overlay in the Railroad Property CFA towards the CF Overlay, will continue to support mixed-use, walkable development patterns serving commercial, employment, residential and civic uses consistent with the adopted *Comprehensive Plan* goals and policies, as demonstrated in Section B above. This Goal is met.

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

Finding: Not applicable because the proposal does not propose any land use regulation changes to agricultural lands outside of the Ashland UGB.

GOAL 4: FOREST LANDS

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding: Not applicable because the proposal does not propose any land use regulation changes to forest lands outside of the Ashland UGB.

GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 5. This Goal is met.

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

Finding: The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 6. This Goal is met.

GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

Finding: The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 7. This Goal is met.

GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 8 and recreational needs. This Goal is met.

GOAL 9: ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to health, welfare, and prosperity of Oregon’s citizens.

Finding: The proposed zoning map amendments maintain the existing C-1 and E-1 zoning within both CFAs, and expand existing opportunities for mixed uses within both CFAs through introduction of the CF Overlay in place of the R Overlay and TT Overlay. The proposed land use code amendments continue to permit a wide variety of commercial and employment land uses to support economic development, consistent with the adopted *Ashland Comprehensive Plan*. The expansion of allowed residential uses within areas zoned C-1 and E-1 continues to require a mix of uses rather than outright residential development, with the exception of townhouse development required by state CFA rules, affordable housing required by state rules, and residential uses with commercial-ready ground floor spaces which can serve as either/both commercial and residential spaces over the building’s lifespan. This Goal is met.

GOAL 10: HOUSING

To provide for the housing needs of citizens of the state.

Finding: The Statewide Planning Program requires each city to inventory its buildable residential lands, project future housing needs, and provide the appropriate types and amounts of land within the UGB necessary to meet those needs. The Housing Element of the *Ashland Comprehensive Plan* was amended and acknowledged in 2019. The City of Ashland has an acknowledged Housing Capacity Analysis (2021) and Buildable Lands Inventory (2024) which provide a factual basis for needed housing types and available land supply. The City has acknowledged zoning standards relating to residential development including provisions for housing density, setbacks, parking requirements, lot coverage, types, and development in environmentally of physically constrained areas.

The map and code amendments do not change the zoning standards for residential areas, but rather, expand opportunities for additional residential uses within compact, mixed-use neighborhoods with existing commercial and employment zoning. Specific changes include:

- Eliminating maximum density in all areas zoned C-1 and E-1 citywide, where residential uses are permitted as mixed-use.

- In downtown area zoned C-1-D, eliminating maximum density, increasing allowed height from 40 feet to 50 feet outright and from 55 feet to 60 feet conditionally, and allowing multifamily residential outright without a commercial component if ground floor is built to commercial ready standards and project meets minimum density of 30 du/ac.
- In the Railroad Property CFA, expanding the extent of areas where residential is permitted through introduction of the CF Overlay to replace the R Overlay, allowing townhouses as a residential type in addition to multifamily residential, introducing a new minimum density of 20 du/ac, eliminating the current maximum density of 15 du/ac, and increasing the allowed height to 50 feet.
- In the Transit Triangle CFA, maintaining the area where residential is permitted as part of a broader mix of uses within the CF Overlay to replace the TT Overlay, allowing townhouses as a residential type in addition to multifamily residential, increasing minimum densities while retaining no maximum density, and maintaining the current 50-foot height limit.

The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposed amendments do not modify the existing goals and policies related to Goal 10, nor do the amendments modify the *Ashland Comprehensive Plan* designations for area within the Ashland UGB. The proposed map and code amendments expand housing opportunities in ways consistent with comprehensive plan goals and policies as discussed in Section B, above. This Goal is met.

GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The City of Ashland has master plans in place for water, wastewater and stormwater that address project population growth in the Ashland city limits and UGB. The Water Master Plan was completed in 2020 and projects and plans for an adequate water supply for a 20-year planning period. The Wastewater Master Plan was completed in 2012 and projects and plans for an adequate water supply for a 20-year planning period. The Stormwater and Drainage Master Plan was completed in 2020 and projects and plans for an adequate water supply for a 20-year planning period.

The proposed map and code amendments refine existing provisions for a mix of uses in affected areas, to be served by planned infrastructure. Individual development projects will be required to demonstrate that existing infrastructure can serve the development or to develop needed infrastructure identified in master plans, at the time of development. This Goal is met.

GOAL 12: TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

Finding: The City has an acknowledged *Transportation System Plan (2013)*. The transportation system is planned to accommodate the population growth of the community for the 20-year planning period. The proposed amendments to the approval standards clarify the improvements required for the transportation system bordering and within an annexed area, as well as safe and accessible bicycle and pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or facilities. The proposed map and code amendments affect areas with existing and planned transportation facilities designed to support an intensity of mixed-use development comparable to that proposed.

The City is beginning the process to update the TSP to comply with additional CFEC-related transportation planning requirements, which will explore further enhancements to multimodal transportation options planned for the proposed CFAs and broader community. This Goal is met.

GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: The City of Ashland has an acknowledged comprehensive plan that complies with this goal and the proposal does not modify the existing goals and policies related to Goal 5. This Goal is met.

GOAL 14: URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding: The proposed amendments are within the acknowledged UGB and do not propose to add additional land to the UGB or affect rural areas outside of the UGB. The proposed map and code amendments enhance opportunities for mixed-use development within the existing city limits and UGB to ensure efficient use of land. This Goal is met.

Statewide Planning Goal 15: “Willamette River Greenway” The affected areas are not located within or adjacent to the Willamette River Greenway. Therefore, Goal 15 is not applicable.

Statewide Planning Goal 16: ‘Estuarine Resources’ The affected areas are not located within the or adjacent to a designated estuarine resource. Therefore, Goal 16 is not applicable.

Statewide Planning Goal 17: “Coastal Shorelands” There are no coastal shorelands within the vicinity of Ashland, therefore, Goal 17 is not applicable.

Statewide Planning Goal 18: “Beaches & Dunes” There are no designated beaches or dunes within the vicinity of Ashland, therefore, Goal 18 is not applicable.

Statewide Planning Goal 19: “Ocean Resources” There are no designated ocean resources within the vicinity of Ashland, therefore, Goal 19 is not applicable.

D. Consistency with State Climate Friendly Area Rules (OAR 660-012-0310 to 660-012-0330)

OAR 660-012-0310: Climate-Friendly Areas

(1) This rule, OAR 660-012-0315, and OAR 660-012-0320 apply to cities and counties that:

- (a) Are within a metropolitan area other than the Portland Metropolitan Area;*
- (b) Are inside incorporated cities or areas within an urban growth boundary as provided in section (3); and*
- (c) Have a population of more than 5,000 within an urban growth boundary.*

(2) Cities and counties shall study and zone climate-friendly areas for locations that meet the following requirements.

- (a) Locations able to support development consistent with the land use requirements of OAR 660-012-0320.*
- (b) The locations shall be in existing or planned urban centers, including downtowns, neighborhood centers, transit-served corridors, or similar districts. To the extent practicable, climate-friendly areas should be located within, or in close proximity to, areas planned for, or provided with, high-density residential uses and a high concentration of employment opportunities.*
- (c) The locations shall be in areas that are served, or planned for service, by high quality pedestrian, bicycle, and transit services.*
- (d) The locations shall not be in areas where development is limited or disallowed by provisions adopted pursuant to Statewide Planning Goal 7. Climate-friendly areas may be designated in such areas if the local government has adopted requirements for development that will mitigate potential hazards to life and property, in compliance with Statewide Planning Goal 7.*
- (e) Cities may designate climate-friendly areas within the urban growth boundary, but outside the city limits boundary, if the following requirements are met:*

- (A) The area is contiguous with the city limits boundary;*
- (B) The provision of urban services is contingent upon annexation into the city limits and the area is readily serviceable with urban water, sewer, stormwater, and transportation. “Readily serviceable” means that urban infrastructure services are nearby and could be provided to allow construction on the site within one year of an application for a building permit;*

(C) The zoning that will be applied upon annexation, based on the city's comprehensive plan designation for the area, is consistent with climate-friendly area requirements;

(D) The county in which the subject area is located has adopted a consistent comprehensive plan designation for the area; and

(E) The city can demonstrate that at least 70 percent of complete annexation applications within the last five years have been approved within one year of the date of complete annexation application.

(f) Climate-friendly areas shall have a minimum width of 750 feet, including any internal rights of way that may be unzoned. Contiguous climate-friendly areas with distinct land use requirements may be considered cumulatively to demonstrate compliance with the minimum width requirement. Exceptions to these minimum dimensional requirements are allowed due to natural barriers, such as rivers; or due to long-term barriers in the built environment, such as freeways. Exceptions are also allowed if potential climate-friendly areas are constrained by adjacent areas planned and zoned to meet industrial land needs.

Finding: The City of Ashland is subject to the CFA requirements, per section (1). The proposed CFAs are located within planned urban centers: the Railroad Property CFA is within a neighborhood center and the Transit Triangle CFA combines a neighborhood center and transit-served corridor along Ashland Street. Both areas have already been planned for a mix of uses including residential, commercial and employment opportunities, with additional proposed code amendments to fully align with the CFA land use requirements in OAR 660-012-0320, satisfying subsections (2)(a) and (b). (Proposed AMC 18.3.14.)

Both CFAs are served by existing transit: The Rogue Valley Transportation District (RVTD) operates Line 17 serving Hersey Street, on the north edge of the Railroad Property CFA, and Lines 17, 10 and 1X all serve the Transit Triangle CFA along Ashland Street and/or Siskiyou Boulevard. Bicycle lanes and sidewalks are present along all arterials and collectors within the CFAs, including enhanced painted bike lanes and bike boxes installed along Ashland Street through the CFA in 2024. These bicycle, pedestrian and transit facilities provide high-quality service to the proposed CFAs, satisfying subsection (2)(c),

There are no areas within the proposed CFAs that are Goal 7 identified hazard areas, satisfying subsection (2)(d). (Comprehensive Plan Environmental Resources Element.)

The entirety of the proposed CFAs is within the City limits, satisfying subsection (2)(e).

The proposed Railroad Property CFA is an irregular rectangle, and averages approximately 850 feet north-south and 2,400 feet east-west that easily accommodates a 750-foot-diameter circle within the majority of the area. The proposed Transit Triangle CFA is an irregular shape, with a central node originating at the Ashland Street/Siskiyou Boulevard intersection that is roughly triangular, with sides ranging from 1,700 to 2,000 ft and that can easily accommodate a 750-ft diameter circle. There are additional areas that extend

along Ashland Street and Siskiyou Boulevard to take advantage of transit corridors and existing land use patterns that are as narrow as 250 feet included within this CFA, consistent with state guidance. (Climate-Friendly Areas Methods Guide, page 14.) Subsection (2)(f) is satisfied for both proposed CFAs. This OAR is met.

OAR 660-012-0315, Designation of Climate Friendly Areas

(1) *The designation of climate-friendly areas refers to the process of studying potential climate-friendly areas and adopting land use requirements and climate-friendly elements into comprehensive plans, as provided in this rule. Cities and counties subject to the requirements of OAR 660-012-0310 with a population greater than 10,000 shall designate climate-friendly areas sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs by calculating zoned building capacity as provided in section (2), or using an alternative methodology as provided in OAR 660-012-0320(10).*

(a) A local government may designate one or more climate-friendly areas to accommodate at least 30 percent of housing units.

(b) The total number of housing units necessary to meet all current and future housing needs shall be determined from the local government's most recently adopted and acknowledged analysis of housing capacity and needed housing consistent with ORS 197.296 at the time it was adopted, by adding the total number of existing dwelling units identified in the buildable land inventory to the anticipated number of future needed housing units over the planning period of the housing capacity analysis.

Finding: The City's population exceeds 10,000 and is subject to this section. Two CFAs are proposed to accommodate at least 30 percent of housing units, determined to be 3,469 units. (See calculation of housing need in CFA Study, page 21.) This OAR is met.

(2) *Cities and counties subject to section (1) shall calculate the housing unit capacity within climate-friendly areas, as follows:*

(a) Regardless of existing development in a climate-friendly area, determine the potential square footage of zoned building capacity for each net developable area based on proposed development standards for the climate-friendly area, including applicable setbacks, allowed building heights, open space requirements, on-site parking requirements, and all other applicable regulations that would impact the developable site area. Within developed areas with no blocks greater than 5.5 acres, analysis of net developable areas may be conducted for each city block, without regard to property boundaries within the block. Within areas of 5.5 acres or more bounded by streets, the local government shall assume the same ratio of gross land area to net land area as that which exists in the most fully developed urban center within the city or county.

(b) Where the local government has not established a maximum building height, assumed building height shall be 85 feet. For the purpose of calculating zoned building capacity, cities and counties may assume the following number of floors within multistory buildings, based on allowed building heights:

- (A) Thirty feet allows two floors.
- (B) Forty feet allows three floors.
- (C) Fifty feet allows for four floors.
- (D) Sixty feet allows for five floors.
- (E) Seventy-five feet allows for six floors.
- (F) Eighty-five feet allows for seven floors.

(c) If a local government allows height bonuses above the maximum building heights used for calculations in subsection (b), the local government may include 25 percent of that additional zoned building capacity when the bonuses:

- (A) Allow building heights above the minimums established in OAR 660-012-0320(8); and,
- (B) Allow height bonuses for publicly-subsidized housing serving households with an income of 80 percent or less of the area median household income, or height bonuses for the construction of accessible dwelling units, as defined in OAR 660-008-0050(4)(a), in excess of minimum requirements.

(d) Local governments shall assume that residential dwellings will occupy 30 percent of the zoned building capacity calculated in subsections (a), (b), and (c) within climate-friendly areas. Public parks and open space areas within climate-friendly areas that are precluded from development shall not be included in calculations of zoned building capacity, but may be counted towards minimum area and dimensional requirements for climate-friendly areas. Zoning and development standards for public parks and open space areas are exempted from compliance with the land use requirements in OAR 660-012-0320 if the existing zoning standards do not allow residential, commercial, or office uses.

(e) Local governments shall assume an average dwelling unit size of 900 square feet. Local governments shall use the average dwelling unit size to convert the square footage of zoned residential building capacity calculated in subsection (d) into an estimate of the number of dwelling units that may be accommodated in the climate-friendly area.

Finding, OAR 660-012-0315(2): The proposed Railroad Property CFA has been shown to have capacity to accommodate **2,226 housing units** and the proposed Transit Triangle CFA has been shown to have capacity to accommodate **5,964 housing units**, using the methodology in this section, for a total capacity of **8,190 housing units**. (See **Housing Capacity Analysis Update in Exhibit xx**.) This OAR is met.

[...]

(6) Cities and counties must adopt land use requirements as provided in OAR 660-012-0320, and clearly identify the climate-friendly areas in their comprehensive plan maps, comprehensive plans, zoning maps, or zoning codes; indicated by land use designation, overlay zone, or similar mechanisms. Adoption of land use requirements and findings for the plan, code, or map amendment shall include the following:

(a) Cities and counties subject to section (1) shall provide maps showing the location of all adopted climate-friendly areas, and supplemental materials to demonstrate that climate-friendly areas contain sufficient zoned residential building capacity to accommodate 30 percent of total housing units as provided in section (2), or using an alternative methodology as provided in OAR 660-012-0320(10), and based on adopted land use requirements in these areas as provided in OAR 660-012-0320. Cities and counties subject to section (3) shall provide maps showing the location of the adopted climate-friendly area. Local governments subject to (1) or (3) shall include findings containing the information and analysis required in section (4) for any climate-friendly areas that were not included in the initial study specified in section (4).

(b) Documentation of the number of total existing dwelling units, accessible dwelling units, and income-restricted dwelling units within all climate-friendly areas. Where precise data is not available, local governments may provide estimates based on best available information.

(c) Documentation that all adopted and applicable land use requirements for climate-friendly areas are consistent with the provisions of OAR 660-012-0320.

(d) Adopted findings shall demonstrate compliance with the provisions of OAR 660-012-0310 through 660-012-0325, and shall include:

(A) Identification of all ongoing and newly-added housing production strategies the local government shall use to promote the development of affordable housing in climate-friendly areas. The local government may use the Housing Production Strategy Guidance for Cities to review and identify potential strategies, as provided in OAR 660-008-0050(3). These strategies shall be incorporated into future housing production strategy reports, as provided in OAR chapter 660, division 8.

(B) Identification of all ongoing and newly-added housing production strategies the local government shall use to prevent the displacement of members of state and federal protected classes in climate-friendly areas. Findings shall include a description of how the strategies will be implemented based on consideration of identified neighborhood typologies and the most effective measures to prevent displacement based on typology. The local government may use the Housing Production Strategy Guidance for Cities, along with the department's "Anti-Displacement and Gentrification Toolkit" to identify the most effective measures to prevent displacement based on neighborhood typologies. These strategies shall be incorporated into future housing production strategy reports, as provided in OAR chapter 660, division 8.

Finding: Proposed zoning map amendments include a proposed Climate Friendly (CF) Overlay to clearly identify the CFAs, as shown in Exhibit xx. Exhibit xx includes supplemental documentation of the CFAs' housing capacity showing that there is capacity for 8,190 housing units, well over the required 30 percent of total housing units or 3,469 units determined for Ashland.

Documentation of existing dwelling units by category is provided in Exhibit xx in response to subsection (6)(b). The Railroad Property is estimated to have xxx existing dwelling units and the Transit Triangle is estimated to have xxx existing units.

These findings include documentation that the existing and proposed land use requirements for the proposed CFAs meet the CFA rules in -0310 to -0325, satisfying subsections (6)(c) and (d). Relevant housing production strategies that promote affordable housing and prevent displacement are detailed in the Climate Friendly Area studies prepared by the Rogue Valley Council of Governments (RVCOG) and attached hereto as Exhibit xx, satisfying subsection (6)(d). This OAR is met.

OAR 660-012-0320, Land Use Requirements in Climate Friendly Areas

(1) Cities and counties subject to the provisions of OAR 660-012-0310 shall incorporate the requirements in sections (2) through (7) of this rule into policies and development regulations that apply in all climate-friendly areas. Cities and counties shall either incorporate the provisions in section (8) into development regulations for climate-friendly areas, or shall demonstrate with adopted findings and analysis that alternative development regulations for climate-friendly areas will comply with the requirements in section (9). If adopting more than one climate-friendly area, a city or county may demonstrate compliance with either section (8) or section (9) for each climate-friendly area, provided that all requirements for each respective climate-friendly area are met.

(2) Except as noted in subsection (a) and section (3), development regulations for a climate-friendly area shall allow single-use and mixed-use development within individual buildings and development sites, including the following outright permitted uses:

(a) Multi-unit housing and attached single-unit housing. Other residential building types may be allowed, subject to compliance with applicable minimum density requirements in section (8) of this rule, or alternative land use requirements as provided in section (9). Notwithstanding this section, local governments may require ground floor commercial and office uses within otherwise single-use multi-unit buildings, unless a multi-unit building will contain units subject to a recorded agreement that runs with the land and requires affordability for an established income level for a defined period of time.

(b) Office-type uses.

(c) Non-auto dependent retail, services, and other commercial uses.

(d) Child care, schools, and other public uses, including public-serving government facilities.

Finding: Single uses and mix of uses are permitted with no restrictions on mixing within buildings or sites within the CF Overlay. (Proposed AMC 18.3.14.040.B.) The following uses are permitted or proposed to be permitted for all base zones within the overlay (R-2, C-1 and E-1), through a combination of proposed use standards in proposed AMC Table 18.3.14.040 and existing use standards in AMC Table 18.2.2.030:

- Attached single-family dwellings.

- Multifamily dwellings (3+ units), with mixed-use requirements to incorporate at least 35 percent of the ground floor as commercial or office uses, with exceptions for affordable housing projects and residential uses built to commercial-ready standards. (Proposed AMC 18.3.14.040.C.2.)
- Office.
- Retail sales and service and restaurants.
- Child care facility, schools (public and private), government offices and parks.

The above uses are permitted and subject to Site Plan Review, which requires Type I or II review for all new development within the CF Overlay and citywide. (AMC 18.5.2.030.) This OAR is met.

(3) Portions of abutting residential or employment-oriented zoned areas within a half-mile walking distance of a mixed-use area zoned as provided in section (1) may count towards climate-friendly area requirements, if in compliance with subsections (a) or (b). Notwithstanding existing development, zoned residential building capacity shall be calculated for the abutting areas based on allowed building heights and existing development standards in these areas, as provided in OAR 660-012-0315(2) or using an alternative methodology as provided in OAR 660-012-0320(10). Residential densities for abutting areas shall correspond to the climate-friendly area type, provided in subsections (8)(a), (b), or (c) or (9)(a), (b), or (c). Employment densities for abutting areas shall comply with the thresholds in subsection (b). If subsections (a) or (b) are met, no changes to existing zoning or development standards are required for these areas.

*(a) Residential areas with minimum residential densities or existing residential development equal to or greater than the densities provided in section (8); or
[...]*

Finding: No abutting residential or employment-oriented zoned areas are proposed to be included within the CFAs under these provisions. This OAR is not applicable.

(4) Local governments shall prioritize locating government facilities that provide direct service to the public within climate-friendly areas and shall prioritize locating parks, open space, plazas, and similar public amenities in or near climate-friendly areas that do not contain sufficient parks, open space, plazas, or similar public amenities. Local governments shall amend comprehensive plans to reflect these policies, where necessary. Streetscape requirements in climate-friendly areas shall include street trees and other landscaping, where feasible.

Finding: There are no existing governmental facilities within the Railroad Property CFA; Ashland Fire and Rescue Station No. 2 is located within the Transit Triangle CFA along Ashland St. The Transit Triangle CFA also borders the Southern Oregon University campus.

There are no parks within the Railroad Property CFA, however, Railroad Park and the

Central Ashland Bike Path about the CFA's southern perimeter, and North Mountain Park and Ashland Creek Park are both within one-quarter mile of the CFA. One additional site along the eastern edge of the CFA is proposed for future park and trail development, the Willows site. (Parks & Open Space Map 2024.) There is one small park, Sherwood Park, within the Transit Triangle CFA, with several additional facilities within one-quarter mile including Garden Way Park, Clay Street Park, Mountain View Cemetery, and Hunter Park.

The City operates and sites general facilities, Fire & Rescue, and recreational facilities. Additional government facilities are sited by special districts independent of the City: Schools are sited by the Ashland School District and libraries by Jackson County Library Services. The Public Services element of the Comprehensive Plan includes the general goal, "To provide public utilities, services and facilities in an orderly, efficient and environmentally sensitive way and in sufficient quantity to meet city needs now and in the future." (Goal 9.01.03.) The goal will ensure services exist citywide to serve CFAs and drive location of additional services and facilities within the CFAs if needed to support future development.

Street trees are required for all new developments fronting public and private streets, and this requirement will be applied within the CFA. (AMC 18.4.4.030.E.) Existing street trees are present along portions of Hersey Street, Clear Creek Drive and local streets within the Railroad Property CFA, and along Ashland Street, Siskiyou Boulevard, and local streets within the Transit Triangle CFA; future development within these areas will help to fill in existing gaps in street trees and private landscaping within front yard setbacks. This OAR is met.

(5) Local governments shall establish maximum block length standards as provided below. For the purpose of this rule, a development site consists of the total site area proposed for development, absent previously dedicated rights-of-way, but including areas where additional right-of-way dedication may be required.

(a) For development sites less than 5.5 acres in size, a maximum block length of 500 feet or less. Where block length exceeds 350 feet, a public pedestrian through-block easement shall be provided to facilitate safe and convenient pedestrian connectivity in climate-friendly areas. Substantial redevelopment of sites of two acres or more within an existing block that does not meet the standard shall provide a public pedestrian accessway allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face. Local governments may grant exceptions to street and accessway requirements as provided in OAR 660-012-0330(2).

(b) For development sites of 5.5 acres or more, a maximum block length of 350 feet or less. Local governments may grant exemptions to street requirements as provided in OAR 660-012-0330(2).

Finding: Block length standards for all development within the City are a maximum of 300 to 400 feet for public streets. Block spacing may be modified based on site-specific factors. (AMC 18.4.6.040.E.9.) Specifically, within the proposed CFAs, a maximum block

length of 350 feet will apply to development sites of 5.5 acres or more. (proposed AMC 18.3.14.060.A.) This OAR is met.

(6) Development regulations may not include a maximum density limitation.

Finding: No maximum density limits are proposed within the CF Overlay. (proposed AMC Table 18.3.14.050.) Additionally, no minimum lot area or maximum FAR standards are proposed within the CF Overlay in order to avoid creating de facto maximum densities. (Proposed AMC Table 18.3.14.050.) This OAR is met.

(7) Local governments shall adopt policies and development regulations in climate-friendly areas that implement the following:

- (a) The transportation review process in OAR 660-012-0325;*
- (b) The land use requirements as provided in OAR 660-012-0330;*
- (c) The applicable parking requirements as provided in OAR 660-012-0435; and*
- (d) The applicable bicycle parking requirements as provided in OAR 660-012-0630.*

Finding: See findings below for each applicable OAR. This OAR is met.

(8) Local governments shall adopt either the following provisions into development regulations for climate-friendly areas, or the requirements in section (9). Local governments are not required to enforce the minimum residential densities below for mixed-use buildings (buildings that contain residential units, as well as office, commercial, or other non-residential uses) if the mixed-use buildings meet a minimum floor area ratio of 2.0. A floor area ratio is the ratio of the gross floor area of all buildings on a development site, excluding areas within buildings that are dedicated to vehicular parking and circulation, in proportion to the net area of the development site on which the buildings are located. A floor area ratio of 2.0 would indicate that the gross floor area of the building was twice the net area of the site. Local governments are not required to enforce the minimum residential densities below for redevelopment that renovates and adds residential units within existing buildings, but that does not add residential units outside the existing exterior of the building.

(a) Local governments with a population greater than 5,000 up to 25,000 shall adopt the following development regulations for climate-friendly areas:

- (A) A minimum residential density requirement of 15 dwelling units per net acre; and*
- (B) Maximum building height no less than 50 feet.*

[...]

Finding: Minimum densities are proposed within the CFAs as follows: 15 units per acre in areas zoned R-2, 20 units per acre in areas zoned E-1 and 25 units per acre in areas zoned C-1. (Proposed AMC Table 18.3.14.050.) A maximum height of 50 feet is proposed for all zones within the CF Overlay, with up to 60 feet permitted with bonus height available for affordable housing developments. (Proposed AMC Table 18.3.14.050.) This OAR is met.

(9) As an alternative to adopting the development regulations in section (8), local governments may demonstrate with adopted findings and analysis that their adopted development regulations for climate-friendly areas will provide for equal or higher levels of development in climate-friendly areas than those allowed per the standards in section (8). Additional zoned building capacity of 25 percent may be included for development regulations that allow height bonuses for additional zoned building capacity above established maximums that are consistent with OAR 660-012-0315(2)(c)(B). Specifically, the local government must demonstrate that the alternative development regulations will consistently and expeditiously allow for the levels of development described in subsections (a)-(c). Alternative development regulations must require either a minimum residential density of 15 dwelling units per net acre or a minimum floor area ratio of 1.0, as described in section (8).

[...]

(10) A local government may provide an alternative methodology for zoned residential building capacity calculations that differs from OAR 660-012-0315(2). The methodology must clearly describe all assumptions and calculation steps, and must demonstrate that the methodology provides an equal or better system for determining the zoned residential building capacity sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs within climate-friendly areas. The alternative methodology shall be supported by studies of development activity in the region, market studies, or similar research and analysis.

Finding: The City does not propose alternative development regulations or alternative methodology for zoned building capacity. These OARs are not applicable.

OAR 660-12-0325, Transportation Review in Climate Friendly Areas

(1) Cities or counties shall use the provisions of this rule to review amendments to comprehensive plans or land use regulations in lieu of the provisions of OAR 660-012-0060 when the amendment is:

- (a) To adopt a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center; or
- (b) Within an adopted climate-friendly area or Metro Region 2040 center.

(2) Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:

- (a) A multimodal transportation gap summary as provided in section (4); and
- (b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.

Finding: The proposed action is to adopt CFAs including amendments to the zoning code for consistency with OARs pertaining to CFAs. A multimodal transportation gap summary has been prepared and is provided in Exhibit xxx, which identifies bicycle, pedestrian and transit opportunities existing and proposed within the CFAs. The study identifies that...(summary) A highway impacts summary has been prepared and is provided in Exhibit xx, owing to the presence of OR 66 and OR 99E state highways within the Transit Triangle CFA and the I-5 ramp terminals at the eastern edge of the Transit Triangle CFA. This OAR is met.

OAR 660-12-0330, Land Use Requirements

(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

Finding: This rule applies to the entire city of Ashland and must be met at the time the City adopts its next Transportation System Plan (TSP) update. The rule applies specifically to the proposed CFAs per OAR 660-012-0320(7)(b) and the findings below are specific to the proposed CFAs. The City is separately developing code updates to support walkable urban design that comply with this rule that will be adopted prior to the next TSP update. This OAR is met.

(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:

- (a) Topography or natural features;*
- (b) Railroads, highways, or other permanent barriers;*
- (c) Lot or parcel size, orientation, or shape;*
- (d) Available access;*
- (e) Existing or nonconforming development;*
- (f) To provide for accessibility for people with disabilities; or*
- (g) Other site constraints.*

Finding: Block length standards for all development within the City may be modified based on site-specific factors such as topography, permanent barriers, existing buildings, or natural resources. (AMC 18.4.6.040.E.9.) This OAR is met.

(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:

- (a) Neighborhoods shall be designed with connected networks of streets, paths,*

accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.

(b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.

(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.

(d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.

Finding: All development in Ashland, including within CFAs, is required to contribute to a connected network of streets, alleys and multi-use pathways. (AMC 18.4.6.040.E.) Connectivity within and with adjacent streets is prioritized. 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. (AMC 18.4.6.040.E.9.a.) Streets, alleys and pathways are required to meet design standards integrating multimodal facilities for pedestrians and bicyclists to ensure that direct pedestrian access is provided, and out-of-direction travel is reduced. (AMC 18.4.6.040.G.) This OAR is met.

(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.

(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.

(c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.

(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.

(e) Large sites must be designed with a connected network of public pedestrian

facilities to meet the requirements of this section.

(f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.

(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.

(h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.

Finding: Existing site development and design standards apply to new development and redevelopment in Ashland, including within the CFAs. The CFAs are proposed to be subject to the Detail Site Review overlay, which has a lower threshold for design review and enhanced standards: new structures or additions greater than 10,000 SF in gross floor area, or longer than 100 feet are subject to Type II review, and most smaller development and redevelopment is subject to a Type I review unless exempt. (AMC 18.5.2.020.) Commercial, mixed-use and residential development are all subject to review. Existing design standards address the land use requirements for commercial and mixed-use development as follows:

- *Addressing subsection (a):* Building entrances must be oriented towards the street, accessed from a public sidewalk, and located within 30 feet of the public right-of-way. (AMC 18.4.2.040.B.1.)
- *Addressing subsection (b):* Off-street parking and vehicle circulation areas are prohibited between the building and the street, and must be located behind or to the side of the building. (AMC 18.4.2.040.B.1.a). Parking areas adjacent to the sidewalk or residential zones are required to screen parking with landscaping (AMC 18.4.3.080.E.6.)
- *Addressing subsections (c) and (e):* Development in all zones must provide a connected, continuous system of walkways linking building entrances, on-site parking, common and public open spaces, and commons area, and connecting off-site adjacent uses to the site. (AMC 18.4.3.090.)
- *Addressing subsection (d):* There are no specific standards for secondary entrances, but main entrances must be oriented toward the street and located within 20 feet of the public right-of-way, rather than oriented towards parking areas. (AMC 18.4.2.090.B.1.) Building entrances must be open during all business hours. (AMC 18.4.2.090.B.1.c.)
- *Addressing subsection (f):* Large scale non-residential projects, applying to projects greater than 10,000 square feet in gross floor area, more than 100 feet of building frontage, or projects in the Ashland Street Corridor, are required to provide transit amenities as part of site design review. (AMC 18.4.2.040.D.) Amenities may include bus shelters, pullouts, and designated bus lanes in accordance with the Ashland Transportation System Plan and guidelines established by the Rogue

Valley Transportation Districts. Ashland's Street Design Standards. (AMC 18.4.6.040.D.21.)

- *Addressing subsection (g)*: See response to bike parking requirements below.
- *Addressing subsection (h)*: There are not areas of predominately industrial or agricultural character within the proposed CFAs; this provision is not applicable.

This OAR is met.

(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.

Finding: Existing development and permitted future development within the proposed CFAs include employment, commercial, and mixed-use development; there are currently not exclusive residential neighborhoods present or permitted within these areas. This OAR is not applicable.

(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:

(a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.

(b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.

Finding: There are several auto-oriented uses that will continue to be permitted within the proposed CFAs, based on the existing base zoning and unmodified by the proposed CF Overlay, including: automotive and truck repair or service, fuel sales subject to conditional use review in most locations, and automotive sales and rental subject to conditional use review. (AMC Table 18.2.2.030.) There was robust discussion about whether to continue permitting these uses within the proposed CFAs by the Planning Commission and City Council, but the preferred direction was to continue permitting them because there were several such uses already in operation within the proposed CFAs, where their location in proximity to other uses like shopping and recreation center allowed for multiple activities in a single trip, and the conditional use review gave the opportunity to ensure the site design was consistent with the CFAs. All of these uses will be required to meet the site design

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standards in AMC 18.4 that address pedestrian access and circulation, discussed above.

Drive-up uses are already strictly regulated within Ashland, including capping the total number of drive-ups and restricting their location to the stretch of Ashland Street east of the intersection of Ashland Street and Siskiyou Boulevard. (AMC Table 18.2.2.030.) Drive-ups are subject to additional special use standards: limitations on average waiting time in line for vehicles; waiting areas to accommodate customers requiring excessive waiting time; a way for customers to leave the waiting line; flat grade for stacking areas; design to allow natural ventilation; sufficient stacking area to not obstruct public-right-of-way; and limitations on the sound level of the communications system. (AMC 18.2.3.100.) This OAR is met.

OAR 660-12-0435, Parking Reform in Climate-Friendly Areas

(1) This rule applies to cities and counties that:

- (a) Are within a metropolitan area; and*
 - (b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.*
- [...]*

Finding: The City adopted land use regulations without parking mandates consistent with OAR 660-012-0420 with Ordinance 3229 effective January 19, 2024. Per AMC Table 18.4.3.040, no minimum off-street parking standards apply to development citywide including within the proposed CFAs. Therefore, this OAR specific to CFAs does not apply.

OAR 660-12-0630, Bicycle Parking

(1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.

(2) Cities and counties shall require bicycle parking for the following uses:

- (a) All new multi-unit development or mixed-use development of five residential units or more as provided in section (3);*
- (b) All new retail development;*
- (c) All new office and institutional developments;*
- (d) All major transit stops, and any park-and-ride lots that require land use approval; and*
- (e) Any land use where off-street motor vehicle parking is mandated.*

(3) Cities and counties shall require a minimum of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Cities and counties may:

- (a) Allow for reductions or exemptions to the minimum parking requirement based on development-specific considerations; and*
- (b) Exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking.*

(4) Cities and counties shall adopt development regulations requiring all required bicycle

parking provided must:

- (a) Either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users;*
- (b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from stairs, other parked bicycles, walls, or other obstructions;*
- (c) Be in a location that is convenient and well-lit; and*
- (d) Include bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.*

Finding: Minimum bicycle parking ratios for multifamily residential (1-2 sheltered space per unit, depending on unit size), commercial, office, industrial, institutional, public and transit stations apply to new development. (AMC Table 18.4.3.040.) Design standards require that bike parking be located near regularly used entrances with access from the right-of-way. Spaces must meet minimum 72-inch by 30-inch dimensions, with maneuvering aisles, thorough illumination, and hard surfacing. Larger spaces for family and cargo bicycles are required with additional length. Secure bicycle racks such as staple racks are required. (AMC 18.4.3.070.) This OAR are met.

(5) Cities and counties shall provide for public bicycle parking and allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.

Finding: It is premature to provide public bicycle parking within the CFA because there has not been significant mixed-use development as of yet. The City has developed a series of bike corrals to provide for public bicycle parking within Downtown, where current demand is highest, and will explore expanding that program or other similar options within the CFA as they are developed. (<https://ashlandoregon.gov/DocumentCenter/View/1909/City-of-Ashland-Downtown-Parking-Map-PDF?bidId=>)

Any public uses that are proposed will be required to provide bicycle parking meeting the City's adopted minimums. (AMC Table 18.4.3.040.) The City has no prohibitions on facilities for shared bicycles or other small-scale mobility devices and would work with any operator proposing to locate such a service within the CFAs and/or elsewhere in the City. This OAR is met.

OVERALL COUNCIL CONCLUSIONS

The City Council finds and determines the approval criteria for this decision have been fully met, based on the detailed findings set forth herein, the detailed findings and analysis of the Planning Commission, and supporting documents together with all staff reports, addenda and supporting materials in the whole record.

EXHIBITS

- A. Proposed AMC Title 18 Land Use
- B. Proposed Zoning and Land Use Controls Map
- C. Proposed Site Design Zones Map
- D. Housing Capacity Analysis of the CFAs
- E. Estimates of Existing Dwellings within the CFAs
- F. Housing Production Strategies to promote affordable housing and prevent displacement within the CFAs, ongoing and newly adopted
- G. Multimodal Transportation Gap Summary
- H. Highway Impacts Summary

Chapter 18.2.1

ZONING REGULATIONS AND GENERAL PROVISIONS

Sections:

- 18.2.1.010** **Purpose.**
- 18.2.1.020** **Zoning Map and Classification of Zones.**
- 18.2.1.030** **Determination of Zoning Boundaries.**
- 18.2.1.040** **Applicability of Zoning Regulations.**

18.2.1.010 Purpose

Chapter [18.2.1](#) establishes zoning districts pursuant to the Comprehensive Plan. Every parcel, lot, and tract of land within the City is designated with a zoning district, or zone. The use of land is limited to the uses allowed by the applicable zone.

18.2.1.020 Zoning Map and Classification of Zones

For the purpose of this ordinance, the City is divided into zones designated and depicted on the Zoning Map, pursuant to the Comprehensive Plan Map, and summarized in Table [18.2.1.020](#).

Table 18.2.1.020.

Base Zones	Overlay Zones
Residential - Woodland (WR)	Airport Overlay
	Detail Site Review Overlay
Residential - Rural (RR)	Downtown Design Standards Overlay

Residential - Single-Family (R-1-10, R-1-7.5, and R-1-5)	Freeway Sign Overlay
Residential - Suburban (R-1-3.5)	Historic District Overlay
Residential - Low Density Multiple Family (R-2)	Pedestrian Place Overlay
Residential - High Density Multiple Family (R-3)	Performance Standards Options Overlay
Commercial (C-1)	Physical and Environmental Constraints Overlay
Commercial - Downtown (C-1-D)	-Hillside Lands
Employment (E-1)	-Floodplain Corridor Lands
	-Severe Constraints Lands
Industrial (M-1)	-Water Resources
	-Wildfire Lands
Special Districts	
Croman Mill District (CM)	Residential Overlay
	Transit Triangle Overlay Climate Friendly Overlay
Health Care Services District (HC)	
Normal Neighborhood District (NN)	
North Mountain Neighborhood District (NM)	

Southern Oregon University District (SOU)	
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18.2.1.030 Determination of Zoning Boundaries

Unless otherwise specified, zoning boundaries are lot lines, the centerlines of streets, and railroad right-of-way, or such lines extended. Where due to the scale, lack of scale, lack of detail or illegibility of the Zoning Map, or due to any other reason, there is uncertainty, contradiction or conflict as to the intended location of a zoning boundary, the Staff Advisor or, upon referral, the Planning Commission or City Council, shall determine the boundary as follows:

- A. Rights-of-way.** Boundaries that approximately follow the centerlines of a street, highway, alley, bridge, railroad, or other right-of-way shall be construed to follow such centerlines. Whenever any public right-of-way is lawfully vacated, the lands formerly within the vacated right-of-way shall automatically be subject to the same zoning designation that is applicable to lands abutting the vacated areas. In cases where the right-of-way formerly served as a zoning boundary, the vacated lands within the former right-of-way shall be allocated proportionately to the abutting zones.
- B. Parcel, lot, tract.** Where a zoning boundary splits a lot into two zones and the minimum width or depth of a divided area is 20 feet or less, the entire lot shall be placed in the zone that accounts for the greater area of the lot by the adjustment of the zoning boundary. Where a zoning boundary splits a lot into two zones and the minimum width and depth of both divided areas is greater than 20 feet, the lot shall have split zoning with lot area designated proportionately to each zone.
- C. Jurisdiction boundary.** Boundaries indicated as approximately following a City or County boundary, or the Urban Growth Boundary, shall be construed as following said boundary.
- D. Natural features.** Boundaries indicated as approximately following the centerlines of a river or stream, a topographic contour, or similar feature not corresponding to any feature listed in section [18.2.1.030](#), above, shall be construed as following such feature.

18.2.1.040 Applicability of Zoning Regulations

Part [18.2](#) applies to properties with base zone, special district, and overlay zone designations, as follows:

Table 18.2.1.040. Applicability of Standards to Zones, Plan Districts and Overlays

Designation	Applicability
Base Zones	
Residential - Woodland (WR)	Chapter 18.2 Applies Directly
Residential - Rural (RR)	Chapter 18.2 Applies Directly
Residential - Single-family (R-1-10, R-1-7.5, R-1-5)	Chapter 18.2 Applies Directly
Residential - Suburban (R-1-3.5)	Chapter 18.2 Applies Directly
Residential - Low Density Multiple Family (R-2)	Chapter 18.2 Applies Directly
Residential - High Density Multiple Family (R-3)	Chapter 18.2 Applies Directly
Commercial (C-1)	Chapter 18.2 Applies Directly
Commercial - Downtown (C-1-D)	Chapter 18.2 Applies Directly
Employment (E-1)	Chapter 18.2 Applies Directly
Industrial (M-1)	Chapter 18.2 Applies Directly
Special Districts	
Croman Mill District Zone (CM)	CM District Replaces chapter 18.2

Designation	Applicability
Health Care Services Zone (HC)	
Normal Neighborhood District (NN)	NN District Replaces chapter 18.2
North Mountain Neighborhood (NM)	NM District Replaces chapter 18.2
Southern Oregon University (SOU)	
Overlay Zones	
Airport	Overlay Modifies chapter 18.2
Detail Site Review	Overlay Modifies chapter 18.2
Downtown Design Standards	Overlay Modifies chapter 18.2
Freeway Sign	Overlay Modifies chapter 18.2
Historic	Overlay Modifies chapter 18.2
Pedestrian Place	Overlay Modifies chapter 18.2
Performance Standards Options	Overlay Modifies chapter 18.2
Physical and Environmental Constraints	Overlay Modifies chapter 18.2
Residential	Overlay Modifies chapter 18.2
Transit Triangle Climate Friendly	Overlay Modifies chapter 18.2

Chapter 18.2.2

BASE ZONES AND ALLOWED USES

Sections:

18.2.2.010	Purpose.
18.2.2.020	Applicability.
18.2.2.030	Allowed Uses.

18.2.2.010 Purpose

Chapter [18.2.2](#) regulates allowed land uses pursuant to the Comprehensive Plan and the purposes of this ordinance, per chapter [18.1.2](#).

18.2.2.020 Applicability

All uses of land in the City are subject to the regulations of chapter [18.2.2](#). Certain types of land uses are also subject to the Special Use regulations in chapter [18.2.3](#), and some properties are subject to the overlay zone regulations contained in part [18.3](#), as applicable.

18.2.2.030 Allowed Uses

A. Uses Allowed in Base Zones. Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to approval of a conditional use permit. Where Table [18.2.2.030](#) does not list a specific use and part [18.6](#) does not define the use or include it as an example of an allowed use, the City may find that use is allowed, or is not allowed, following the procedures of section [18.1.5.040](#).

B. Permitted Uses and Uses Permitted Subject to Special Use Standards. Uses listed as “Permitted (P)” are allowed. Uses listed as “Permitted Subject to Special Use Standards (S)” are allowed, provided they conform to chapter [18.2.3](#), Special Use Standards. All uses are subject to

the development standards of the 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](#).

C. Conditional Uses. Uses listed as “Conditional Use Permit Required (CU)” are allowed subject to the requirements of chapter [18.5.4](#).

D. Prohibited Uses. Uses not listed in Table [18.2.2.030](#) and not found to be similar to an allowed use following the procedures of section [18.1.5.040](#) are prohibited. Prohibited uses are subject to the violations, complaints, and penalties sections in [18.1.6.080](#), [18.1.6.090](#), and [18.1.6.100](#).

E. Uses Regulated by Overlay Zones. Notwithstanding the provisions of chapter [18.2.2](#), additional land use standards or use restrictions apply within overlay zones. An overlay zone may also provide for exceptions to some standards of the underlying zone. For uses allowed in special districts CM, HC, NM, NN and SOU, and for regulations applying to the City’s overlay zones, refer to part [18.3](#).

F. Accessory Uses. Uses identified as “Permitted (P)” are permitted as primary uses and as accessory uses. For information on other uses that are customarily allowed as accessory, please refer to the description of the land use categories in part [18.6](#), Definitions.

G. Mixed-Use. Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.

H. Temporary Uses. Temporary uses require a conditional use permit under chapter [18.5.4](#), except as follows:

1. **Short-Term Events.** The Staff Advisor may approve through ministerial review short-term temporary uses occurring once in a calendar year and lasting not more than 72 hours including set-up and take-down. Activities such as races, parades, and festivals that occur on public property (e.g., street rights-of-way, parks, sidewalks, or other public grounds) require a special event permit pursuant to chapter [13.03](#).
2. **Short-Term Food Truck Event.** The Staff Advisor may approve through ministerial review the short-term temporary operation of a food truck occurring not more than once per month and lasting not more than 72 hours including set-up and take-down. In addition to the short-term food truck event permit, food truck vendors shall obtain a business license,

register for and pay applicable food and beverage tax, and receive any requisite inspections from the Building and Fire Departments and the Jackson County Environmental Public Health Department. Short-term food truck events are not to be permitted in residential zones.

3. Garage Sales. Garage sales shall have a duration of not more than two days and shall not occur more than twice within any 365-day period. Such activity shall not be accompanied by any off-premises advertisement. For the purpose of this chapter, garage sales meeting the requirements of this subsection shall not be considered a commercial activity.

4. Temporary Buildings. Temporary occupancy of a manufactured housing unit or similar structure may be permitted for a period not to exceed 90 calendar days upon the granting of a permit by the Building Official. Such occupancy may only be allowed in conjunction with construction on the site. Said permit shall not be renewable within a six-month period beginning at the first date of issuance, except with approval of the Staff Advisor.

I. Disclaimer. Property owners are responsible for verifying whether a proposed use or development meets the applicable standards of this chapter.

Table 18.2.2.030. Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
A. Agricultural Uses¹										
Agriculture, except Keeping of Bees, Livestock and Micro-Livestock, Homegrown Marijuana Cultivation, and Marijuana Production	P	P	P	P	P	P	N	N	N	Animal sales, feed yards, keeping of swine, commercial compost, or similar uses not allowed
Keeping of Bees	S	S	S	S	S	S	N	N	N	Sec. 18.2.3.160
Keeping of Livestock	S	N	N	N	S	S	N	N	N	
Keeping of Micro-Livestock	S	S	S	S	S	S	N	N	N	
Marijuana Cultivation, Homegrown	S	S	S	S	S	S	S	S	S	Sec. 18.2.3.190 See General Industrial, Marijuana Production
B. Residential Uses										

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Single-Family Dwelling	P	P	P	P	P	P	S	S	N	See Single-Family standards in Sec. 18.2.5.090 Sec. 18.2.3.130 for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Accessory Residential Unit	S	S	S	S	S	S	N	N	N	Sec. 18.2.3.040 and 18.5.2.020.C.2 Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Cottage Housing	S	N	N	N	N	N	N	N	N	Sec. 18.2.3.090 , Cottage Housing
Duplex	S	S	S	S	S	S	S	S	N	Sec. 18.2.3.110 , Duplex, and 18.5.2.020.C.2 Sec. 18.2.3.130 for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Manufactured Home on Individual Lot	S	S	S	S	N	N	N	N	N	Sec. 18.2.3.170 and not allowed in Historic District Overlay
Manufactured Housing Development	N	S	CU+S	N	N	N	N	N	N	Sec. 18.2.3.180

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Multifamily Dwelling	N	P	P	P	N	N	S	S	N	Sec. 18.2.3.130 for C-1 zone and E-1 zone Dwellings in Transit Triangle (TT) Overlay, see chapter 18.3.14 Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Rental Dwelling Unit Conversion to For-Purchase Housing	N	N	S	S	N	N	N	N	N	Sec. 18.2.3.200
Home Occupation	S	S	S	S	S	S	S	S	N	Sec. 18.2.3.150
C. Group Living										
Nursing Homes, Convalescent Homes	CU	CU	CU	CU	CU	CU	N	N	N	See chapter 18.3.3 , Health Care Services District

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Residential Care Home	P	P	P	P	P	P	N	N	N	Subject to State licensing requirements
Residential Care Facility	CU	P	P	P	CU	CU	N	N	N	Subject to State licensing requirements
Room and Boarding Facility	N	P	P	P	N	N	N	N	N	
D. Public and Institutional Uses										
Airport										See chapter 18.3.7 , Airport Overlay
Cemetery, Mausoleum, Columbarium	N	N	N	N	CU	N	N	N	N	
Child Care Facility	CU	CU	CU	CU	CU	CU	P	P	P	Family Child Care Home exempt from planning application procedure pursuant to ORS

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										329A.440 , see part 18.6 for definition Subject to State licensing requirements
Club Lodge, Fraternal Organization	CU	CU	CU	CU	CU	CU	P	CU	CU	
Electrical Substation	N	N	N	N	N	N	CU	CU	P	
Hospitals	CU	CU	CU	CU	CU	N	N	N	N	See chapter 18.3.3 , Health Care Services District
Governmental Offices and Emergency Services (e.g., Police, Fire); excluding Outdoor Storage	CU	CU	N	N	CU	CU	P	P	P	
Mortuary, Crematorium	N	N	N	N	CU	N	P	P	P	
Park, Open Space, and Recreational Facility, including playgrounds, trails, nature preserves, athletic	P	P	P	P	P	P	N	N	N	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
fields, courts, swim pools, and similar uses										
Public Parking Facility	P	P	P	P	P	P	P	P	P	
Recycling Depot	N	N	N	N	N	N	N	P	P	Not allowed within 200 feet of a residential zone
Religious Institution, Houses of Worship	CU	CU	CU	CU	CU	CU	CU	CU	CU	
School, Private (Kindergarten and up)	CU	CU	CU	CU	CU	CU	N	N	N	
School, Public (Kindergarten and up)	P	P	P	P	P	CU	N	N	N	
School, Private College/Trade/Technical School	N	N	N	N	N	N	N	CU	P	
Utility and Service Building, Yard and Structure, Public and Quasi-	CU	CU	N	N	CU	CU	P	P	P	Includes public service building, yard, and

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Public, excluding electrical substations										structures such as public works yards Yards not allowed in the RR, WR, and C-1 zones
Wireless Communication Facility	CU	CU	CU	CU	CU	CU	P or CU	P or CU	P or CU	Chapter 18.4.10
E. Commercial Uses										
Amusement/Entertainment, includes theater, concert hall, bowling alley, miniature golf, arcade; excluding drive-up uses	N	N	N	N	N	N	P	CU	P	
Automotive and Truck Repair, or Service; includes fueling station, car wash, tire sales and repair/replacement, painting, and other repair for automobiles,	N	N	N	N	N	N	S or CU	S or CU	P	Sec. 18.2.3.050 In C-1 zone, fuel sales and service is a permitted use provided within the Freeway Overlay, see chapter 18.3.8 ;

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
motorcycles, aircraft, boats, RVs, trucks, etc.										conditional use in locations outside of Freeway Overlay In E-1 zone, auto and truck repair is a permitted use if 200 feet or more from residential zones; fuel sales and service requires CU permit
Automotive Sales and Rental, includes motorcycles, boats, RVs, and trucks	N	N	N	N	N	N	CU	CU	P	Not allowed within Historic District Overlay
Accessory Travelers' Accommodation (See also Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Bakery, except as classified as Food Processing	N	N	N	N	N	N	P	P	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Commercial Laundry, Cleaning, and Dyeing Establishment	N	N	N	N	N	N	S	S	P	Sec. 18.2.3.080
Commercial Recreation, includes country club, golf course, swimming club, and tennis club; excluding intensive uses such as driving range, race track, or amusement park	CU	CU	N	N	CU	CU	N	N	N	
Commercial Retail Sales and Services, except Outdoor Sales and Services	N	N	CU+S	N	N	N	P	S	S	In R-2 zone, uses limited to personal and professional services, except see Sec. 18.2.3.210 for retail uses allowed in Railroad Historic District In E-1 zone, Retail limited to 20,000 square

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										<p>feet of gross leasable floor space per lot</p> <p>In M-1 zone, uses limited to serving persons working in zone</p> <p>See Marijuana Retail Sales</p>
Drive-Up Use	N	N	N	N	N	N	S	N	N	Per Sec. 18.2.3.100 , Drive-Up uses are limited to area east of Ashland St at intersection of Ashland St/Siskiyou Blvd
Food Trucks and Food Carts	N	N	N	N	N	N	S	S	S	Sec. 18.2.3.145
Hostel	N	N	CU	CU	N	N	CU*	N	N	*In C-1 zone, requires annual Type I review for at least the first three years, after which time the

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										Planning Commission may approve a permanent facility through the Type II procedure
Hotel/Motel	N	N	N	N	N	N	CU	CU	P	
Kennel (See also Veterinary Clinic)	N	N	N	N	N	N	S	S	CU	No animals kept outside within 200 feet of a residential zone
Limited Retail Uses in Railroad Historic District	N	CU	CU	CU	N	N	N	N	N	Sec. 18.2.3.210 for Retail Uses Allowed in Railroad Historic District
Lumber Yard and Similar Sales and Rental of Building or Contracting Supplies, or Heavy Equipment	N	N	N	N	N	N	CU	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Marijuana Retail Sales, includes sale of medical and recreational marijuana	N	N	N	N	N	N	S or CU	S or CU	N	Per Sec. 18.2.3.190 , marijuana retail sales are limited to the C-1 and E-1 zones and located on a boulevard or 200 feet or more from any residential zone, see Sec. 18.2.3.190
Nightclub, Bar	N	N	N	N	N	N	S	CU	P	Not allowed within the Historic District Overlay unless located in C-1-D
Office	N	N	CU	CU	N	N	P	P	P	
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	
Plant Nursery, Wholesale, except Marijuana Production	N	N	CU	CU	N	N	N	N	N	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Restaurants	N	N	N	N	N	N	P	P	P	
Retail Sales and Services, except Outdoor Sales and Services	N	N	CU+S	N	N	N	P	S	S	<p>In R-2 zone, uses limited to personal and professional services, except see Sec. 18.2.3.210 for retail uses allowed in Railroad Historic District</p> <p>In E-1 zone, Retail limited to 20,000 square feet of gross leasable floor space per lot</p> <p>In M-1 zone, uses limited to serving persons working in zone</p> <p>See Marijuana Retail Sales</p>
Self-Service Storage, Commercial (Mini-Warehouse)	N	N	N	N	N	N	N	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Travelers' Accommodation (See also Accessory Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Veterinary Clinic	N	N	N	N	N	N	P	P	P	
F. Industrial and Employment Uses										
Cabinet, Carpentry, and Machine Shop, and related Sales, Services, and Repairs	N	N	N	N	N	N	N	S or CU	P	In the E-1 zone, uses within 200 feet of a residential zone require CU permit
Commercial Excavation and Removal of Sand, Gravel, Stone, Loam, Dirt or Other Earth Products	N	N	N	N	CU+S	N	N	N	N	Sec. 18.2.3.070
Concrete or Asphalt Batch Plant	N	N	N	N	N	N	N	N	CU	
Dwelling for a caretaker or watchman	N	N	N	N	N	N	N	CU	CU	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Food Products Manufacture/Processing/Preserving, including canning, bottling, freezing, drying, and similar processing and preserving	N	N	N	N	N	N	S	S	P	In the C-1 zone, manufacture or assembly of items sold is a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet In the E-1 zone, see Sec. 18.2.3.140
Manufacture, General, includes Marijuana Laboratory, Processing, and Production	N	N	N	N	N	N	N	P or S	P or S	In E-1 and M-1 zones, marijuana laboratory, processing, and production are subject to the special use standards in Sec. 18.2.3.190 See Marijuana Cultivation, Homegrown

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Manufacture, Light; excluding saw, planing or lumber mills, or molding plants	N	N	N	N	N	N	S	P	P	Requires assembly, fabricating, or packaging of products from previously prepared materials such as cloth, plastic, paper, cotton, or wood In the C-1 zone, manufacture or assembly of items sold in a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Television and Radio Broadcasting Studio	N	N	N	N	N	N	N	P	P	
Wholesale Storage and Distribution, includes Marijuana Wholesale	N	N	N	N	N	N	N	S	S	Deliveries and shipments limited to 7 a.m. - 9 p.m. within 200 feet of a residential zone In E-1 and M-1 zones, marijuana wholesale is subject to the special use standards in Sec. 18.2.3.190
Wrecking, Demolition, and Junk Yards	N	N	N	N	N	N	N	N	CU	
G. Other Uses										
Temporary Tree Sales	N	N	N	N	N	N	P	N	N	Allowed from November 1 to January 1

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Temporary Use	CU, except uses lasting less than 72 hours are subject to ministerial review, per Sec. 18.2.2.030.H									

1 KEY: P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Chapter 18.2.3

SPECIAL USE STANDARDS

18.2.3.130 Dwelling in Non-Residential Zone

Where dwellings are allowed in non-residential zones, they are subject to all of the following requirements:

- A.** Dwellings in the E-1 zone are limited to the R-Overlay **and the CF Overlay** zones. See chapter 18.3.13 Residential Overlay, **and chapter 18.3.14, Climate Friendly Overlay.**
- B.** Dwellings in the E-1 and C-1 zones shall meet all of the following standards, except that dwellings developed **under in** the **Transit Triangle (TT) Climate Friendly (CF)** Overlay **option** are not subject to this subsection. See section 18.3.14.040 for the allowed uses in the **TT CF** overlay.

1. Mixed-Use Developments. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.
2. **Residential densities shall not exceed 15 dwelling units per acre in the E-1 zone, 30 dwelling units per acre in the C-1 zone, and 60 dwelling units per acre in the C-1-D zone. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit. No maximum residential densities shall apply.**
3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone.

4. Commercial-Ready Exception in C-1-D zone. The limitations in this subsection on ground-floor residential uses do not apply to buildings in the C-1-D zone developed with commercial-ready space on the ground floor complying with the following:

a. The entire ground floor space must be constructed to accommodate nonresidential uses.

b. If residential uses are provided immediately above the ground floor level (i.e., second floor residential), horizontal occupancy separation must be provided to accommodate future commercial occupancies as required by the Oregon Structure Specialty Code at the time of construction.

c. The ground floor must have an interior height of not less than 12 feet measured from the entry level finished floor to the bottom of the structural members of the floor above.

d. Residential densities shall achieve a minimum of 30 dwelling units per acre.

Chapter 18.2.6

STANDARDS FOR NON-RESIDENTIAL ZONES

Sections:

- 18.2.6.010** **Purpose.**
- 18.2.6.020** **Applicability.**
- 18.2.6.030** **Unified Standards for Non-Residential Zones.**

18.2.6.010 Purpose

18.2.6 sets forth lot and development standards, including minimum dimensions, area, density, coverage, structure height, and other provisions that control the intensity, scale, and location of development, for Ashland's base employment zones, pursuant to the Comprehensive Plan and the purposes of this ordinance.

18.2.6.020 Applicability

The standards contained in this chapter apply to all uses and development in the city's employment zones. Property owners are responsible for verifying whether a proposed use or development meets the applicable standards of this ordinance, and for obtaining Zoning Permits.

18.2.6.030 Unified Standards for Non-Residential Zones

Table 18.2.6.030. Standards for Non-Residential Zones

(Except as modified under chapter [18.5.5](#) Variances.)

Standard	C-1	C-1-D	E-1	M-1
Maximum Residential Density ¹ (dwelling units/acre)	30 du/ac None	60 du/ac None	15 du/ac None	NA
¹ where allowed per section 18.2.3.130 ; within E-1 zone, per R-Overlay (see chapter 18.3.13 Residential Overlay).				
Lot Area, Width, Depth Lot Coverage	There is no minimum lot area, width or depth, or maximum lot coverage; or minimum front, side or rear yard, except as required to comply with the special district and overlay zone provisions of part 18.3 or the site development and design standards of part 18.4 .			
Setback Yards (feet)	There is no minimum front, side, or rear yard required, except where buildings on the subject site abut a residential zone, in which case a side of not less than 10 ft and a rear yard of not less than 10 ft per story is required.		There is no minimum front, side, or rear yard, except 20 ft where adjoining a residential zone.	
	The solar setback standards of chapter 18.4.8 do not apply to structures in the C-1-D zone.			
	Except for buildings within 100 feet of a residential zone, the solar setback standards of chapter 18.4.8 do not apply to structures in the C-1 zone.			
	See also section 18.2.4.030 Arterial Street Setback.			
	40 ft, except:	50 ft, except:	40 ft	40 ft

Standard	C-1	C-1-D	E-1	M-1
Building Height ^{2&3} – Maximum (feet)	-Where located more than 100 feet from a residential zone, buildings greater than 40 ft and less than 55 ft are permitted in C-1 zone with approval of a Conditional Use Permit.	- Buildings greater than 40 50 ft and less than 55 60 ft are permitted in C-1-D zone with approval of a Conditional Use Permit.		

²See definition of “height of building” in section [18.6.1.030](#).

³Parapets may be erected up to five feet above the maximum building height; see also, [18.4.4.030.G.4](#) for mechanical equipment screening requirements, and [18.5.2.020](#) for Site Design Review for mechanical equipment review process.

Landscape Area – Minimum (% of developed lot area)	15%	None, except parking areas and service stations shall meet the standards of chapters 18.4.3 Parking, Access, and Circulation, and 18.4.4	15%	10%
--	-----	--	-----	-----

Standard	C-1	C-1-D	E-1	M-1
		Landscaping, Lighting, and Screening.		

Chapter 18.3.12

SITE DEVELOPMENT AND DESIGN OVERLAYS

Sections:

18.3.12.010	Purpose.
18.3.12.020	Applicability.
18.3.12.030	Detail Site Review Overlay.
18.3.12.040	Downtown Design Standards Overlay.
18.3.12.050	Historic District Overlay.
18.3.12.060	Pedestrian Place Overlay.
18.3.12.070	Transit Triangle Climate Friendly Overlay.

18.3.12.010 Purpose

The Site Development and Design overlays provide special regulations and standards that supplement the base zoning regulations which are implemented through Site Design Review.

18.3.12.020 Applicability

This chapter applies to the Detail Site Review, Downtown Design Standards, Historic District, Pedestrian Place, and Transit Triangle Climate Friendly overlays. Development located within these overlays is required to meet all other applicable sections of this ordinance, except as modified by this chapter. Where the provisions of this chapter conflict with comparable standards described in any other ordinance or regulation, the provisions of this chapter apply.

18.3.12.030 Detail Site Review Overlay

A. The Detail Site Review Overlay is that area defined in the Site Design Zones map.

- B.** Development in the Detail Site Review Overlay is subject to subsection [18.4.2.040.C](#) in addition to all other applicable sections of this ordinance.
- C.** Any development in the Detail Site Review Overlay which exceeds 10,000 square feet or is longer than 100 feet in length or width shall be reviewed according to the Type II procedure in section [18.5.1.060](#).

18.3.12.040 Downtown Design Standards Overlay

- A.** The Downtown Design Standards Overlay is that area defined in the Site Design Zones map.
- B.** Development in the Downtown Design Standards Overlay is subject to section [18.4.2.060](#) Downtown Design Standards in addition to all other applicable sections of this ordinance.
- C.** Any development in the Downtown Design Standards Overlay which exceeds 2,500 square feet shall be reviewed according to the Type II procedure in section [18.5.1.060](#).

18.3.12.050 Historic District Overlay

- A.** The Historic District Overlay, also referred to as the Historic Interest Area, is that area defined in the Historic Districts map.
- B.** Development in the Historic District Overlay is subject to section [18.4.2.050](#) Historic District Standards in addition to all other applicable sections of this ordinance.

18.3.12.060 Pedestrian Place Overlay

- A. Purpose.** The Pedestrian Place 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 Pedestrian Places overlay on the Site Design Zones map.
2. Review Procedure. The Pedestrian Place overlay requirements apply to proposed development located in the Pedestrian Place overlay that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings, accessory residential units, duplexes, and other associated accessory structures and uses. The provisions of the Pedestrian Place overlay supplement those of the applicable base zoning district and other applicable ordinance requirements.
3. Mixed-Use Buildings in Residential Zones. Mixed-use buildings located in an underlying residential zone require Site Design Review approval in accordance with chapter [18.5.2](#), and are subject to the standards in subsection [18.4.2.040.B](#), Basic Site Review Standards, rather than section [18.4.2.030](#), Residential Development. Mixed-use buildings are subject to all other applicable provisions of part [18.4](#), Site Development and Design Standards.

~~4. **The Pedestrian Places overlay and development standards do not apply to properties electing to develop under the Transit Triangle (TT) overlay option. See chapter [18.3.14](#), Transit Triangle Overlay.**~~

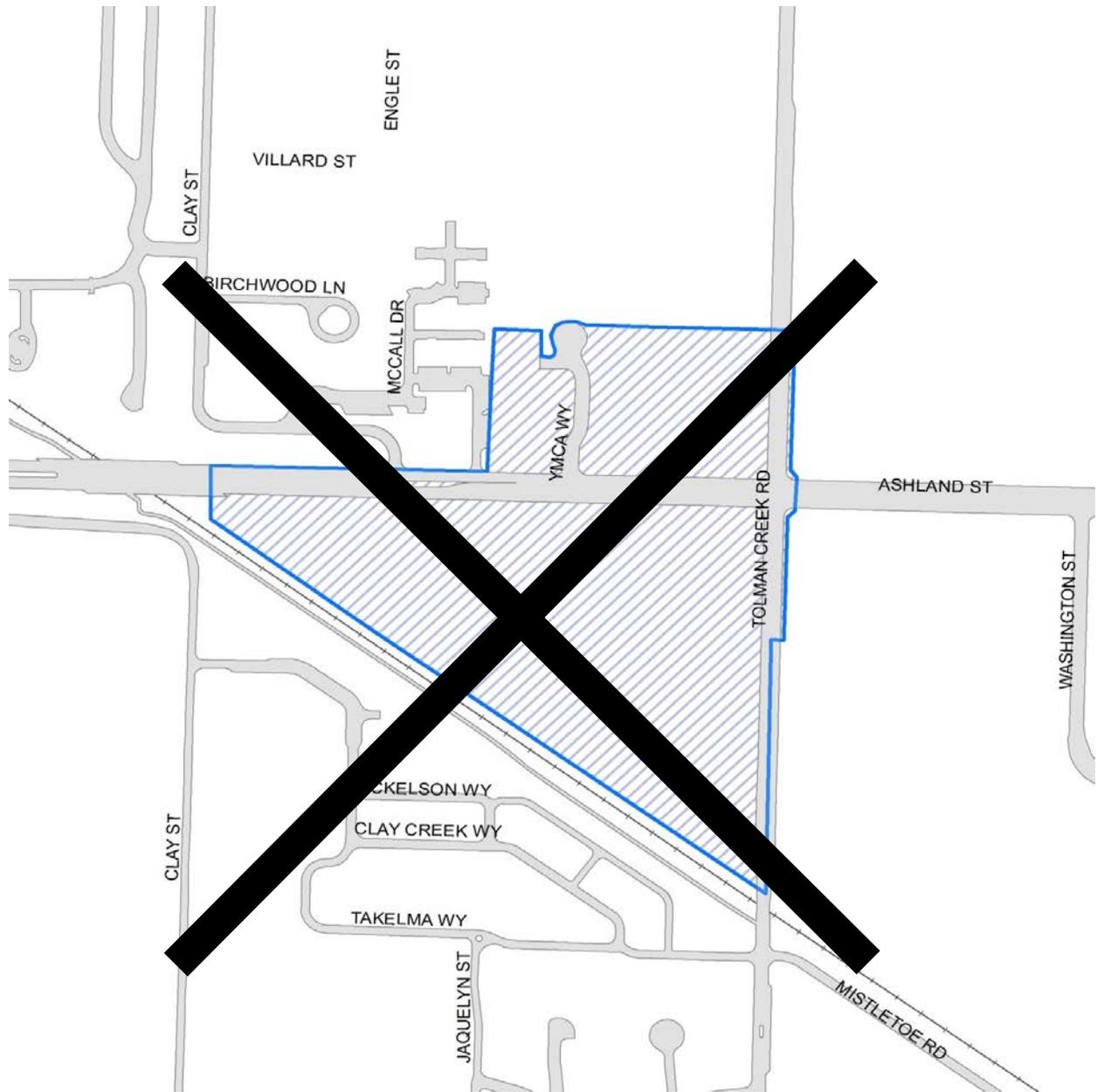
C. Pedestrian Place Concept Plans. The Pedestrian Place Concept plans (i.e., site plan, development summary, and building illustrations) are for the purpose of providing an example of development that conforms to the standards, and do not constitute independent approval criteria. Concept plans are attached to the end of this chapter.

D. Development Standards. The following standards shall apply to development in the Pedestrian Places overlay in addition to all applicable provisions of this chapter:

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.

E. Development in Residential Zone. The following standards apply to development located in the Pedestrian Places overlay and a residential zone, in addition to all applicable provisions of this chapter:

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 2,500 square feet.
 - 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 set back 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 0.50. 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 one-half 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.





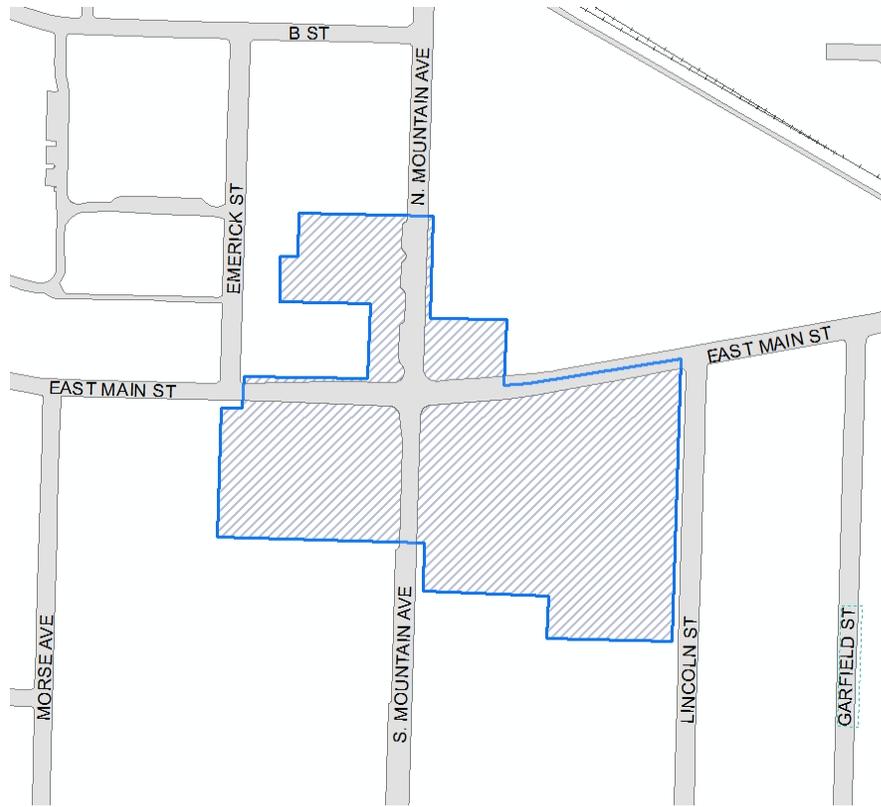


Figure 18.3.12.060. Pedestrian Places Overlay



Potential for growth as a neighborhood center with civic, educational and arts uses plus affordable in-fill housing.

City of Ashland TSP Update

N. Mountain Avenue and E. Main Street Pedestrian Place



March 2011
Revised October 2011



Concept Plan.

This conceptual development plan provides a hypothetical example that serves to illustrate how a property could develop to balance residential and commercial uses through implementing the Pedestrian Places building blocks.

Development Summary

- Building A: 2-Story Apartment Building**
 - 8 Apartments
- Building B: 2-Story Mixed-use Building**
 - General Retail Space – 1-2 shops (2500sq. ft each)
 - 16 Apartments
- Building C: 2-Story Mixed-use Building**
 - General Retail Space – 1-2 shops (2500sq. ft each)
 - 16 Apartments

Historic Home as Potential Studio / Gallery Space

Flexible Parking Standards

- Various parking credit options

Achievable Density

- 22 – 24 dwelling units / acre (With preservation of historic home)
- FAR= 0.66:1

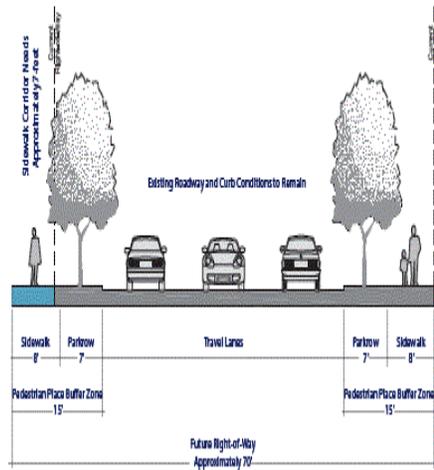
Arts, Education and Affordability

- Adaptive re-use of buildings to support local art
- Outdoor spaces for installation of public art
- Modestly sized, affordable apartments
- Care and educational uses nearby

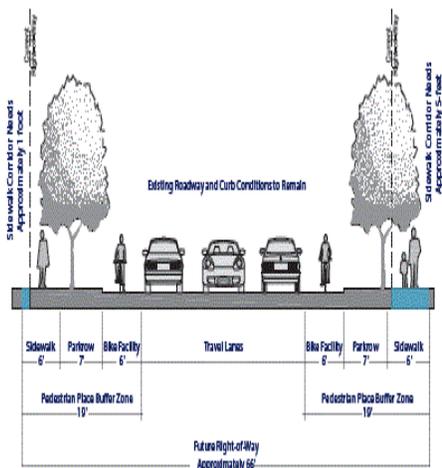
Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Opportunities for additional neighborhood connectivity
- Transit-supportive densities for restoring bus service
- Reduced parking areas
- Pedestrian-friendly building design
- Transportation and Streetscape Improvements

Streetscape and Public Art



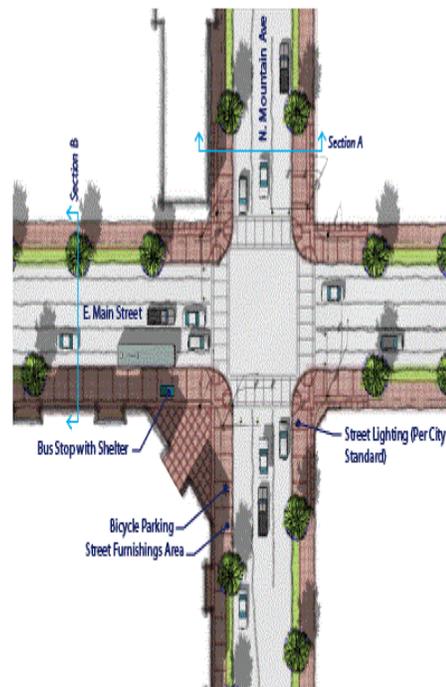
N. Mountain Avenue Future Improvements
Section A - Looking North



E. Main Street Future Improvements
Section B - Looking West



Public Art

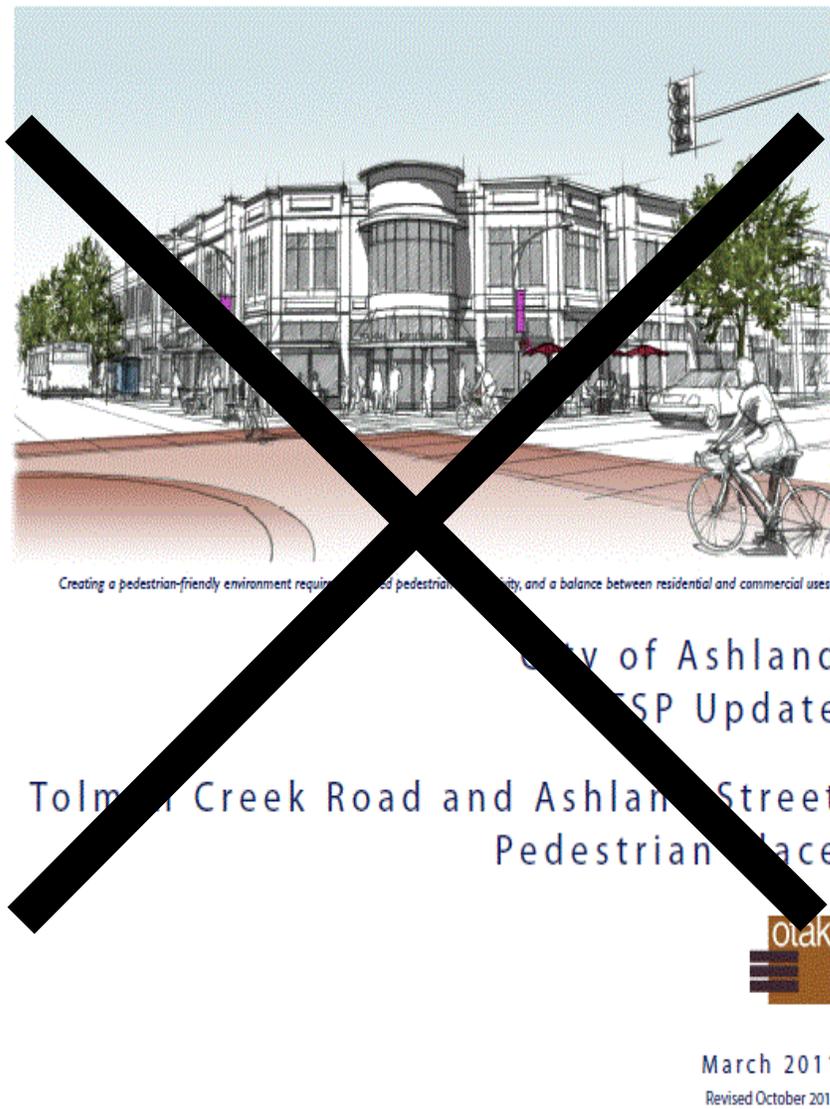


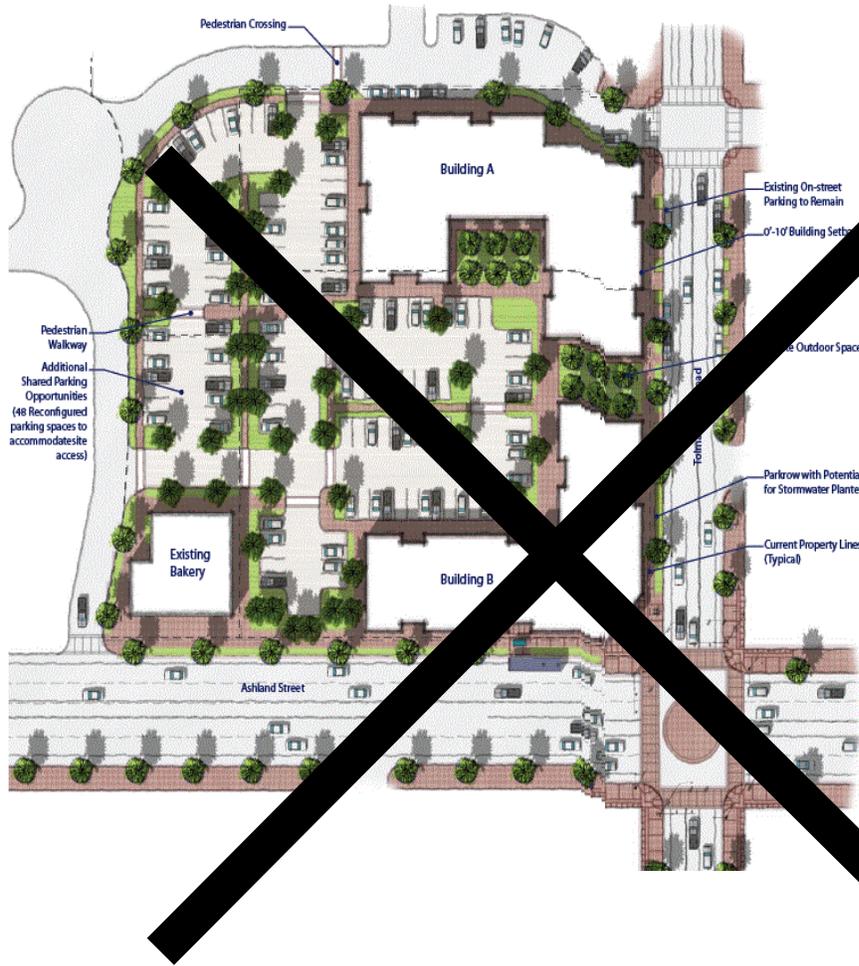
Pedestrian Place Streetscape Features



Public Realm Features

Primary streetscape character elements are the Green Street design with flow-through stormwater planters and building articulations with ground floor windows for the shops located near the intersection and residential units located near mid-block. The residential units could be artist live/work spaces with ground floor galleries visible from street. Near the intersection a paved sidewalk furnishing zone accommodates a bus shelter, bike racks and outdoor seating across from a revitalized Arts Academy.





Concept Plan

This conceptual development plan provides a hypothetical example that serves to illustrate how a property could develop through implementing the Pedestrian Places building blocks.

Development Summary

Building A: 2-Story Apartment Building
 • 60 Apartments

Building B: 2-Story Mixed-use Building
 • General Retail Space – 6-10 shops (15,000 sf)
 • Office Space – 15,000 sf

Flexible Parking Standards
 • Various parking credit options

Achievable Density

- 25 – 30 dwelling units / acre
- FAR= 0.67:1

Balancing Residential and Commercial Uses

- Expand housing choices in core areas and connectivity to existing residential neighborhoods
- Office and retail complementary to existing commercial uses
- Modestly sized, affordable apartments

Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Opportunities for additional neighborhood connectivity
- Transit-supportive densities for frequent service
- Reduced parking areas
- Pedestrian-friendly building design

Green Street and Intersection Design Features

The diagram illustrates various green street and intersection design features. It includes two cross-sections of streets, a top-down view of an intersection, and three photographs of specific design elements.

Tolman Creek Road Future Improvements Section A - Looking North

Sidewalk	8'	Planting Zone	7'	Bike Facility	6'	Travel Lane	12'	Bike Facility	6'	Planting Zone	7'	Sidewalk	8'
Pedestrian Plaza Buffer Zone													
21'													
Future Right-of-Way													
Approximately 74'													

Ashland Street Future Improvements Section B - Looking West

Sidewalk	8'	Furnish Zone	7'	Bike Facility	6'	Travel Lane	12'	Bike Facility	6'	Furnish Zone	7'	Sidewalk	8'
Pedestrian Plaza Buffer Zone													
21'													
Future Right-of-Way													
Approximately 100'													

Intersection Pavement

Stormwater Planter

Stormwater Planter with On-street Parking

Intersection

- Street Furnishings Area
- Bicycle Parking
- Corner Entry
- Bus Stop Shelter
- Pedestrian Scale Street Lighting (Per City Standard)
- Special Intersection Pavement

Pedestrian Plaza Streetscape Features

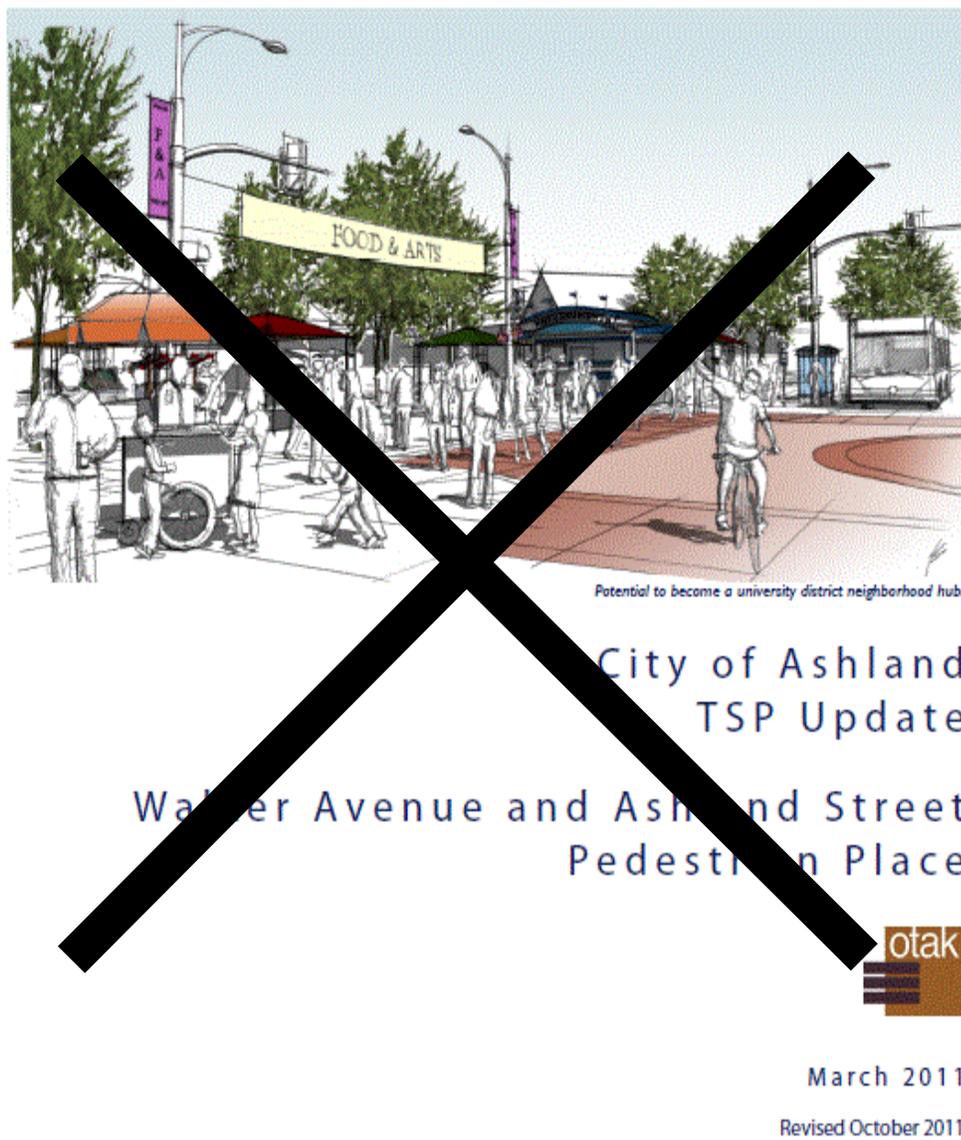
Street Designs to meet City Street Standards

Designing the Public Realm



Public Realm Features

Primary streetscape character elements are... Street design with flow-through stormwater planters, street lights with banners and a paved sidewalk furnishing zone near the... to accommodate bus shelters, bike racks and outdoor seating... corner entry and building setback, building articulations and large ground floor windows help create a more comfortable pedestrian environment along a hospitable street.



Long Term Concept Plan Development Summary

Building A: 2-3 Story Mixed-use

- 7 shops
- 30 apartments

Building B: 1 Story Retail

- 1-2 shops

Building C: 1 Story Retail

- 1-2 shops

Building D: 2 Story Residential

- 16 apartments

Building E: 3 Story Mixed-use

- 6 shops
- 34 apartments

Building F: 1-2 Story Grocery Store

- 20,000-30,000 sf

Building G: 2 Story Fitness Club

- 8,000 sf

Parking:

- Various parking credit options

FAR= 0.59:1

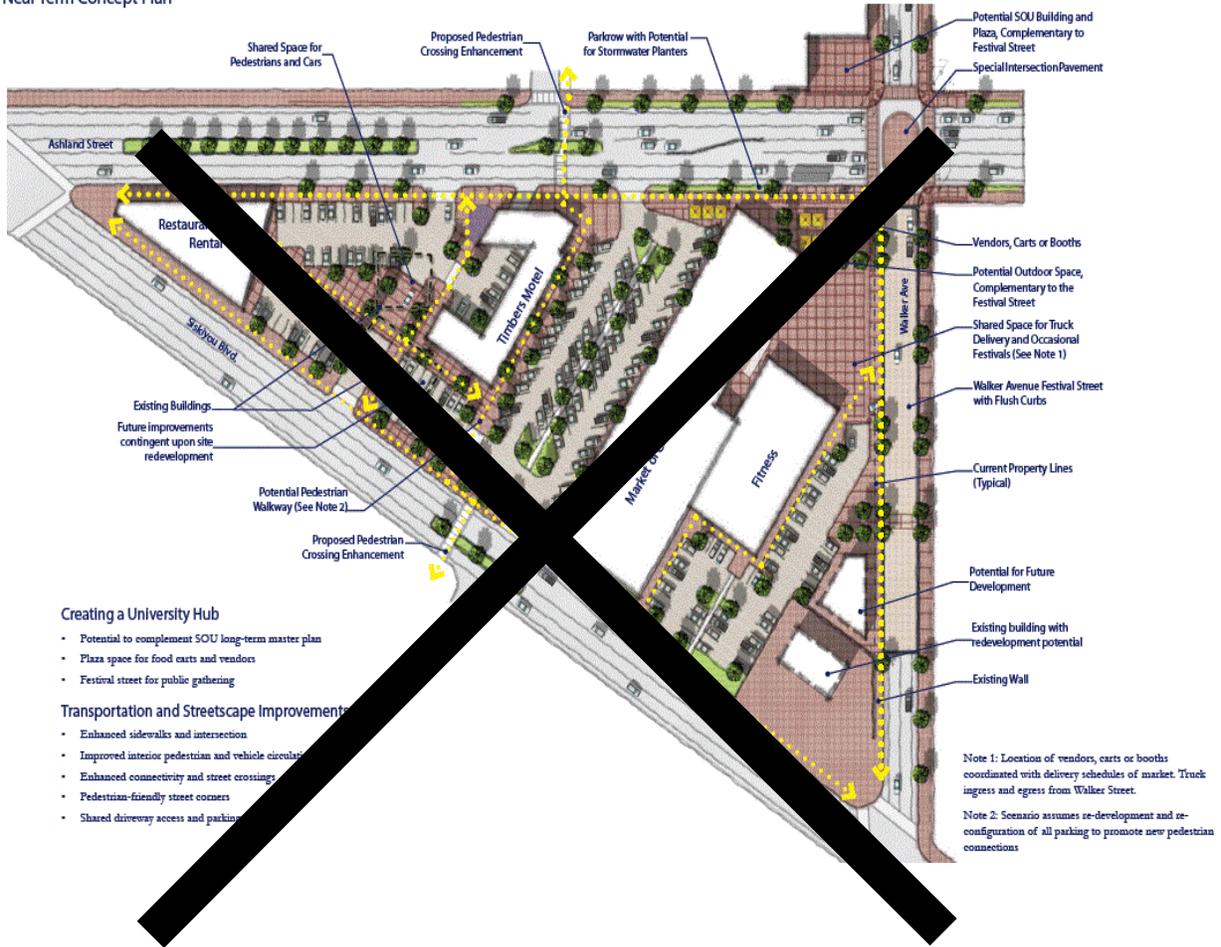
Creating a University Hub

- Multiple, affordable housing choices and locations not currently available
- New retail, grocery and entertainment uses
- Potential to complement SOU long-term master plan
- Festival street for public gathering

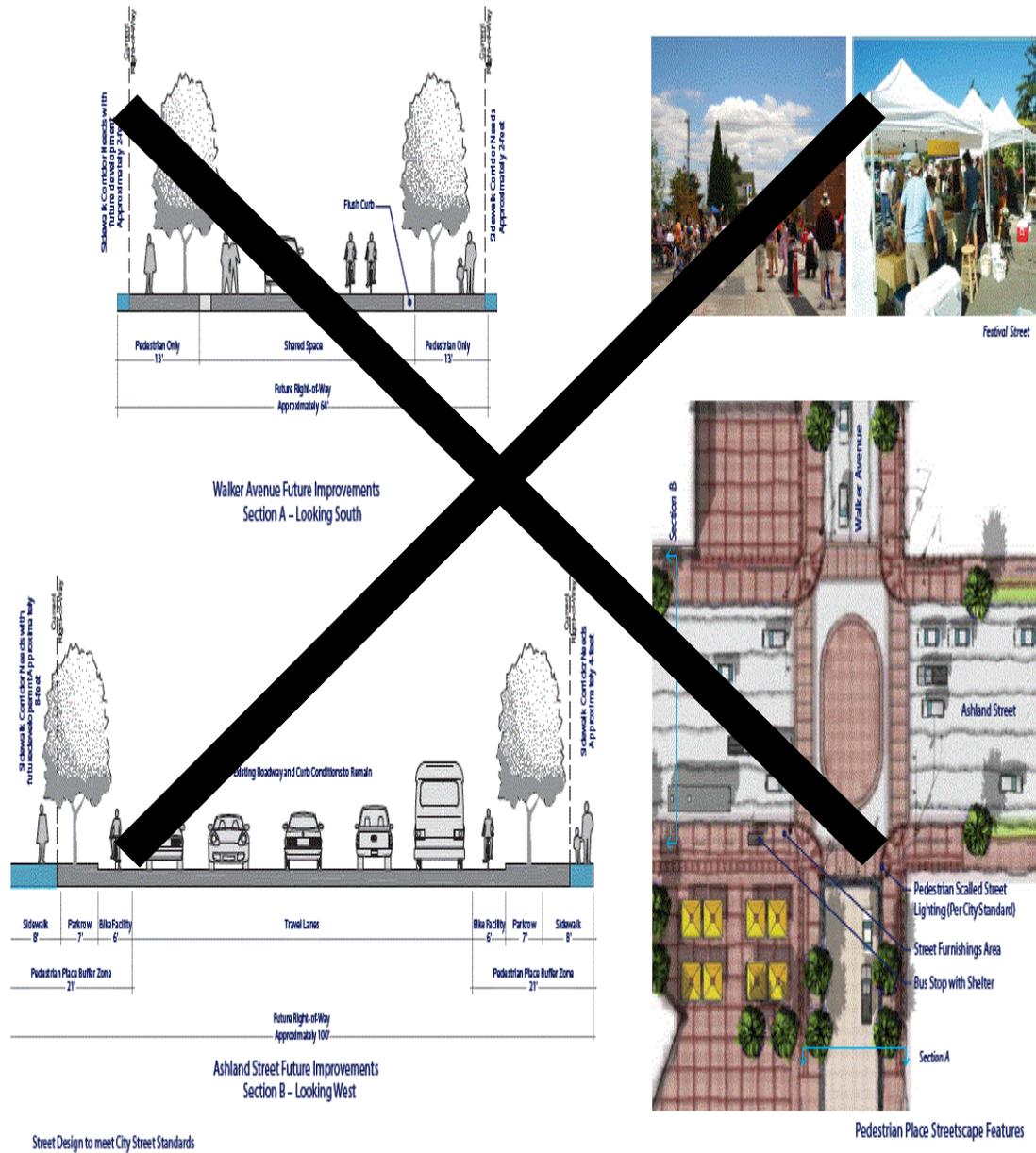
Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Enhanced connectivity and street crossings
- Transit-supportive densities for frequent service
- Reduced parking areas
- Pedestrian-friendly building design

Near Term Concept Plan



Festival Street and Intersection Design Features



18.3.12.070 Transit Triangle Climate Friendly Overlay

A. The Transit Triangle (TT) Climate Friendly (CF) overlay is that area defined in the Site Design Zones map applies to properties designated CF on the Zoning Map.

B. Development in the **Transit Triangle Climate Friendly** overlay is subject to chapter [18.3.14](#), **Transit Triangle Climate Friendly** Overlay, in addition to all other applicable sections of the ordinance codified in this section.

Chapter 18.3.13 RESIDENTIAL OVERLAY

Sections:

18.3.13.010 Residential Overlay Regulations.

18.3.13.010 Residential Overlay Regulations

A. Purpose. The Residential overlay is intended to encourage a concentration and mix of businesses and housing that provide a variety of housing types, support resource and energy conservation, and promote walking, bicycling, and transit use.

B. Applicability. The Residential overlay applies to all property where 'Residential Overlay' (R) is indicated on the Zoning map.

C. Requirements. The Residential overlay requirements are as follows, **except that dwellings developed under the Transit Triangle (TT) overlay option are not subject to this subsection. See section 18.3.14.040 for the allowed uses in the TT overlay.**

- Mixed-Use Developments.** If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.
- Residential densities shall not exceed 15 dwelling units per acre. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit. No maximum residential densities shall apply.**
- Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the E-1 District.

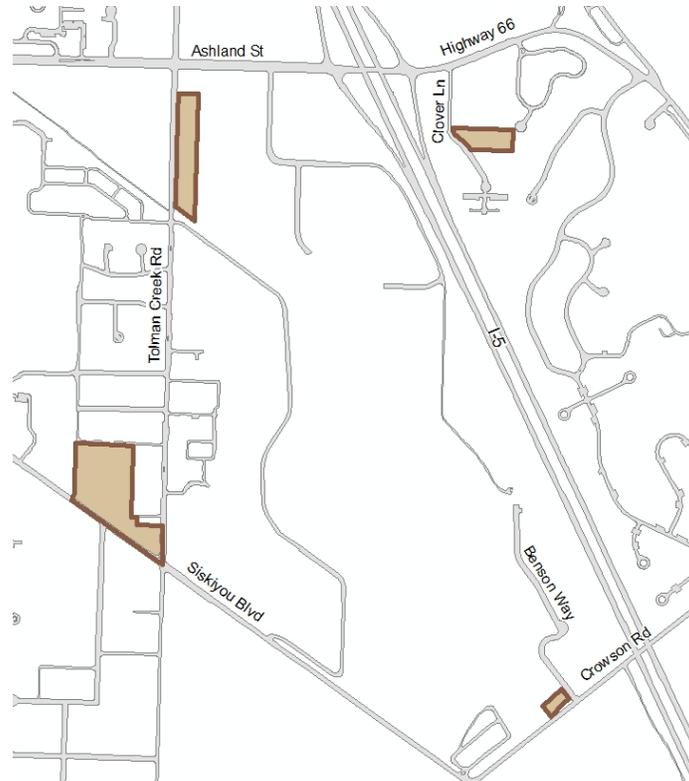
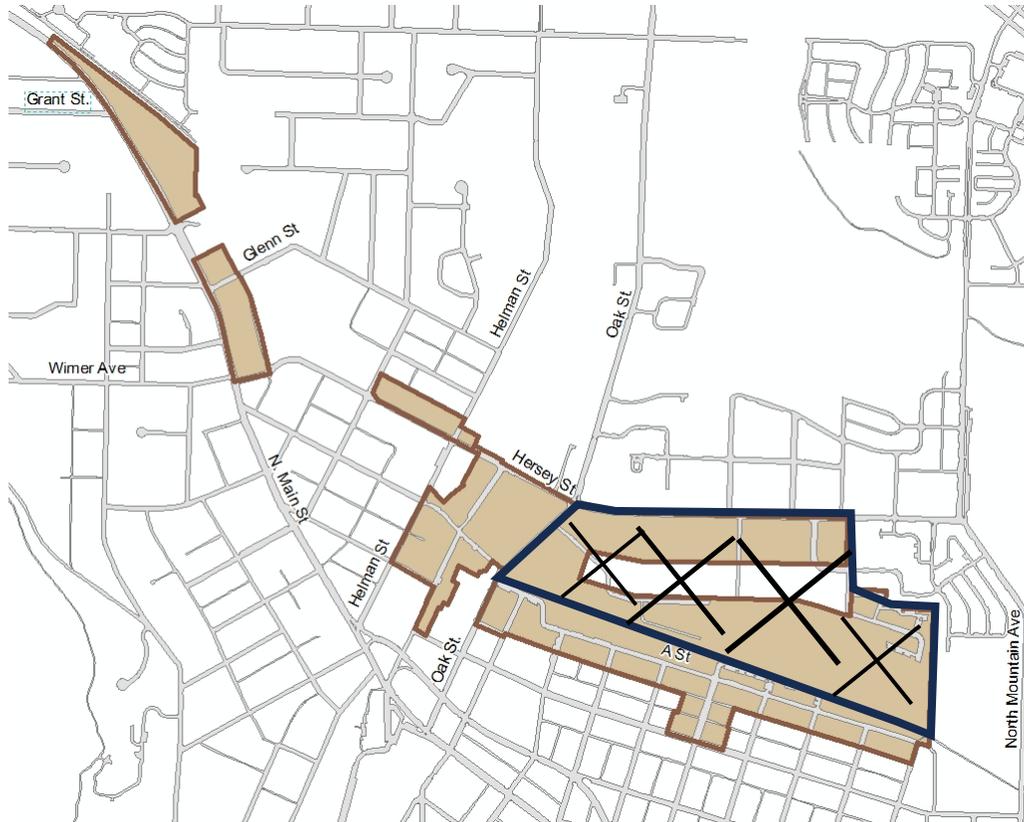


Figure 18.3.13.010. Residential Overlay

Chapter 18.3.14

CLIMATE FRIENDLY OVERLAY (NEW)

Sections:

18.3.14.010	Purpose.
18.3.14.020	Applicability.
18.3.14.030	General Requirements.
18.3.14.040	Allowed Uses.
18.3.14.050	Dimensional Standards.
18.3.14.060	Site Development and Design Standards.

18.3.14.010 Purpose

The Climate Friendly (CF) overlay is intended to promote the development of a mix of housing, commercial and employment opportunities within a well-designed and connected pedestrian environment. Areas within the CF overlay are intended to be served by high-quality pedestrian, bicycle, and transit infrastructure and services.

18.3.14.020 Applicability

A. Climate Friendly (CF) Overlay Designation. This chapter applies to properties designated as Climate Friendly (CF) overlay on the Zoning Map.

B. Governing Standards. Notwithstanding the provision of chapter 18.2.2, Base Zones, additional use restrictions and land use standards apply within the CF overlay. Where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the CF overlay shall govern.

C. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to chapter 18.5.5, Variances, except that deviations from the standards in section 18.3.14.060 are subject to subsection 18.5.2.050.E, Exception to the Site Development and Design Standards.

Exhibit 18.3.14.020.A.1 Railroad Area Climate Friendly Area (CFA)



Exhibit 18.3.14.020.A.2 Transit Triangle Climate Friendly Area (CFA)

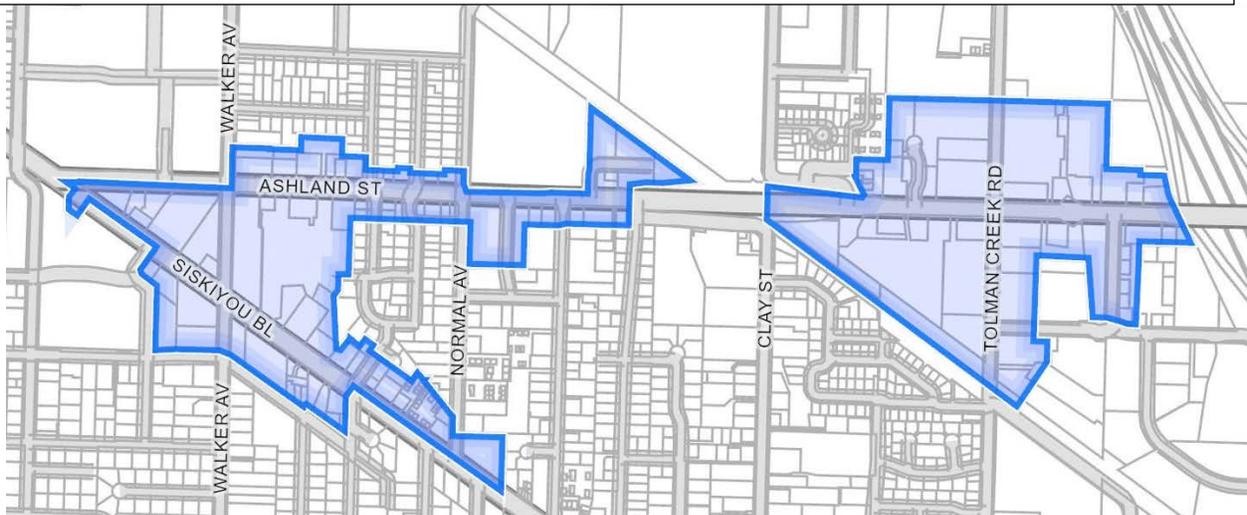


Figure 18.3.14.020. Climate Friendly (CF) Overlay

18.3.14.030 General Requirements

A. Site Development and Design Standards. New development is subject to Site Design Review under chapter 18.5.2, and must comply with the applicable site development and design standards.

18.3.14.040 Allowed Uses

A. Uses Allowed in CF Overlay. Allowed uses are determined by the base zone and in accordance with section 18.2.2.030, except as provided for in this chapter. Notwithstanding the provisions of chapter 18.2.2, Base Zones and Allowed Uses, this section includes additional allowed uses, use restrictions and prohibited uses within the CF overlay.

B. Mixed Use. Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.

Table 18.3.14.040. Climate Friendly (CF) Overlay Uses Allowed by Base Zone¹

	Base Zones			
	R-2	C-1	E-1	Special Use Standards
A. Residential				
Single-Family Dwelling	S	S	S	Sec. 18.3.14.040.C.1
Duplex	N	N	N	

	Base Zones			
	R-2	C-1	E-1	Special Use Standards
Multifamily Dwelling	S	S	S	Sec. 18.3.14.040.C.2
B. Public and Institutional Uses				
Child Care Facility	P	P	P	Family Child Care Home exempt from planning application procedure pursuant to ORS 329A.440 , see part 18.6 for definition Subject to State licensing requirements
Governmental Offices and Emergency Services (e.g., Police, Fire); excluding Outdoor Storage	P	P	P	
Park, Open Space, and Recreational Facility, including playgrounds, trails, nature preserves, athletic fields, courts, swim pools, and similar uses	P	P	P	
Recycling Depot	N	N	N	

	Base Zones			
	R-2	C-1	E-1	Special Use Standards
School, Private (Kindergarten and up)	P	P	P	
School, Public (Kindergarten and up)	P	P	P	
C. Commercial				
Office	P	P	P	
Restaurants	P	P	P	
Retail Sales and Services, except Outdoor Sales and Services	P	P	P	
Self-Service Storage, Commercial (Mini-Warehouse)	N	N	N	
D. Industrial and Employment Uses				
Wholesale Storage and Distribution, includes Marijuana Wholesale	N	N	CU	In E-1 zone, marijuana wholesale is subject to the special use standards in Sec. 18.2.3.190

1 Key: P = Permitted Uses; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

C. Special Use Standards. The uses listed as “Permitted with Special Use Standards (S)” in Table 18.3.14.040, above, are allowed provided they conform to the requirements of this section and the requirements of chapter 18.5.2, Site Design Review.

1. Single-Family Dwelling Uses. Attached (common wall) single-family dwellings (e.g., townhomes, condominiums, rowhouses) provided all of the following standards are met:
 - a. Access. Access must conform to the requirements of subsection 18.4.3.080.C.
 - b. Minimum Lot Frontage. Notwithstanding section 18.2.4.010, minimum lot frontage shall be 20 feet provided dwellings have access by an alley.
2. Multifamily Dwelling Uses. Multifamily dwelling uses provided all of the following standards are met:
 - a. One Building. When a planning application is limited to one building, residential uses may occupy up to 65 percent of the gross floor area of the ground floor. At least 35 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.
 - b. More Than One Building. When a planning application includes more than one building, the equivalent of at least 35 percent of the gross floor area of the ground floor for all buildings shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.
 - c. Affordable Housing Exception. The limitations in this subsection on ground-floor residential uses do not apply to multifamily dwellings meeting the standards for affordable housing in section 18.2.5.050.
 - d. Commercial-Ready Exception. The limitations in this subsection on ground-floor residential uses do not apply to buildings developed with commercial-ready space on the ground floor complying with the following:
 - i. The entire ground floor space must be constructed to accommodate nonresidential uses.
 - ii. If residential uses are provided immediately above the ground floor level (i.e., second floor residential), horizontal occupancy separation must be provided to

accommodate future commercial occupancies as required by the Oregon Structure Specialty Code at the time of construction.

iii. The ground floor must have an interior height of not less than 12 feet measured from the entry level finished floor to the bottom of the structural members of the floor above.

18.3.14.050 Dimensional Standards

Notwithstanding the provisions of chapter 18.2.5, Standards for Residential Zones, and chapter 18.2.6, Standards for Non-Residential Zones, Table 18.3.14.050 includes the dimensional standards within the CF overlay.

The dimensions shall conform to the standards in Table 18.3.14.050.

Table 18.3.14.050. Climate Friendly Overlay Dimensional Standards

	Base Zones		
	R-2	C-1	E-1
Residential Density (dwelling units/acre)			
Minimum ¹	15 du/ac	25 du/ac	20 du/ac
Maximum	None		
¹ Mixed-use buildings are exempt from the minimum density if it has a FAR of 2.0 or greater. Redevelopment within existing buildings that adds residential units, but does not add new units outside the existing building, is exempt from the minimum density.			
Floor Area Ratio (FAR) ²			

	Base Zones		
	R-2	C-1	E-1
Minimum	.5	.5	.5
² Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Plazas and pedestrian areas may also be applied toward meeting the landscaping area requirements but shall not constitute more than 50% of the required area.			
Lot Area, Width, Depth and Coverage	There is no minimum lot area, width or depth, or maximum lot coverage, provided the minimum landscape area is provided.		
Yards, Minimum (feet) ³			
- Front	There is no minimum front, side, or rear yard required, except where buildings on the subject site abut a residential zone outside of the CF overlay, in which case a side or rear yard of not less than 15 ft is required.		
- Side			
- Rear			
³ See building step-back requirement in subsection 18.3.14.060.B.			
Building Separation, On Same Site - Minimum	NA		
Building Height ^{4,5}			
Maximum Height - feet/stories	50/4	50/4	50/4
Maximum Height with Bonus ⁶	60/5	60/5	60/5
Solar Setback	Except for buildings within 100 feet of a residential zone outside of the CF overlay, the solar setback standards of chapter 18.4.8 do not apply.		

	Base Zones		
	R-2	C-1	E-1
<p>⁴See definition of “height of building” in section 18.6.1.030.</p>			
<p>⁵Parapets may be erected up to five feet above the maximum building height; see also, subsection 18.4.4.030.G.4 for mechanical equipment screening requirements, and section 18.5.2.020 for site design review for mechanical equipment review process.</p>			
<p>⁶Multifamily dwellings meeting the standards for affordable housing in section 18.2.5.050 are eligible for bonus height. Applicants may alternatively pursue height bonuses per ORS 197A.445.</p>			
Landscape Area – Minimum (% of developed lot area)	15%	15%	15%
Open Space – Minimum (% of site area)	NA		

18.3.14.060 Site Development and Design Standards

New development is subject to site design review under chapter 18.5.2, and must comply with site development and design standards in part 18.4 and this section.

A. Block Lengths. Block length within the CF overlay shall comply with subsection 18.4.6.040.E.9.a, however, a maximum block length of 350 feet shall apply to development sites of 5.5 acres or more. Exceptions may be permitted subject to subsection 18.4.6.040.E.9.

B. Building Mass. Building facades within 25 feet of a residential zone outside of the CF overlay shall incorporate a step-back of ten feet for that portion of a building which is over 25 feet or two stories in height, whichever is greater. The building step-back requirement does not apply to parapets. See Figure 18.3.14.060.B.1. This standard applies along the perimeter of the development and shall not apply between buildings or lots within a development. See

minimum side or rear yard requirement for buildings abutting a residential zone in table 18.3.14.050.

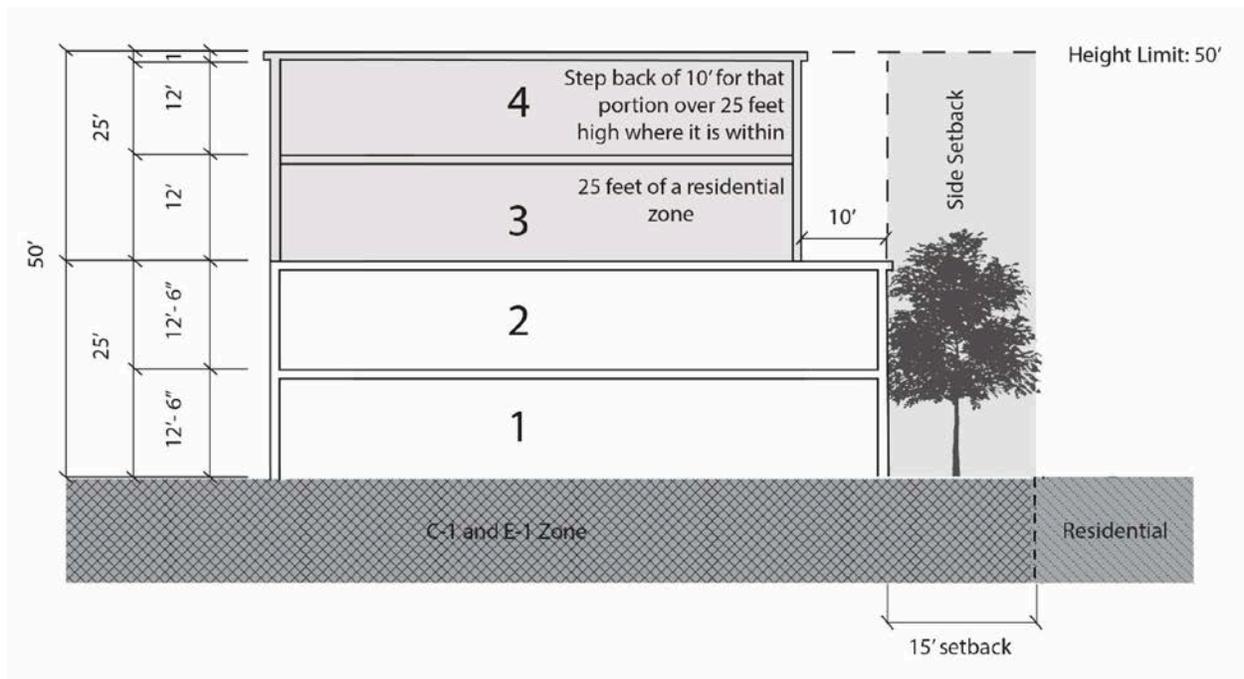


Figure 18.3.14.060.B.1.

Zoning Map

City Limits	C-1	R-1-10
CFA Overlay	C-1-D	R-1-3.5
P-overlay	E-1	R-1-5
Airport Overlay	HC	R-1-7.5
Freeway Overlay	M-1	R-2
Residential Overlay	NM	R-3
North Mountain Zone	Taxlots	RR-5
Urban Growth Boundary		RR-1
		SO
		WR
		WR-20

Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.

0 0.5 1 Mile

North Mountain Zoning Overlay Detail

Legend

- NM-C
- NM-G
- NM-MF
- NM-R 15
- NM-R 17.5

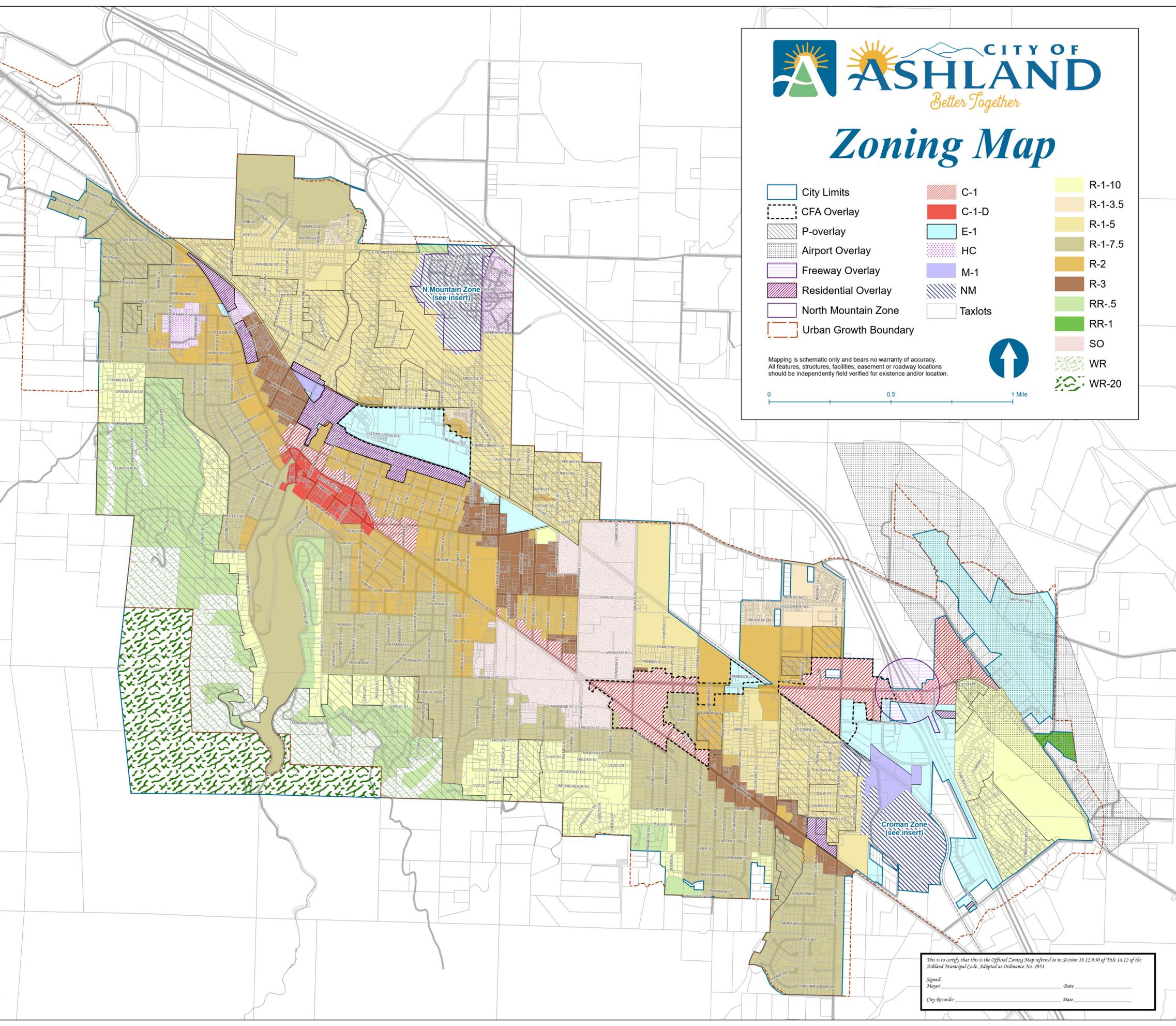
0 0.13 0.25 Mile

Croman Mill Zoning Overlay Detail

Legend

- CM-CI
- CM-MU
- CM-NC
- CM-OE
- CM-OS

0 0.25 0.5 Mile



This is to certify that this is the Official Zoning Map referred to in Section 16.12.030 of Title 16.12 of the Ashland Municipal Code, Adopted as Ordinance No. 2951

Signed: _____ Date: _____
 Mayor

Signed: _____ Date: _____
 City Recorder

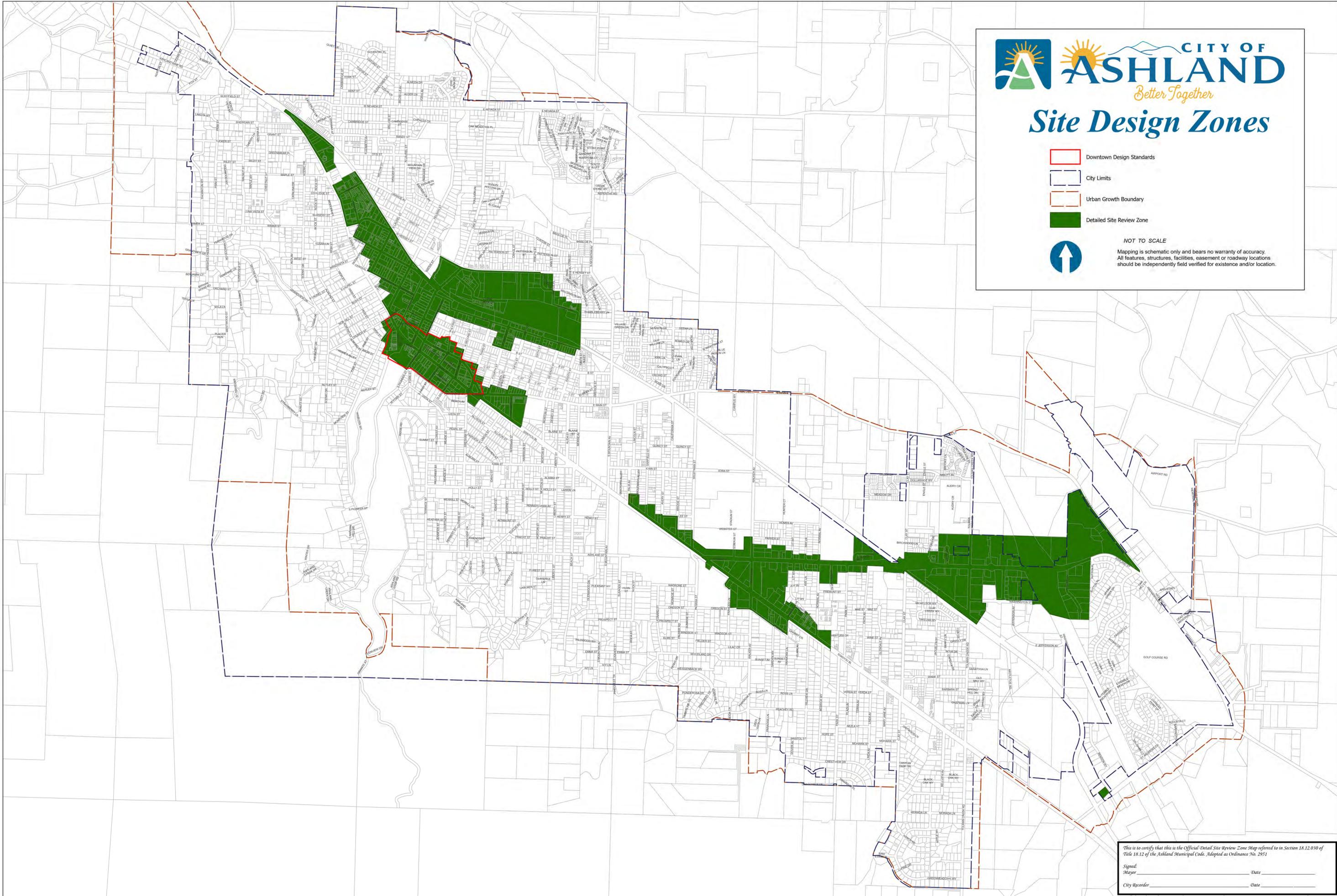
Site Design Zones

-  Downtown Design Standards
-  City Limits
-  Urban Growth Boundary
-  Detailed Site Review Zone



NOT TO SCALE

Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.



This is to certify that this is the Official Detail Site Review Zone Map referred to in Section 18.12.030 of Title 18.12 of the Ashland Municipal Code, Adopted as Ordinance No. 2951

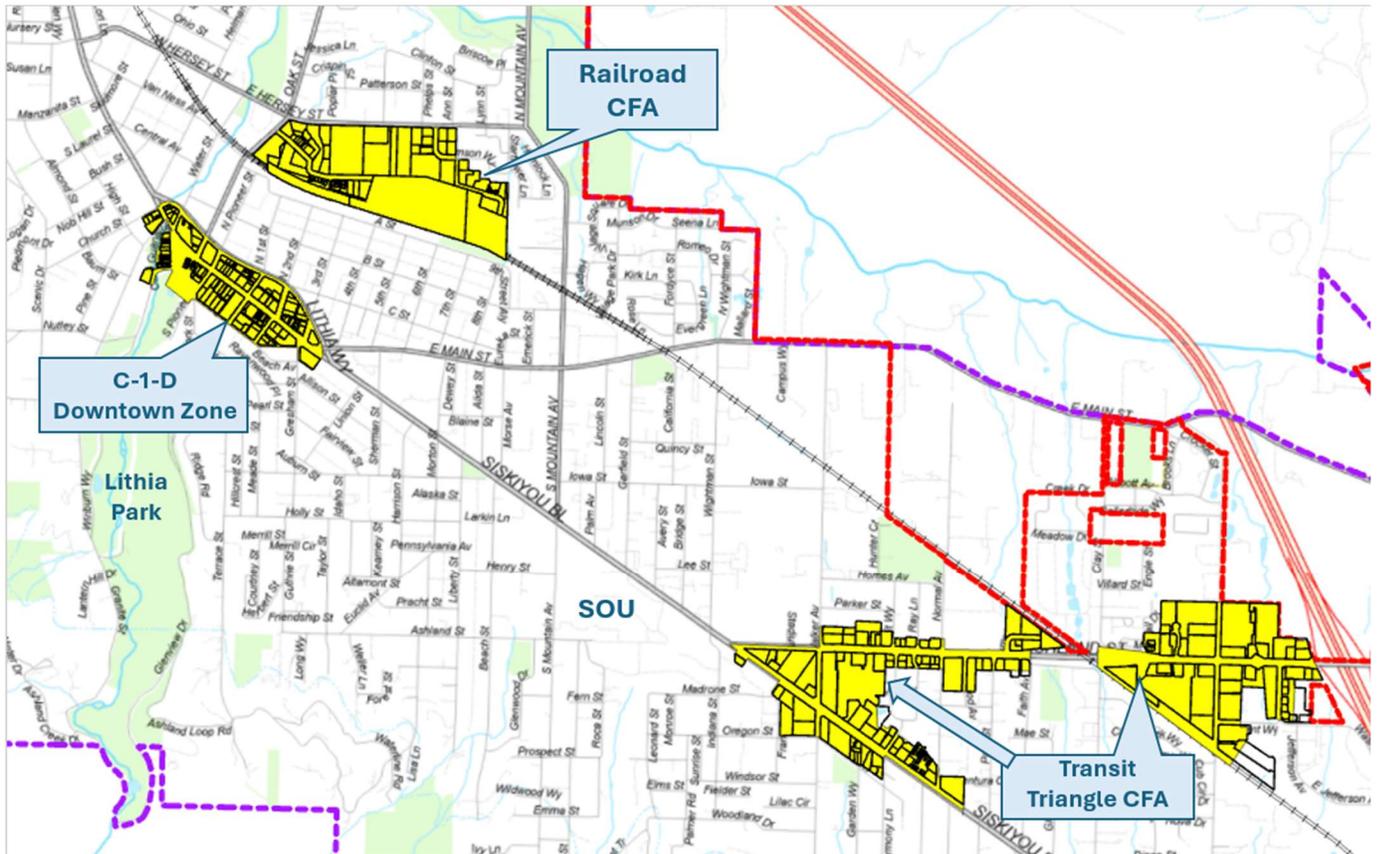
Signed: _____ Date _____
 Mayor _____
 City Recorder _____ Date _____

NOTICE OF PUBLIC HEARINGS

PLANNING ACTION: PA-T3-2024-00013

APPLICANT: City of Ashland

DESCRIPTION: Ashland's Planning Commission and City Council will conduct public hearings to consider legislation updating the city's zoning map and associated land use regulations to designate Climate Friendly Area (CFA) overlay zones as required under the state's Climate Friendly & Equitable Community (CFEC) rules. In areas designated as CFAs, cities must allow multifamily residential (with ground-floor mixed use) and townhome development as well as commercial, office and civic uses with maximum building heights of at least 50 feet. A minimum density of at least 15 dwelling units per acre (du/ac) is required for single-use residential developments, and there can be no maximum density cap. In addition, companion changes to the Downtown (C-1-D) zoning district will be considered to permit multi-family dwellings outright, without a mixed-use requirement, at a minimum density of 30 du/ac; to increase the maximum allowed building height from 40 feet to 50 feet, with the option to increase to 60 feet as a Conditional Use; and to remove maximum density limits, without formally designating the Downtown (C-1-D) district as a CFA.



ASHLAND PLANNING COMMISSION MEETING:
ASHLAND CITY COUNCIL MEETING:

Tuesday April 29, 2025 at 7:00 PM
Tuesday May 6, 2025 at 6:00 PM

Both hearings at the Ashland City Council Chambers at 1175 East Main Street & via ZOOM.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



PLANNING COMMISSION & COUNCIL HEARINGS

Notice is hereby given that LEGISLATIVE PUBLIC HEARINGS on the above-describe request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION and ASHLAND CITY COUNCIL on the meeting dates shown above. Both meetings will be at the ASHLAND CIVIC CENTER, 1175 East Main Street, Ashland, Oregon. You can watch the meetings on local channel 9, on Charter Communications channels 180 & 181, or you can stream the meeting via the internet by going to <https://rvtv.sou.edu> and selecting 'RVTV Prime.' You may also join either hearing via the zoom links provided below.

A copy of the application and all meeting materials will be available on-line at <https://ashlandoregon.gov/climatefriendly> at least 20 days prior to the hearings, and the staff report will be available on-line seven days prior to each hearing. Copies of application materials will be provided at reasonable cost, if requested. Application materials may be requested to be reviewed in-person during business hours at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashlandoregon.gov.

During these public hearings, the city's project team will explain the details of the proposal and those in attendance will have the opportunity to provide testimony. Time allowed for testimony may be limited due to the number of speakers. Anyone wishing to submit written comments can do so by sending an e-mail to the public testimony e-mails noted below for each hearing with the subject line "**CFA Hearing Testimony**" by 10:00 a.m. on the Monday before the hearing. Written testimony received by these deadlines will be available for decision maker review before the hearing. Oral testimony will be taken both in person and via Zoom during the public hearing. If you wish to provide oral testimony via Zoom, please send an email to the public testimony e-mail below by 10:00 a.m. on the Monday prior to the hearing. In order to provide testimony at the public hearings, please provide the following information: 1) make the subject line of the email "**CFA Hearing Testimony**", 2) include your name, 3) Specify if you will be participating by computer or telephone, and 4) The name you will use if participating by computer or the telephone number you will use if participating by telephone. Join the Zoom meetings at the links below:

Planning Commission 4/29 Hearing: <https://zoom.us/j/95237419941>
(PC Public testimony e-mail: PC-public-testimony@ashlandoregon.gov)

City Council 5/6 Hearing: Zoom Link available upon request; please contact Alissa Kolodzinski in the City Recorder's Office at recorder@ashland.or.us
(Council Public testimony e-mail: public-testimony@ashlandoregon.gov)

If you have questions or comments concerning the proposal, please feel free to contact Planning Manager Derek Severson, the staff planner assigned to this project, at 541-552-2040 or via e-mail to: derek.severson@ashlandoregon.gov.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting. (28 CFR 35.102.-35.104 ADA Title I).

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Public Comments

TO: City of Ashland elected and appointed officials
FROM: Gary Shaff
RE: Climate Friendly Areas - designation / zoning
DATE: October 1, 2024

I attended the September 17th community climate friendly areas (CFA) meeting. I voiced, at that time, my concern that the downtown was being placed at an economic disadvantage by not being designated as a CFA while other areas of the city (Railroad Property, Transit Triangle and Croman Mill) are being actively promoted for CFA designation.

The CFA designation offers zoning flexibility - allowing a mix of residential, commercial, service, and community uses to occur on adjacent lots or on the same lot. Basically, a CFA designation is a super zone allowing almost any use, subject to certain minimum standards.

The downtown Ashland is our community's economic engine. As was noted in the city's Climate Friendly Areas Study (as submitted to DLCD on 9/19/23), the downtown's "current built environment is similar to what is expected in CFAs." The same report goes on to say "according to DLCD, a CFA is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, business, and services." The report is correct; Ashland's downtown is almost there, it only lacks a mix and adequate supply of housing.

Without more people living in and around downtown, the downtown can't function as a CFA. And without more people living nearby, the downtown will never have the diversity of jobs, businesses and services that will allow residents, workers and visitors to meet most of their daily needs without driving. Increasing the number of people living within easy walking distance of the downtown will increase customer patronage and ensure that the downtown reaches its potential as a vital, economically diverse business district.

I fear for the economic vitality of the downtown. There are already too many vacant storefronts. The city should, in my opinion, be guiding development there, especially high density residential development.

The recent construction of high-end condominiums on Lithia Way demonstrates that downtown is a viable market for high-density residential construction. Unfortunately, as noted in the meeting, the high-end condos don't do much to meet the city's housing needs. Yet, the building itself, both visually and architecturally, fits within the downtown. The city's site development code provisions worked as they should. The condominiums serve as an excellent example of how residences can be added to the downtown without detracting from its historical character.

Ashland, as I understand, is the only city in the state that did not designate its downtown as a CFA. Ashland is not unique in having a historic downtown. It is my supposition that other cities in the state recognized the absolute necessity of boosting the economic viability of their downtowns and, therefore, designated the area (and surrounding area sufficient to meet the state requirements) as a CFA.

During the September 17th meeting, it was noted by the consultants that the size and shape of the city's CFA's were subject to change and invited the audience to offer their ideas. My idea is to designate the downtown and nearby residential and commercial areas as a CFA. That way, the downtown (and surrounding area) can be competitive with, and offer identical investment opportunities, as other CFA's in Ashland and throughout southern Oregon.

Clearly, the downtown (and surrounding area) offers enormous opportunity for development and redevelopment. There are public and private parking lots, single story buildings lacking any historical significance, structures not being used to their highest and best use, and those reaching the end of their functional life. All of which could be developed or redeveloped. [see <https://www.dirtt.com/insights/why-construction-needs-to-consider-the-end-of-building-life-cycles/> for a discussion of domicology]

It is important to note that the state rules governing CFA's don't require metropolitan cities to demonstrate developability of lands within a CFA, only that cities provide flexibility for development within CFAs. Providing that flexibility in and around the downtown, through designation of a CFA, would simply allow the downtown to realize its development potential. Why put the downtown at an economic disadvantage?

Medford's downtown serves as an example of how public policies can have unintended consequences. Like Ashland, Medford's downtown is historic but it has the distinction of being in decline for at least the past 40 years. Its demise was, I think, brought about by the Medford City Council's approval of zone changes along Highway 62 from industrial to commercial. That decision effectively relocated Medford's commercial center. Now Medford is attempting to leveraging city funds, grants, and private development to construct affordable housing in the downtown - in attempt to revitalize the downtown. That same development strategy needs to happen in Ashland's downtown before it suffers decades of decline.

The Ashland downtown CFA (see attached proposed area) combined with the Transit Triangle will more than meet the required 3,469 housing unit capacity requirement (30% of future population). In fact my rough calculations of their combined capacity, using the minimum density requirement of 15 dwelling units per acre, is in the neighborhood of 4,650 dwellings,

I support the city's designation of the Transit Triangle as a CFA. It has excellent transportation connectivity to the rest of Ashland and has great potential for development and redevelopment.

I don't think the "railroad property," between the railroad tracks and Hersey Street, is a particularly opportune CFA. Most importantly, It is isolated, relatively speaking, from the balance of the city. The railroad tracks serve as a barrier to travel and road connectivity from the "railroad property" to N. Mountain is limited. Securing access across the railroad tracks, even if limited to pedestrian and bicycle travel, will be challenging and securing another vehicle crossing will be almost impossible without closing another vehicle crossing in town.

I also recommend that the city follow the advice of Becky Hewitt (economist from EcoNorthwest and consultant for the CFA study) who, at the September 17th public open house, recommended not designating the Croman Mill site as a CFA. To do so, she suggested, would undermine any leverage

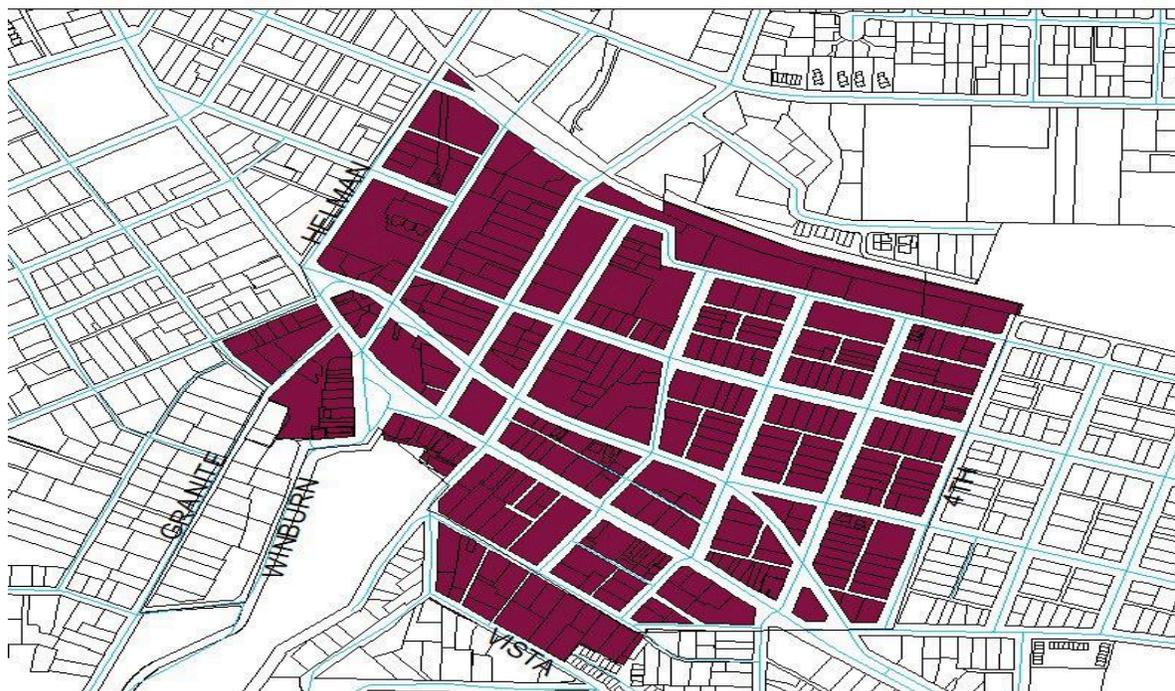
the city might have through the annexation and development review process (or words to that effect). I agree. The Council should simply allow Townmakers LLC to formulate its development proposal, and once an application is submitted, process their application consistent with the city's current code standards. That will help to ensure the commercial development in the area is scaled to the surrounding residential neighborhood and a city approved phasing plan can ensure that the rate of commercial development is linked with that of residential development.

CFA's provide almost infinite zoning flexibility. CFA designation, therefore, should be focused on areas where the city wants to promote development - the Transit Triangle and the Downtown. The other candidates (railroad property and Croman Mill) will take care of themselves without the zoning flexibility provided by a CFA.

It would be a tragedy if our downtown were to miss out.

Gary Shaff
Ashland

Recommended Downtown Climate Friendly Area 162 Acres



1000 0 1000 2000 Feet

