

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

**ASHLAND PLANNING COMMISSION
STUDY SESSION
JUNE 25, 2013
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
 - A. **NEW PLANNING COMMISSION MEMBER CAROL DAVIS**
- III. **PUBLIC FORUM**
- IV. **DISCUSSION ITEMS**
 - A. **NORMAL AVENUE NEIGHBORHOOD PLANNING UPDATE**
- V. **ADJOURNMENT**



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

Memo

DATE: 06/25/2013

TO: Planning Commission

FROM: Brandon Goldman, Senior Planner

RE: Normal Avenue Neighborhood Plan Update

Background

On April 9th, 2013 the Planning Commission held a study session to continue their review of draft street networks and land use designations for the Normal Avenue Neighborhood Plan. The Commission and public discussed numerous aspects of the plan including potential alternatives addressing the following:

- Location alternatives for high density housing in consideration of lowering the density adjacent to established neighborhoods.
- Transitional standards to correlate density, height, and coverage of new developments with existing established neighborhoods.
- Distribution of density throughout the plan area with variation in the types of housing units provided within a block.
- Identification of bike and pedestrian routes through the plan area and how they connect to the larger City network
- Identification of potential public pathways along open space corridors including future connections to the Bear Greek Greenway and Ashland Middle School.
- Stormwater management standards and preservation of the plan area hydrology.
- Traffic generation and impacts

Following the April 9th study session staff has worked with the design team at UrbWorks, Parametrix Inc. and Qamar Architecture to refine the concept plan in consideration of the sites unique characteristics, input provided by area residents, property owners, and comments provided by the Planning Commission. Attached to this memo are a series of plan maps that illustrate potential revisions to the street, bicycle, and pedestrian networks as well as a map depicting a zoning alternative which redistributes the housing density within the plan area.

The revised street network as presented includes a new street designation called a “Woonerf”. “Woonerf” is a Dutch term translated as “living street” which functions as shared public space for pedestrians, cyclists and for intermittent slow-moving, cautiously driven, automobiles. Limited parking opportunities may also be considered in the design of a Woonerf. The revised street network envisions such shared spaces along the riparian corridors to serve primarily as pedestrian and bicycle circulation, while maintaining an opportunity for limited local resident car circulation and fire apparatus access and



staging areas. The introduction of Woonerfs into the potential street classifications for the plan area helps address a number of objectives that were raised in prior meetings. The primacy of pedestrians and cyclists in the design of a Woonerf helps establish public pathways along the riparian corridors and wetland features. Woonerfs are typically designed to have significantly less pavement than streets by providing a narrow 12ft wide driving surface meandering within a 20ft wide right of way. This allows for greater storm water retention and the slowing of surface water runoff which is a valuable design consideration in the immediate proximity of sensitive riparian and wetland areas.

The revised Land Use Designation (Zoning) Map includes a number of changes from the version presented on April 9th which were made in consideration of concerns raised regarding the compatibility of future development with established neighborhoods:

- The NA-03 (multi-dwelling high density residential) Zone previously has been modified north of Creek Drive and west of Clay Street to be zoned NA-02 (Multi-dwelling low-density) extending 100 feet back from each street.
- The original concept for the NA-03 zone was to allow 3 stories up to 45 ft. in height, which has since been reduced to 2.5 stories up to 35 feet tall. This revised height is consistent with the current maximum height standard for all residential zones within the City.
- In the North West corner of the plan area a number of properties which were previously designated as NA-01 (single dwelling residential) have been modified to include a mix of NA-02 and NA-03. This alteration, upon development or redevelopment of the area, would effectively distribute more of the units within the plan area to be adjacent to East Main Street and in immediate proximity to Ashland Middle School.
- The NA-02 zone would allow for a variety of housing types including single dwelling units, townhouses, and cluster (cottage) housing.

The City of Ashland has hired the traffic engineering firm, SCJ Alliance, to conduct a future traffic analysis to quantify the potential trip generation and impacts to the City's transportation facilities resulting from a full build-out of the plan area. The findings from this analysis will help address capacity questions raised at the previous study session as well as to help determine if alternate design scenarios need to be explored or plan adjustments made.

During this study session City staff, and a representative from the design team, will provide an overview of the map revisions and the draft code language for consideration and discussion. Input provided at tonight's meeting, as well as the findings of a Future Traffic Analysis, will be used to inform further refinements to the plan, which will conclude the consultant funded work.

Remaining tasks within an amended scope of work to be completed by the consultant team include:

- Final Draft Land Use Code (Ch 18) and Site Design and Use Standards
- Final Draft Street and mobility network
- Final Draft Land Use Designation Map
- One illustrative plan view of the neighborhood plan area
- Final Draft Plan document.

Following completion of the consultant team's work under the scope of the TGM grant the City will provide an update to the City Council and Planning Commission to discuss potential revisions to the consultant provided documents to ultimately develop the final plan and code revisions for review and consideration through a formal public hearing process.



Project Guiding Principles and Objectives

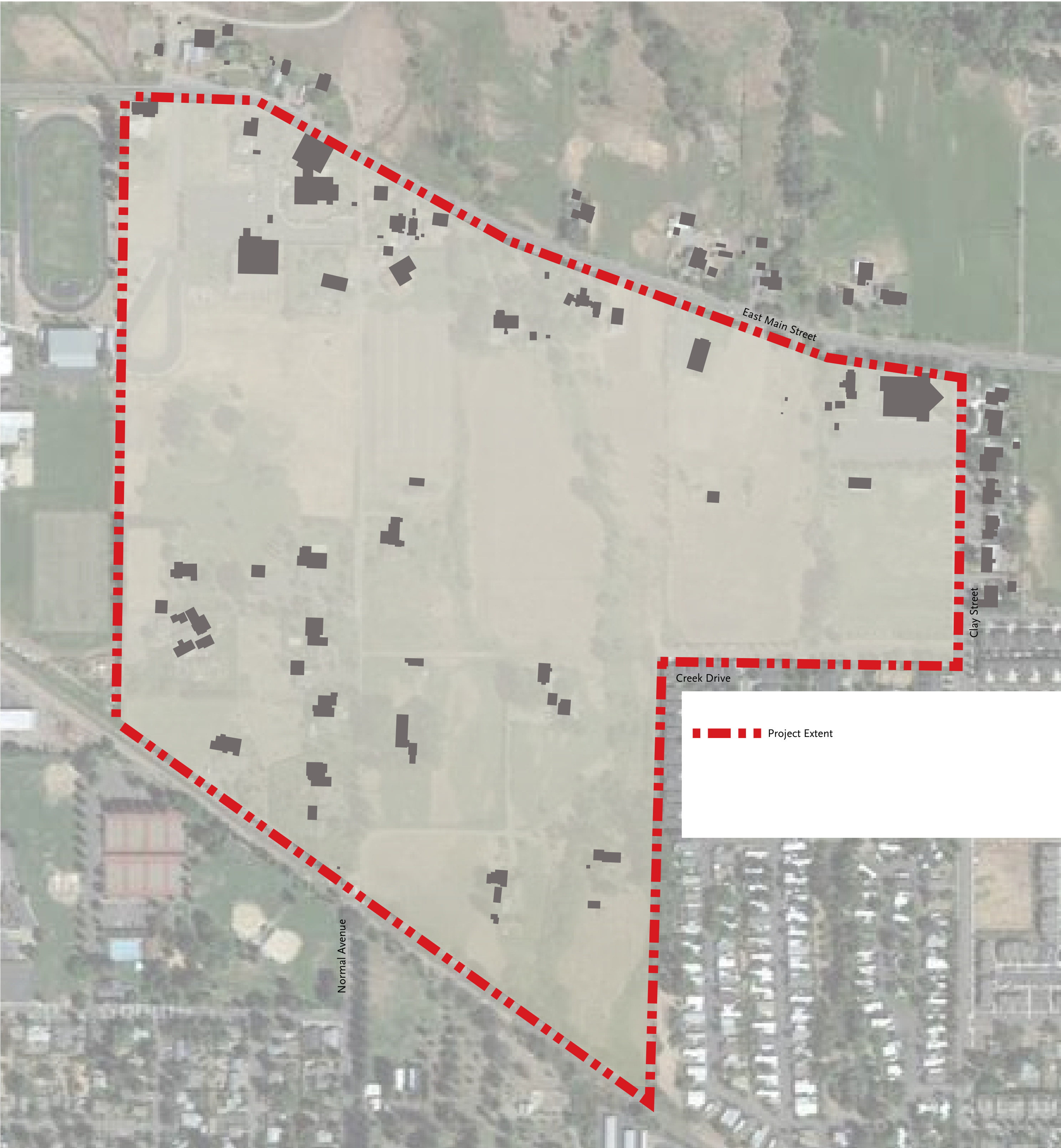
The Normal Avenue Neighborhood Plan is intended to guide future changes to the area in a way that supports a compact neighborhood form, and which will ultimately accommodate a variety of housing, connect a system of greenways, protect and integrate existing creek corridors and wetlands, and enhance mobility for area residents through establishing safe and direct walking and bicycle routes, as well as help to build a foundation that supports future bus service in the area. Upon completion of this project, the Normal Avenue Neighborhood Plan will provide a coordinated approach for future area development which will address the following objectives:

- Increase efficiency in the use of land through concentration of housing in a centrally located area within the City UGB planned for future urban development;
- Achieve a development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service;
- Delineate housing, neighborhood serving commercial, open space, public space, and green infrastructure improvements, in a manner that provides for preservation and enhancement of creeks and wetlands;
- Develop new illustrative conceptual architectural and site plans for Project Area consistent with Transportation and Growth Management objectives. Concepts will meet City's and the property owners' development goals and standards.
- Design a local street grid for the Project Area including connections to existing and planned street, pedestrian, and bicycle facilities outside Project Area, to more fully integrate the Project Area into the City transportation system;
- Provide for pedestrian and bicycle routes and facility improvements within the Project Area that will provide safe access to local schools;
- Provide alternatives to, or delay the need for, expansion of the City UGB;
- Reduce emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled;
- Provide an implementation strategy that includes supporting Comprehensive Plan and updated TSP amendments, form based codes, and design standards; and
- Present the Plan and documentation necessary to support adoption to City's Planning Commission (PC) and City Council (Council).

Attached:

- Plan Maps Revisions
 - Project Extent
 - Wetlands and Streams
 - Street Network1
 - Street Network 2
 - Pedestrian Network
 - Bicycle Network
 - Zones
- Draft Chapter 18 Code Amendments
- Forms of Detached and Attached Dwellings (Density Images)
- New York Times article : *Where 'Share the Road' Is Taken Literally*
- Letters
 - Grace Point Church of the Nazarene - dated June 12, 2013
 - Jan Vidmar – dated April 26, 2013
- Planning Commission Minutes 4/9/2013

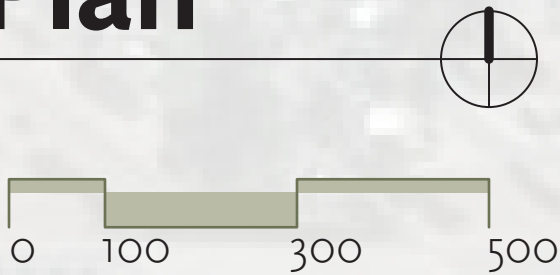




Ashland Normal Avenue Neighborhood Plan

Project Extent

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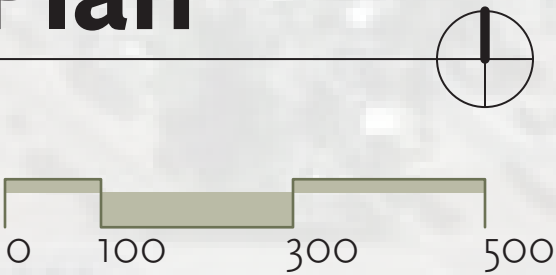


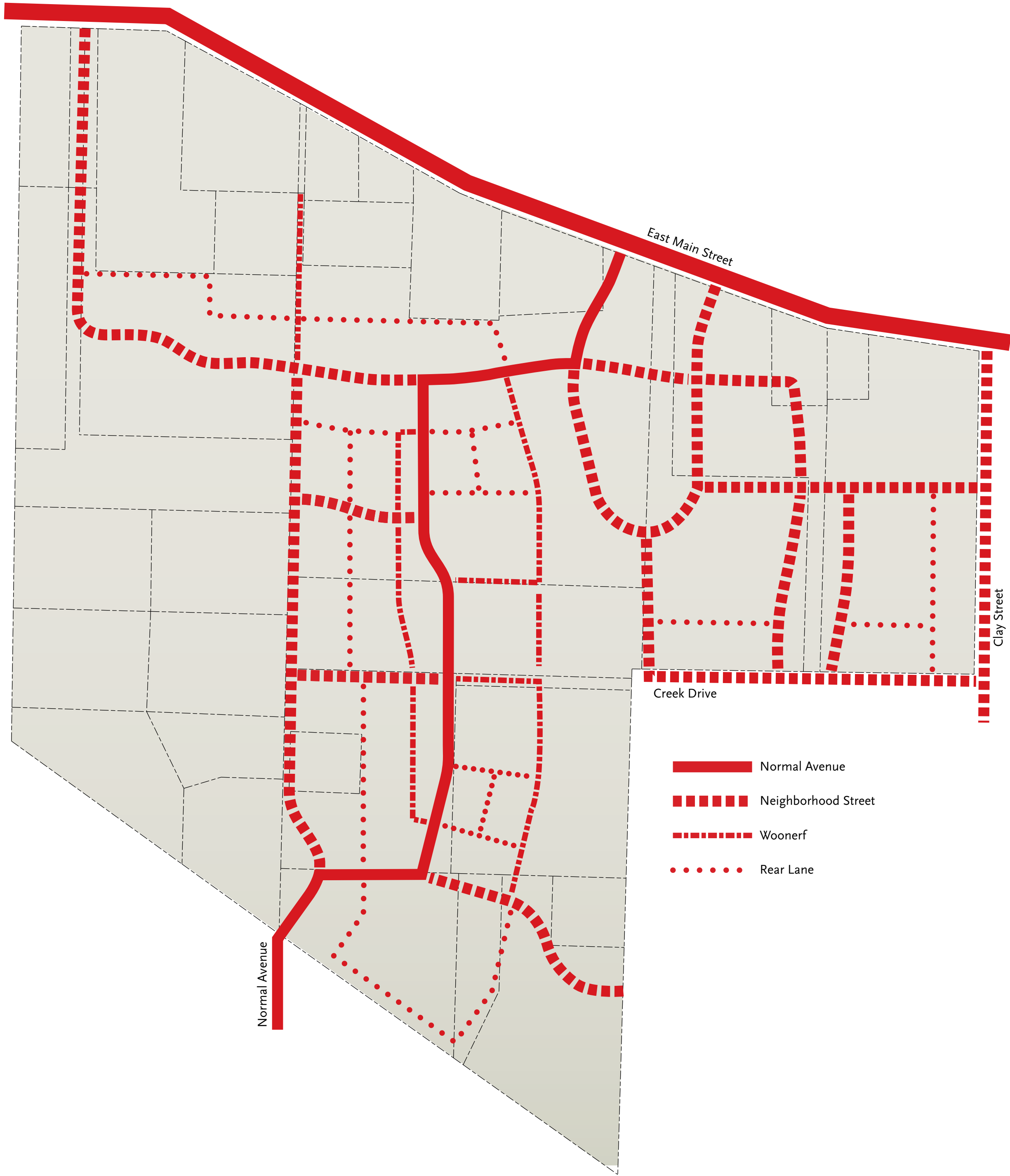


Ashland Normal Avenue Neighborhood Plan

Wetlands & Streams

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Ashland Normal Avenue Neighborhood Plan

Street Network

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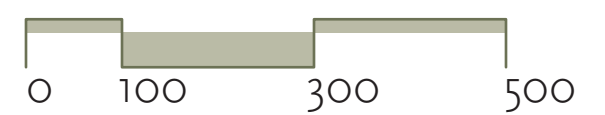


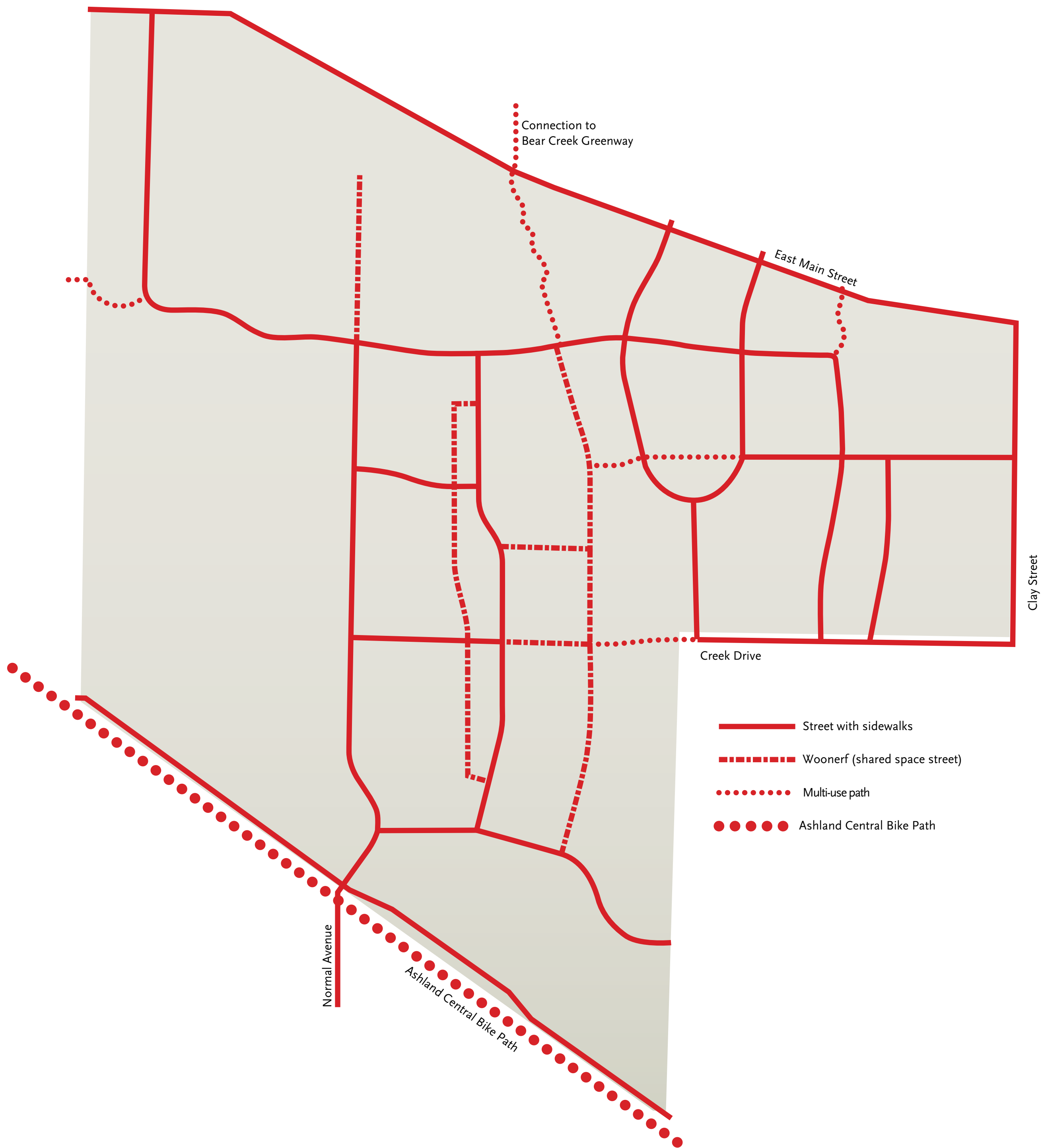


Ashland Normal Avenue Neighborhood Plan

Street Network

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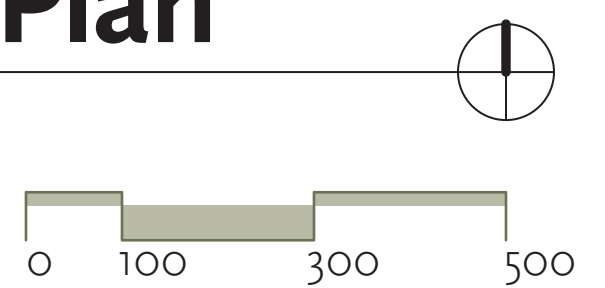


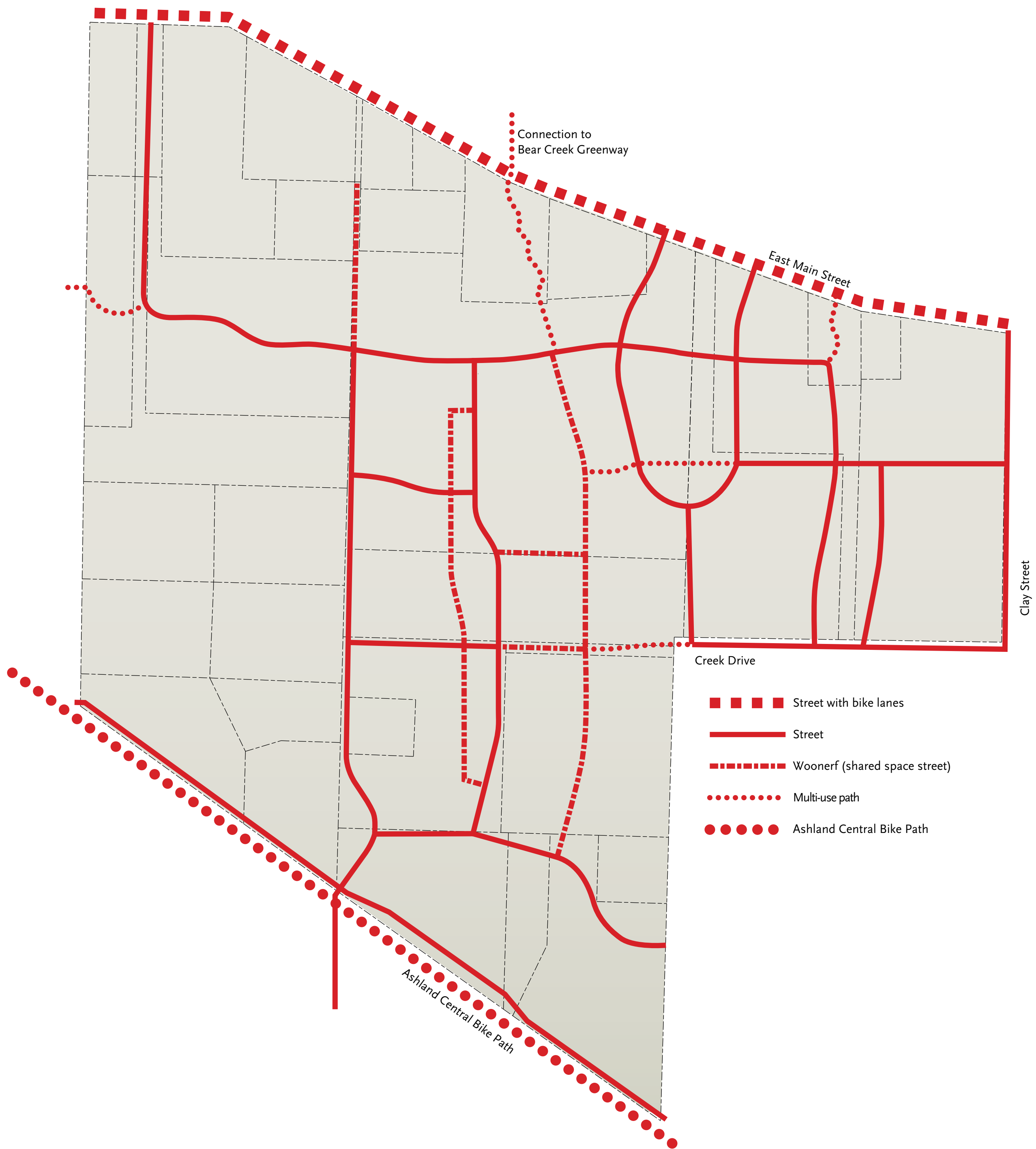


Ashland Normal Avenue Neighborhood Plan

Pedestrian Network

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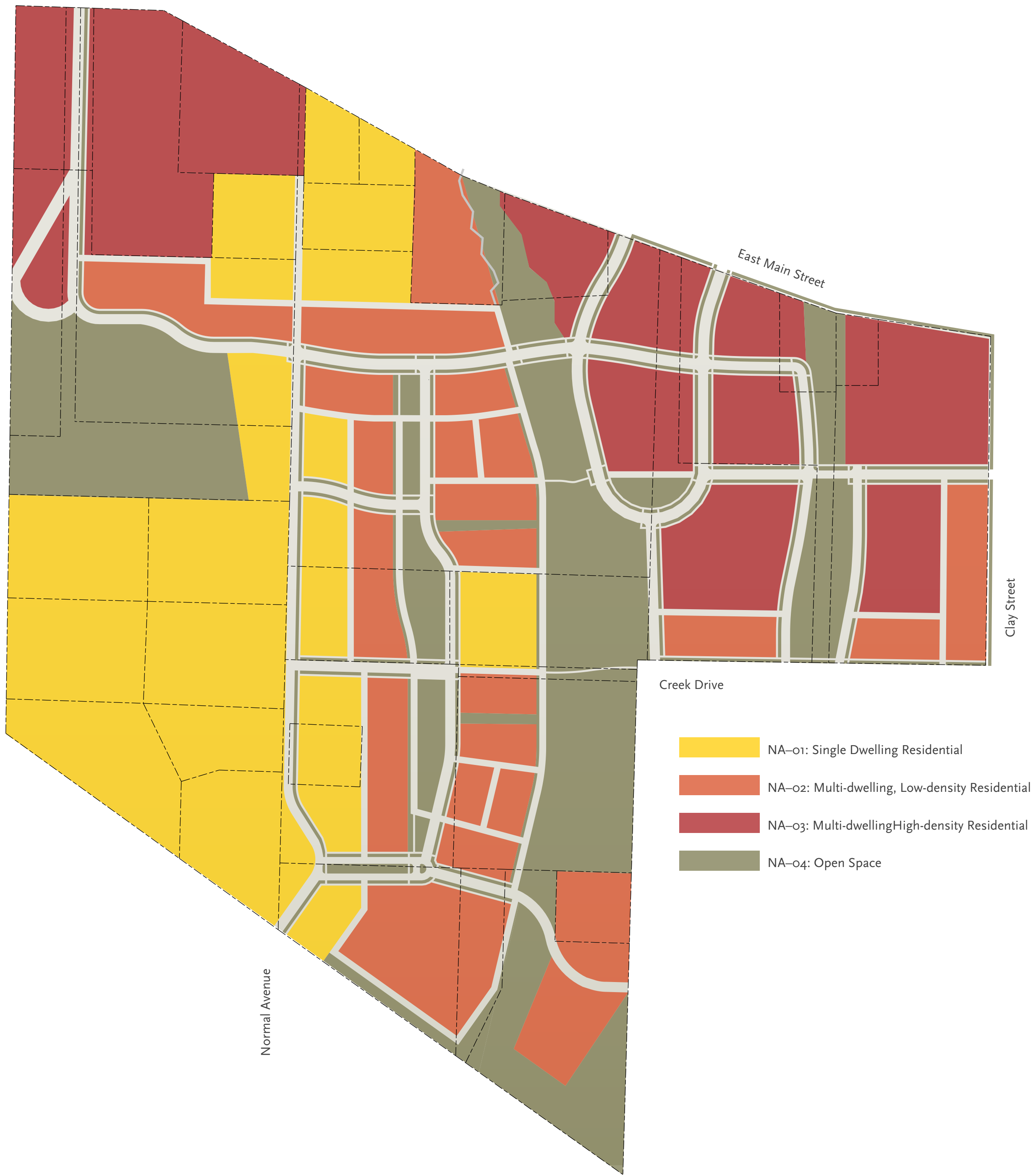


Ashland Normal Avenue Neighborhood Plan

Bicycle Network

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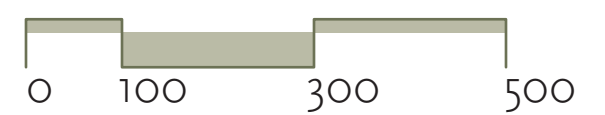




Ashland Normal Avenue Neighborhood Plan

Zones

13_0617



Date 13_0617 | **Subject** Ashland Normal Avenue Neighborhood Plan
To Brandon Goldman | **From** Marcy McInelly | **Copy** Joseph Readdy

6.4 Draft Chapter 18 Code Amendments

18-3.x Twin Creeks Normal Avenue Neighborhood District Plan

18-3.x.010 Purpose

18-3.x.020 Applicability

18-3.x.030 General Requirements

18-3.x.040 Use Regulations

18-3.x.050 Dimensional Regulations

18-3.x.060 Site Development and Design Standards

18-3.x.070 Open Space Overlay

18-3.x.010 Purpose

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

There are four Land Use Designation Overlays within the Normal Avenue Neighborhood Development Plan: NA-01, NA-02, and NA-03, and NA-OS. Character areas NA-01 and NA-02 are intended to preserve land and open space and provide housing opportunities for individual households through development of single-dwelling housing. The use regulations and development standards are intended to create, maintain and promote single-dwelling neighborhood character. A variety of housing types are allowed, in addition to the detached single dwelling. Development standards that are largely the same as those for single dwellings ensure that the overall image and character of the single-dwelling neighborhood is maintained.

Character area NA-03 is intended to preserve land and open space and provide housing opportunities for individual households through development of multi-dwelling housing. The use regulations and development standards are intended to create and maintain higher density residential neighborhoods

Character area NA-OS (Open Space) is intended to protect environmentally sensitive water resource lands and provide open space recreational opportunities for individual households throughout the Normal Avenue Neighborhood Development Plan area.

The development standards for the Normal Avenue Neighborhood Development Plan will preserve neighborhood character by providing four different land use overlay areas with different densities and development standards. The Normal Avenue Neighborhood District Plan includes a new building type, Single-Dwelling Cluster in which multiple compact detached Dwellings occupy a single lot. Dwellings are grouped around common open space and are separated from one another by side yards to provide privacy and single family home-type scale and character.

Normal Avenue Neighborhood Residential Building Types

Single Dwelling Residential Unit

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

Location: Single Dwelling Residential Units are permitted in the NA-01 or NA-02 zoning districts.

Accessory Residential Unit

Description: An Accessory Residential Unit is a small living unit located on the same lot as a single dwelling residential unit. The Accessory Residential Units may be located within the single-family residential structure or in a separate structure. Accessory Residential Units may be rented or occupied by a family member.

Location: Accessory Residential Units are permitted in the NA-01 or NA-02 zoning districts.

Double Dwelling Residential Unit

Description: A Double Dwelling Residential Unit is a residential building that contains two dwellings, each with self-contained living facilities. In appearance, height, massing and lot placement the Double Dwelling Residential Unit is similar or identical to a Single Dwelling Residential Unit. The Double Dwelling Residential Unit is subject to all of the same setbacks, height and parking requirements as

single dwellings in the surrounding base zone. Residential units may be arranged side-by-side, like rowhouses, each with its own entrance, or stacked flats with one or more shared entrances. Dwelling units may be sold as condominiums, rented as apartments, or owned and occupied by family members.

Location: Double Dwelling Residential Units are permitted in the NA-01 or NA-02 zoning districts.

Clustered Residential Units

Description: Clustered Residential Units are multiple compact detached dwellings or cottages that occupy a single lot. Cottages are grouped around common open space and are separated from one another by side yards to provide privacy and single family home-type scale and character. Units are arranged around a central common open space under shared ownership. Each cottage is typically smaller than 1,000 sq. ft. Dwelling units may be sold as condominiums, rented as apartments or sold as dwellings on individual lots. Auto parking is provided in a shared surface lot, or lots, accessible from the lane or alley.

Location: Clustered Residential Units are permitted in the NA-01 or NA-02 zoning districts.

Attached Residential Unit

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

Location: Attached Residential Units are permitted in the NA-02 in selected locations or NA-03 zoning districts.

Multiple Dwelling Residential Unit

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

Location: Multiple Dwelling Residential Units are permitted in the NA-03 zoning districts.

Use Table

Description	NA-01 Single family Residential	NA-02 Multi-family low density Residential	NA-03 Multi-family High Density Residential	NA-OS Open Space
Single Dwelling Residential Unit	P	P	N	N
Accessory Residential Unit	P	P	C	N
Double Dwelling Residential Unit	P	P	C	N
Clustered Residential Units	P	P	C	N
Attached Residential Unit	N	P	P	N
Multiple Dwelling Residential Unit	N	C	P	N
Openspace	P	P	P	P

P =Permitted

C= Conditional

N = Prohibited

The development standards will promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility with the City's various neighborhoods. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

18-3.x.020 Applicability

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

18-3.x.030 General Requirements

- A. Conformance with the Normal Avenue District and Neighborhood Plan. Land uses and development, including buildings, parking areas, streets, bicycle and pedestrian access ways, multi-use paths, and open spaces shall be located in accordance with those shown on the Normal Avenue District and Neighborhood Plan maps adopted by Ordinance [#number (date)].
- B. Amendments. Major and minor amendments to the Normal Avenue Neighborhood Development Plan shall comply with the following procedures:
 - 1. Major and Minor Amendments
 - a. Major amendments are those that result in any of the following:
 - i. A change to the maximum allowable height.
 - ii. A change to the maximum density.
 - iii. A change to the street layout plan that eliminates a street or other transportation facility.
 - iv. A change not specifically listed under the major and minor amendment definitions.
 - b. Minor amendments are those that result in any of the following:
 - i. A change in the Plan layout that requires a street, access way, multi-use path or other transportation facility to be shifted less than twenty-five (25) feet in any direction as long as the change maintains the connectivity established by Normal Avenue Neighborhood Development Plan.
 - ii. A site layout, landscaping or building design which is inconsistent with the Normal Avenue Neighborhood Development Plan Standards.
 - iii. A change in a dimensional standard requirement in section 18-3.x.050, but not including height and residential density.
 - 2. Major Amendment – Type II Procedure. A major amendment to the Normal Avenue Neighborhood Development Plan is subject to a public hearing and decision under a Type II Procedure. A major amendment may be approved upon the hearing authority finding that:
 - a. The proposed modification maintains the connectivity established by the district plan, or the proposed modification is necessary to adjust to physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, wetlands, or similar natural features, or to adjust to existing property lines between project boundaries;

- b. The proposed modification furthers the design, circulation and access concepts advocated by the district plan; and
 - c. The proposed modification will not adversely affect the purpose and objectives of the district plan.
3. Minor Amendment – Type 1 Procedure. A minor amendment to the Normal Avenue Neighborhood Development Plan is subject to an administrative decision under the Type I Procedure. Minor amendments shall not be subject to the Administrative Variance from Site Design and Use Standards of chapter 18-5.2. A minor amendment may be approved upon finding that granting the approval will result in a development design that equally or better achieves the stated purpose of this chapter, specific Normal Avenue Neighborhood Development Plan Standards, and guiding principles of the Normal Avenue Neighborhood Development Plan.

18-3.x.040 Use Regulations

- A. Generally. Uses and their accessory uses are permitted, special permitted uses or conditional uses in the Normal Avenue Neighborhood Development Plan as listed in the Land Use Table.
- B. Special Permitted Uses. The following uses and their accessory uses are special permitted uses in the Land Use Table and are subject to the requirements of this section and the requirements of chapter 18-5.2, Site Design and Use Standards.
 - a. Child or Day Care Facilities: Primary program activities are integrated into the interior of the building.

18-3.x.050 Dimensional Regulations

The lot and building dimension shall conform to the standards in Table 18-3.x.050.

Lot Frontage Requirements

Lots in the Normal Avenue Neighborhood are required to have their Front Lot Line on a street or a Common Green

Table 18-3.x.050 Dimensional Standards

Normal Avenue Neighborhood Development Standards Table

Description	NA-01 (low density)	NA-02	NA-03 (high density)
Base density, dwelling units per acre	5	10	15

Description	NA-01 (low density)	NA-02	NA-03 (high density)
Maximum Lot Area, square feet	5,000 10,000 ¹	4,000 10,000 ¹ 2,000 ²	3,000 1,800 ²
Minimum Lot Depth, feet	80	80	80
Minimum Lot Width, feet	50	34	25
Minimum Front Yard, feet	15	15	10
Minimum Side Yard, feet	6	6 0 ³	6 0 ³
Minimum Rear Yard, feet	10 plus 10' per story	10	10
Maximum Building Height, feet / stories	35 / 2.5	35 / 2.5	35 / 2.5
Maximum Lot Coverage, percentage of lot	50	65	75
Minimum Required Landscaping, percentage of lot		35%	25%
Parking Zone Location	Parking is required to be located adjacent to an alley Parking permitted on surface or in a garage		
Parking Zone Minimum Side Yard Setback, feet	6	6	6
Parking Zone Maximum Depth, feet	20	20	20
Required Walkway	Minimum 5 foot wide walkway between the street and the residential unit(s), primary structure ⁴ or between street and street facing cottages ⁵		
Minimum Outdoor Recreation Space, percentage of lot	na	na	8%
Maximum Building Footprint, square feet ⁵	1,000	1,000	na
Minimum Private Open Space, square feet per cottage ⁵	100	100	na
Minimum Dimensions for Private Open Space per cottage, feet ⁵	10	10	na
Minimum Public Open Space, square feet ⁵	100	100	na
Minimum Dimensions for Public Open Space per cottage, feet ⁵	20	20	na

1 Maximum Lot Area for Clustered Residential Units (Square Feet)

2 Maximum Lot Area for Attached Residential Units (Square Feet)

3 Minimum Side Yard for Attached Residential Units (Feet)

4 Applicable to the primary structure on a lot with an Accessory Residential Unit

5 Applicable to Clustered Residential Units

Common Green

Description: The Common Green provides access for pedestrians and bicycles to abutting properties. Common greens are also intended to serve as a common open space amenity for residents. The following approval criteria and standards apply to common greens:

Common Greens must include at least 400 square feet of grassy area, play area, or dedicated gardening space, which must be at least 15 feet wide at its narrowest dimension.

18-3.x.060 Site Development and Design Standards

- A. The Normal Avenue Neighborhood Plan uses street trees, green streets, and other green infrastructure to manage stormwater, protect water quality and improve watershed health. The urban streams and wetlands manage stormwater naturally and are part of Ashland's green infrastructure.
 - 1. Conserve Natural Areas. Development plans shall preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of 18-3.10 Water Resources, conserving natural water systems shall be considered in the site design through the application of the following standards.
 - a. Designated stream and wetland protection areas shall be considered positive design elements and incorporated in the overall design of a given project.
 - b. Native riparian plant materials shall be planted in and adjacent to the creek to enhance habitat.
 - c. Create a long-term management plan for on-site wetlands, streams, associated habitats and their buffers.
- B. Stormwater Management. Development shall reduce the public infrastructure costs and adverse environmental effects of stormwater run-off by managing run-off from building roofs, driveways, parking areas, sidewalks and other hard surfaces through implementation of the following standards.
 - 1. Design grading and site plans to capture and slow runoff.
 - 2. Use pervious or semi-pervious surfaces that allow water to infiltrate the soil.
 - 3. Direct discharge storm water runoff into a designated green street and neighborhood storm water treatment facilities.

4. Retain rainfall on-site through infiltration, evapotranspiration or through capture and reuse techniques.

C. Street Design. The Normal Avenue Neighborhood Plan uses street trees, green streets, and other green infrastructure to manage stormwater, protect water quality and improve watershed health. The urban streams and wetlands manage stormwater naturally and are part of Ashland's green infrastructure.

1. Design Green Streets. Streets designated on the Normal Avenue Neighborhood Regulating Plan as Green Streets shall conform to the following standards.
 - a. New streets shall be developed to capture and treat stormwater in a manner consistent with the Normal Avenue Neighborhood Development Plan Stormwater Management Plan Map, and the City of Ashland Stormwater Master Plan.
 - b. Parking lanes and parking pockets on all Green Streets within the Normal Avenue Neighborhood District Plan shall be constructed of permeable pavement.
 - c. All development served by planned Green Streets as designated on the Normal Avenue Neighborhood Regulating Plan Green Street Map shall accommodate said facilities by including the same in the development plan; and/or
 - d. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the Green Street(s) at the time full street network improvements are provided to serve the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds or other suitable collateral as determined by the City Administrator.

D. Design Green Surface Parking. Development of parking areas shall conform to the standards of chapter 18-4.4 Parking and Loading, chapter 18-4.5 Landscaping and Screening, and the applicable provisions of this chapter. In addition, a maximum 25% of the project site area shall be used for surface parking to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection.

E. Site and Building Design

1. Design Green Surface Parking. Development of parking areas shall conform to the standards of chapter 18-4.4 Parking and Loading, chapter 18-4.5 Landscaping and Screening, and the applicable provisions of this chapter. In addition, a maximum 25% of the project area shall be used for surface parking to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection.

2. Create Diverse Neighborhoods. Development plans shall use the following measures to encourage diversity in the district by providing a balanced range of housing types that compliment a variety of land uses.
 - a. Differentiate units by size and number of bedrooms. For developments including more than four dwelling units, at least 25% of the total units shall be designated as rental units.
 - b. Affordable purchase housing provided in accordance with the standards established by section 18-2.5.080 Affordable Housing (Resolution 2006-13) for households earning at or below 80% of the area median income shall apply toward the required percentage of rental housing per subsection 'a', above.
 - c. Units designated as market rate or affordable rental units shall be retained as one condominium tract under one ownership.
3. Recycling Areas. All developments in the Normal Avenue Neighborhood Development Plan shall provide an opportunity-to-recycle site for use of the project occupants, pursuant to the following standards.
 - a. Developments having a solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling.
 - b. All newly constructed residential units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards.
 - i. Residential developments not sharing a common solid waste receptacle shall provide an individual curbside-recycling container for each dwelling unit in the development.
 - ii. Residential developments sharing a common solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the common solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its residential on-route collection program for purposes of recycling.
 - c. Both opportunity-to-recycle sites and common solid waste receptacles shall be screened by fencing or landscaping, such as to limit the view of such facilities from

adjacent properties or public rights-of-way. Such screening shall consist of placement of a solid wood, metal, or masonry wall from five (5) to eight (8) feet in height. All refuse and recycle materials shall be contained within the refuse area.

2. Minimize Construction Impacts. Construction activity shall minimize pollution and waste generation through the following measures.
 - a. Develop and implement an erosion and sediment control plan to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation in accordance with Ashland Public Works Standards. The erosion and sediment control plan shall be submitted with the final engineering for public improvements and building permits.
 - b. Recycle and/or salvage non-hazardous construction and demolition debris in accordance with the Building Demolition Debris Diversion requirements in 15.04.216.C.
3. Potable Water Reduction for Irrigation. Development plans shall provide water-efficient landscape irrigation designs that reduce by 50% the use of potable water after the initial period for plant installation and establishment. Calculations for the reduction shall be based on the water budget, and the water budget shall be developed for landscape irrigation that conforms to the mandatory policies in section 18-4.5.x Water Conserving Landscaping. Methods used to accomplish the requirements of this section may include, but are not limited to, plant species selection, irrigation efficiency, and use of captured rainwater, recycled water, graywater, and/or water treated for irrigation purposes and conveyed by a water district or public utility.
4. Solar Orientation. In addition to complying with the applicable provisions of section 18-3.2.060.B Building and Site Design, development plans shall incorporate passive and active solar strategies in the design and orientation of buildings and public spaces. When site and location permit, orient the building with the long sides facing north and south.
5. Building Shading. In order to promote energy conservation, development plans shall incorporate shade features as follows.
 - a. Provide horizontal exterior shading devices for south-facing windows to control solar gain during the peak cooling season.
 - b. A combination of horizontal and vertical exterior shading devices may be necessary to control solar gain on southwest- and southeast-facing windows.

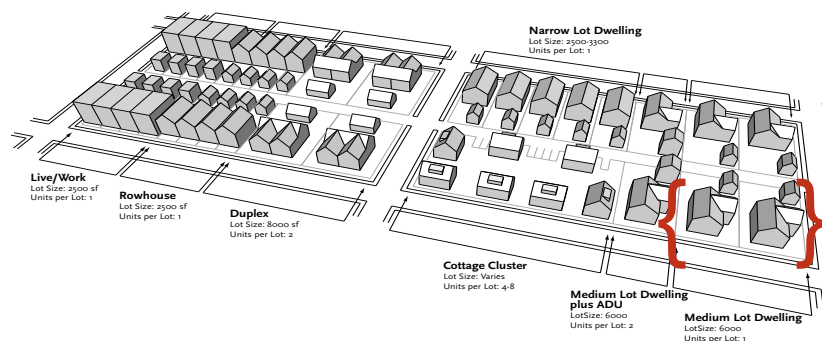
- c. Promote passive and active solar strategies for residential development. On-site parking, carports, and garages located on the south side of residential development shall not shade, shadow, or obscure more than 15 percent of the residential building.
- 6. Recycled Content in Infrastructure. For new streets, driveways, parking lots, sidewalks and curbs, the aggregate materials shall be at least 50% by volume recycled aggregate materials such as crushed Portland cement concrete and asphalt concrete. Above-ground structured parking and underground parking are exempt from this requirement.
- 7. Outdoor Lighting. Outdoor lighting, in addition to complying with chapter 18-4.4 Light and Glare, shall use down-shielded light fixtures that do not allow light to emit above the 90-degree plane of the fixture.

18-3.x.070 Open Space Overlay

All projects containing land identified as Open Space (NA-OS) on the Normal Avenue Neighborhood Development Plan Land Use Overlays Map shall dedicate those areas a common areas or public open space. It is recognized that the master planning of the properties as part of the Normal Avenue Neighborhood Development Plan imparted significant value to the land, and the required dedication of those lands within the Normal Avenue Neighborhood Development Plan for open space and conservation purposes is proportional to the value bestowed upon the property through the change in zoning designation.

Forms of Detached Dwellings

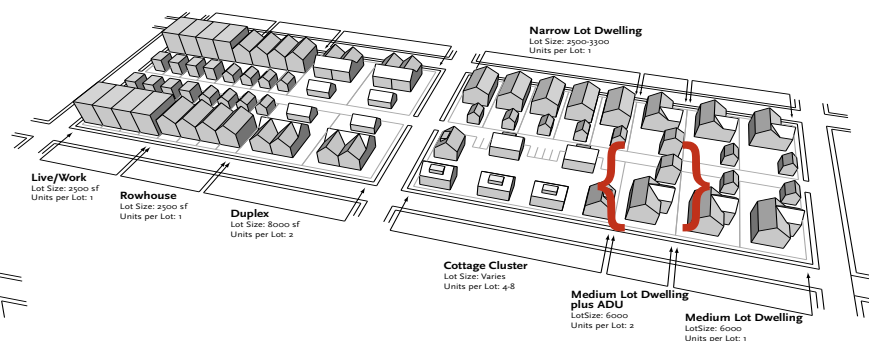
1]



SINGLE DWELLING RESIDENTIAL WITH GARAGE

Single Dwelling Residential Unit

- » Detached residential building that contains a single dwelling
- » Self-contained living facilities on one lot.
- » Separated from adjacent dwellings by private open space
- » Set back from the public street or common green by a front yard
- » Auto parking in a garage or on surface lot
- » Parking accessible from the lane or alley
- » Garage detached or attached to the dwelling structure
- » Permitted in the NA-01 or NA-02 zoning districts.



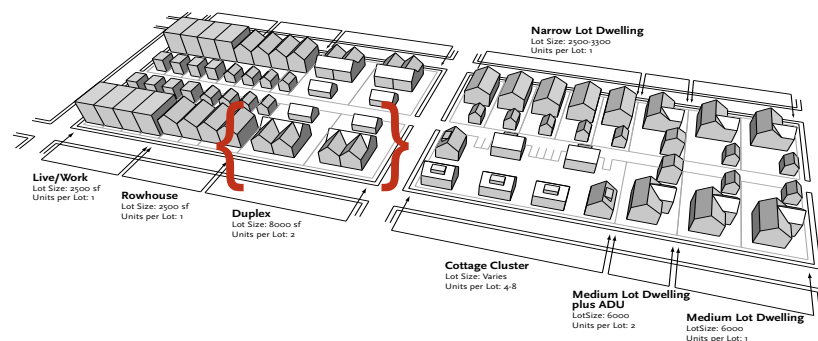
SINGLE DWELLING WITH ADU

Accessory Residential Unit

- » Located on the same lot as a single dwelling residential unit
- » Located within the single-family residential structure or in a separate structure
- » Permitted in the NA-01 or NA-02 zoning districts.

Forms of Detached Dwellings (continued)

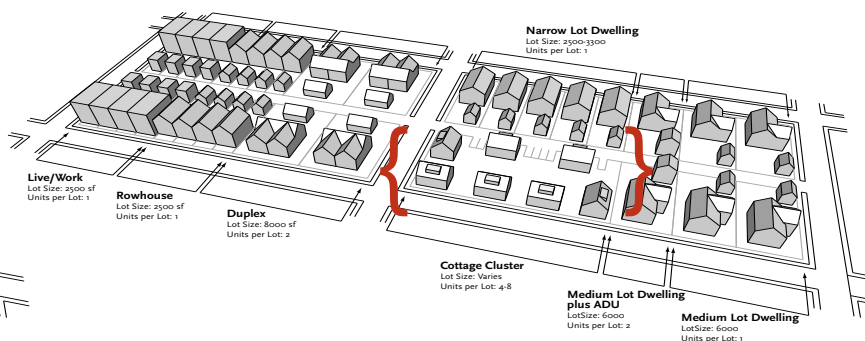
2]



DOUBLE DWELLING

Double Dwelling Residential Unit

- » A residential building that contains two dwellings, each with self-contained living facilities.
- » Height, massing and lot placement is similar or identical to a Single Dwelling Residential Unit
- » May be arranged side-by-side, like rowhouses, each with its own entrance, or stacked flats with one or more shared entrances
- » Permitted in the NA-01 or NA-02 zoning districts



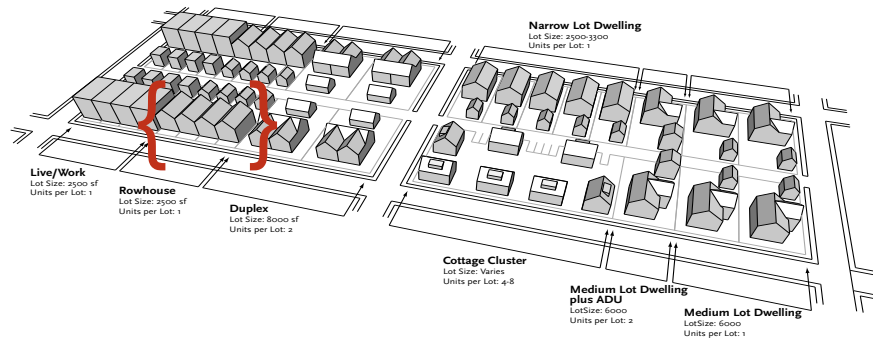
CLUSTERED DWELLING

Clustered Residential Units

- » Multiple compact detached dwellings or cottages that occupy a single lot
- » Grouped around common open space and are separated by side yards
- » Design provides compact housing with privacy and single family home-type scale and character
- » Arranged around a central common open space under shared ownership
- » Typically smaller than 1,000 sq. ft
- » Auto parking is provided in a shared surface lot, or lots, accessible from the lane or alley.
- » Permitted in the NA-01 or NA-02 zoning districts

Forms of Attached Dwellings

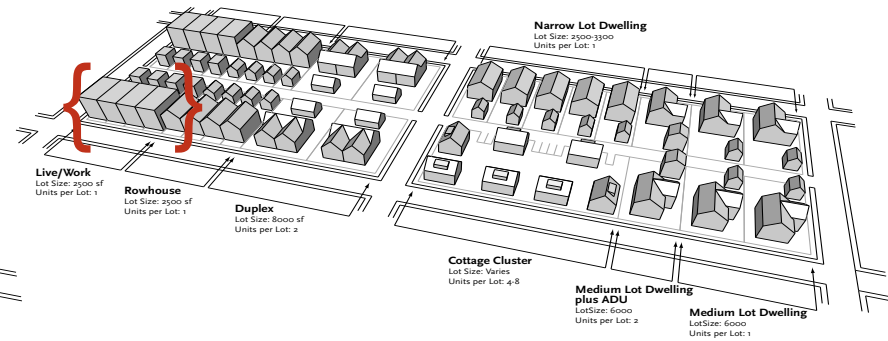
3]



ATTACHED DWELLING

Attached Residential Unit

- » Single dwellings with self-contained living facilities on one lot, attached along one or both sidewalls to an adjacent dwelling unit
- » Private open space in the form of front yards, backyards, or upper level terraces
- » May be set back from the public street or common green by a front yard
- » Auto parking is provided in a garage on the same lot, either detached or attached to the dwelling structure, and accessible from the lane or alley
- » Permitted in the NA-02 in selected locations or NA-03 zoning districts



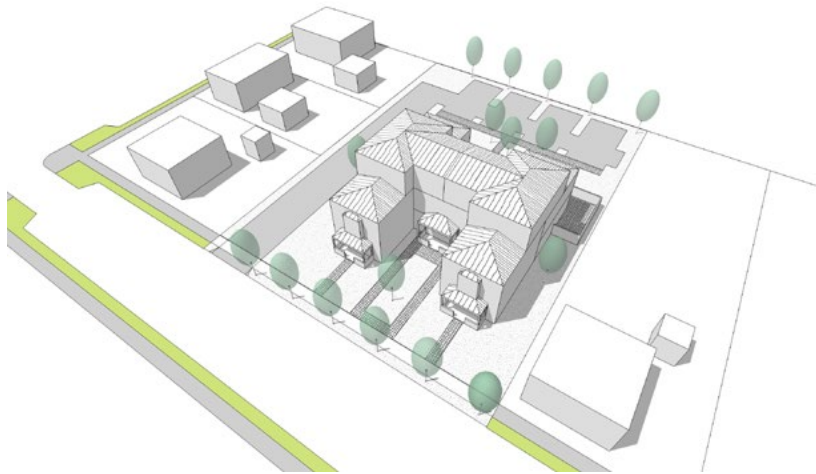
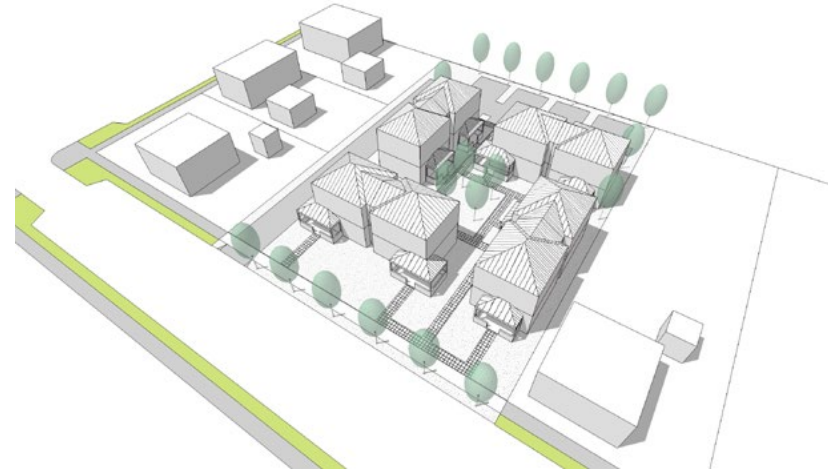
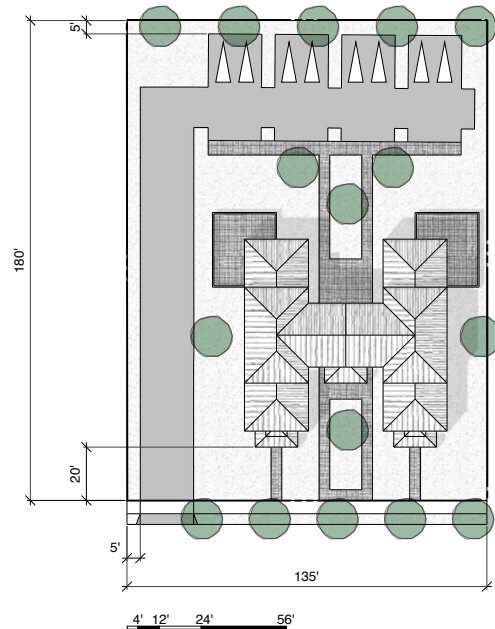
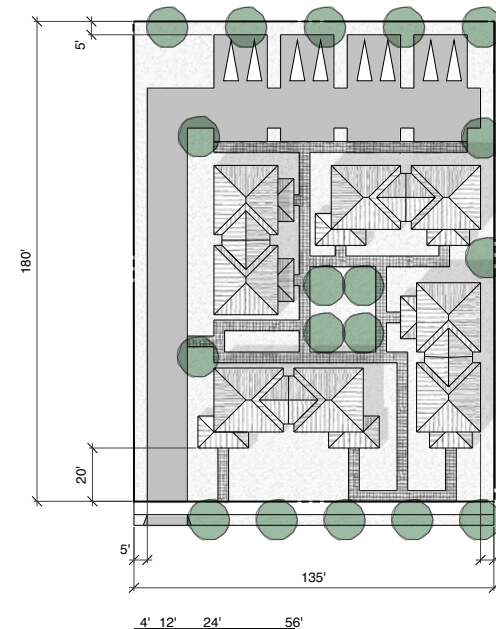
MULTIPLE DWELLING

Multiple Dwelling Residential Unit

- » Multiple dwellings that occupy a single building or multiple buildings on a single lot
- » May take the form of attached residential units (like rowhouses) or stacked flats (like apartments) or a combination of attached and stacked units
- » Auto parking is provided in a shared surface area or areas internal to the lot
- » Permitted in the NA-03 zoning districts

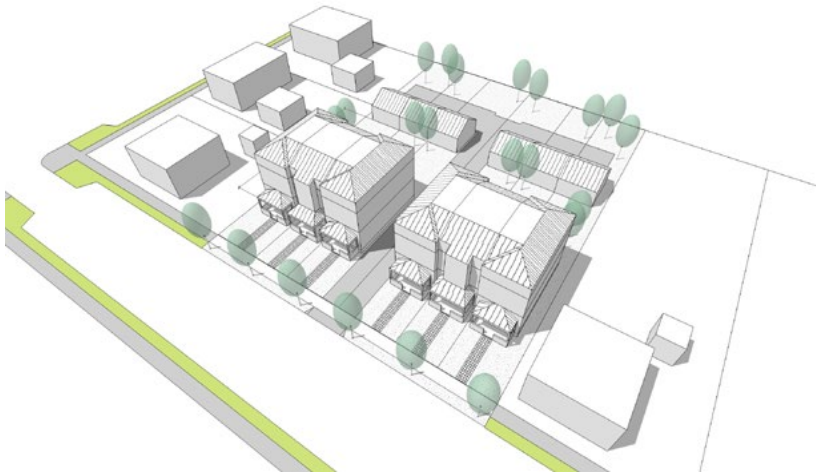
Other Forms of Attached Multiple Dwelling Residential Units

4]

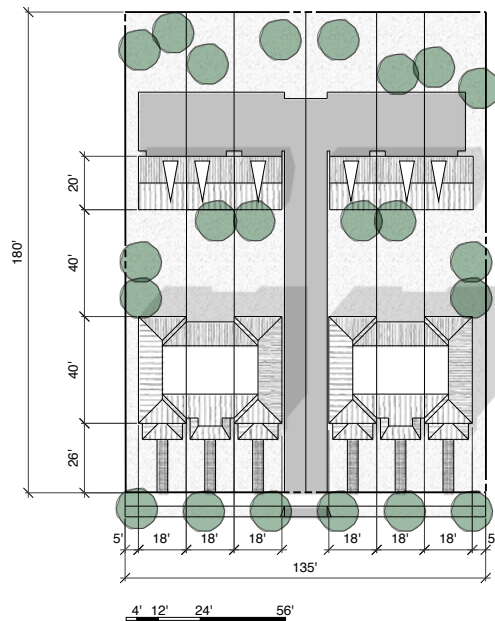
**GARDEN APARTMENT****STACKED FLATS / ATTACHED DOUBLE DWELLINGS**

Other Forms of Attached Multiple Dwelling Residential Units (continued)

5]



ROWHOUSES



Use Table

Zone	Single Dwelling Residential Unit	Accessory Dwelling Residential Unit	Double Dwelling Residential Unit	Clustered Residential Units	Attached Residential Unit	Multiple Dwelling Residential Unit
NA-01	Permitted	Permitted	Permitted	Permitted		
NA-02	Permitted	Permitted	Permitted	Permitted	Permitted	Conditional
NA-03		Conditional	Conditional	Conditional	Permitted	Permitted
NA-OS						

Legend

Permitted

Conditional

base density of zone must be met

Uses Allowed Within NA-01

BASE DENSITY: 5 DWELLING UNITS PER ACRE



Uses Allowed Within NA-02

BASE DENSITY: 10 DWELLING UNITS PER ACRE



Uses Allowed Within NA-03

BASE DENSITY: 20 DWELLING UNITS PER ACRE



The New York Times

Where ‘Share the Road’ Is Taken Literally



Herman Wouters for The New York Times

SPEED LIMITED A woonerf shared-space zone in the Dutch city of Delft.

By PAUL HOCKENOS

Published: April 26, 2013

“Woonerf” is what the Dutch call a special kind of street or group of streets that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well.

Roughly translated as “living streets,” the woonerf (pronounced VONE-erf) functions without traffic lights, stop signs, lane dividers or even sidewalks. Indeed, the whole point is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.

The Dutch term was coined in the 1960s when traditional urban architecture was being rethought, and today the woonerf sign is common, with slight variations, across Europe: a blue

rectangle with stick-figure symbols of a ball-playing child and parent, a car, a house. They can even be found in pedestrian shopping zones like the bustling Alexanderplatz in Berlin.

In the Netherlands, more than 6,000 woonerf zones burnish these badges of communal spirit where motorized traffic doesn't rule the road. Moreover, after a period in which they fell out of fashion, the woonerfs are making a strong comeback, and not only in the Netherlands. Woonerfs and their derivatives — sometimes called shared spaces, complete streets or home zones — are piquing the interest of urban planners in several countries.

The cities and towns that have adopted the model in one form or another span the globe: the artsy Saint-Henri neighborhood in Montreal; narrow, tourist-clogged Commercial Street in Provincetown, Mass.; the Bulgarian spa town of Hisarya; and districts or suburbs of Cologne and Freiburg, Germany, and Auckland and Christchurch, New Zealand.

In England and Wales there are more than 70 registered home zones, the British variant of the woonerf; from hundreds of applicants, Manchester, Plymouth, Leeds and Nottingham were chosen to receive government money to establish the zones.

In the United States, more than 400 cities either currently have, or soon will develop, “complete streets,” which are much more broadly defined than woonerfs, even allowing for the likes of sidewalks and the authoritarian stop sign. Yet, according to the Chicago-based National Complete Streets Coalition, the spirit of the woonerf inspired even the American movement.

The key to the woonerf is the primacy of nonmotorized activities.

Although cars are allowed in most — but not all — of the zones, they are generally restricted to “walking speed” (in Britain, the limit is higher, at 10 or even 20 m.p.h.) with the onus of responsibility for safety entirely on the driver.

Legally, the automobile driver is generally liable for an accident. But there tend to be fewer traffic mishaps when cars, people and bicycles mingle in close proximity; studies have found that accidents dropped by 40 percent or more in Dutch areas converted to woonerfs.

“You either love them or you hate them, depending on whether you're a car driver or a parent with kids,” said Dirk van den Heuvel, an urban architecture expert in the Dutch city of Delft. “But they're popular places to live here — low density and lots of greenery — and that's why the model is making a comeback,” he said.

A version of this article appeared in print on April 28, 2013, on page AU4 of the New York edition with the headline: Where ‘Share the Road’ Is Taken Literally.

http://www.nytimes.com/2013/04/28/automobiles/where-share-the-road-is-taken-literally.html?smid=tw-share&_r=1&



GracePoint

Church of Nazarene

A Church for People Like You

Planning Commission
City of Ashland
20 East Main Street
Ashland, Oregon 97520

Re: Ashland Gracepoint Church submission for June 25, 2013 Planning Commission
Hearing Session

To Whom It May Concern:

We have watched the planning process move forward for the Normal Street development project and are entering into this process somewhat late because we were out of the communication loop. Nevertheless, we do have several ideas for the future development of our property at 1760 East Main Street and would ask your consideration in these matters.

One of our tentative ideas is a Senior Living Facility that would probably require a higher density than much of the envisioned space in your Normal Street development plans. Many senior living facilities include skilled nursing and possibly medical. Also staffing of a facility like this may require some form of daycare for their children. These two aspects of this project make this significantly different than a five unit per acre development.

We have spoken with Brandon Goldman about the proposed connection across our land between Normal Street and East Main Street. Currently what is proposed in the Phase 2 plan is a straight-through street. We have the desire to make whatever development we do be as pleasing as possible. In this regard, moving the eastern entry onto our land to the most southern corner will allow the road to meander diagonally through the development. This will calm traffic and make it a nicer place to walk and live.

This proposed road connection would exit onto East Main Street over the easement that we have granted to the Ashland School District. We assume that the costs of road building would be shared with the school district unless they make some plan for other bus and traffic access.

Sincerely,
John Colwell and Ray Eddington
for Ashland Gracepoint Church

Ashland GracePoint Church of the Nazarene
1760 East Main Street • Ashland, OR 97520
541-482-1784

www.ashlandgracepoint.com e-mail: office@ashlandgracepoint.com

From : Jan Vidmar <jan_vidmar@yahoo.com>

Fri, Apr 26, 2013 08:16 AM

Subject : Animal Ordinance and Normal Ave. Plan

To : tbrownpc@gmail.com, rpkaplan46@gmail.com,
sassetta@mind.net, molnarb@ashland.or.us,
mike@council.ashland.or.us, tmpeddicord@gmail.com,
brandon goldman <brandon.goldman@ashland.or.us>

Dear Planning Commissioners,

I attended the interesting study session on Tuesday, April 23rd, which addressed the Keeping of Animals Ordinance Amendment. I was pleased by your openness to the proposals, which displayed your support for quality lifestyles and choices in Ashland.

Since my house borders the Normal Avenue Plan area, I was struck by the unique opportunity we have to incorporate this support of animal husbandry and community gardens. We who own homes in the many developments bordering the proposed plan area are generally on very small lots, and don't have the opportunity to have animals or large gardens. There was virtually no thought given to community space for such activities. However, with the eminent development of adjoining, semi-rural land, the planning commissioners are in a position to decide and advocate for maintaining that rural feeling. Much of Ashland has already succumbed to higher density housing, with small lots and little open space around units.

Please consider the approval of a lower density housing plan, perhaps incorporating cottage homes and townhouses with spaces for animal husbandry and community gardens. The areas to be developed incorporate the special wetlands of Clay Creek and Cemetery Creek, and are in a prime area to consider green development plans.

This is a unique opportunity you have to approve plans for a livable, breathable, less congested part of Ashland. Lower density housing would also greatly alleviate the inevitable future traffic congestion in this area.

We appreciate your dedication and hard work on the Planning Commission.

Respectfully,

Jan Vidmar
320 Meadow Drive
541-301-3271

Please copy for Michael Dawkins.
