



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

July 28, 2008



TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Ashland Plan Amendment
DLCD File Number 002-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 8, 2008

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner
Maria Harris, City of Ashland

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PROF 2

DLCD

Notice of Adoption



THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: **City of Ashland**

Local file number: **2007-01318**

Date of Adoption: **7/1/2008**

Date Mailed: **7/17/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **2/22/2008**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Repeal of existitng 20-foot building setback requirement along Lithia Way through Ashland's downtown overlayzone - Commerical (C-1) zoned properties. Modifications to the Street Standards for sizes of sidewalks, tree wells, etc.

Does the Adoption differ from proposal? Yes, Please explain below:

Only applies to one street, Lithia Way and only to the N side of said street

Plan Map Changed from: **n/a**

to: **n/a**

Zone Map Changed from: **n/a**

to: **n/a**

Location: **North Side of Lithia Way**

Acres Involved: **0**

Specify Density: Previous: **n/a**

New: **n/a**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD # 002-08 (16715)

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT

Local Contact: **Maria Harris**

Phone: **(541) 552-2045** Extension:

Address: **20 E Main Street**

Fax Number: **541-552-2050**

City: **Ashland**

Zip: **97520-**

E-mail Address: **harrism@ashland.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 2959

**AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE,
LAND USE ORDINANCE CONCERNING SPECIAL [ARTERIAL] SETBACKS AND
ASSOCIATED STREET STANDARDS ADOPTED IN ORDINANCE 2836**

Annotated to show ~~deletions~~ and **additions** to the code sections being modified.
Deletions are **~~bold lined through~~** and additions are in **bold underline**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293,531 P 2d 730, 734 (1975; and

WHEREAS, Section 18.68.050 of the City of Ashland Municipal Code currently provides for a special 20 foot setback on Arterial Streets; and

WHEREAS, Planning staff sent notice to the DLCD in accordance with ORS 197.610 on February 22, 2008; and

WHEREAS, the Planning Commission considered the proposed amendment at a duly advertised hearing on April 8, 2008 and recommended approval of the ordinance; and

WHEREAS, the City Council considered the proposed amendment at a duly advertised hearing on May 20, 2008 and following review of the staff report, and after considering public input and the evidence in the record as a whole, the Council conducted first reading of the Ordinance and moved the Ordinance to Second Reading; and

WHEREAS, on July 01, 2008 the City Council conducted Second Reading of the Ordinance and approved adoption of the Ordinance; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to modify this setback as regards certain arterial streets; namely Lithia Way, and

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. Section 18.68.050 of the Ashland Municipal Code is amended to read as follows:

18.68.050 Arterial Street Special-Setback Requirements.

To permit or afford better light, air and vision on more heavily traveled streets and on streets of substandard width, to protect arterial streets, and to permit the eventual widening of hereinafter named streets, every yard abutting a street, or portion thereof, shall be measured from the special base line setbacks listed below instead of the lot line separating the lot from the street.

<u>Street</u>	<u>Setback</u>
East Main Street, between City limits and Lithia Way	35 feet
Ashland Street (Highway 66) between City limits and Siskiyou Boulevard	65 feet

Also, front yards for properties abutting all arterial streets shall be no less than twenty (20) feet, with the exception of the C-1-D district and properties abutting Lithia Way in the C-1 district.

SECTION 2. Section 18.88.020. K [Definitions – Street Standards] of the Ashland Municipal Code is amended to read as follows:

K. Street Standards. All standards under 18.88.050 and all All standards in the City of Ashland Street Standards Handbook as adopted in Ordinance 2836 and as amended by Ordinance 2959 [July 01, 2008] are specifically incorporated herein and made a part hereof by this reference. and standards under 18.88.050.

SECTION 3. The Ashland Street Standards Handbook, Table 1 on page 20, as adopted by Ordinance 2836 is hereby amended to read as follows:

7' 5"-8' 1"

Table 1: City of Ashland Street Design Standards⁴

TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING in 8' bays			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	7' 5"-8' 1"	6'-10'-2"

3-Lane Boulevard	30,000	73'-99'	48'	11'	12'	2 at 8' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 8' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 8' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 8' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Collector, Residential</i>	1,500 to				NA	NA ³				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-8'
Parking One Side	ADT	50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-8'
Parking Both Sides		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-8'
<i>Neighborhood Collector, Commercial</i>										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	75'-8' ¹	6'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	75'-8' ¹	6'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	75'-8' ¹	6'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Street, Residential</i>	less than				NA	NA ³				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-8'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-8'
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-18'	8'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none
¹ hard scape parkrow with tree wells shall be used in commercial areas ² 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas ³ bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets										

1 7'- 8' landscape parkrow shall be installed in residential areas, A 5' hardscape parkrow with tree wells shall be used installed in commercial areas.

² 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas. **A 10' sidewalk shall be required on Boulevards (arterial) streets in the Downtown Design Standards Zone.**

³ bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets

⁴ **All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.**

SECTION 4. The Ashland Street Standards Handbook, Street Design Standards, (pages 21 to 30), as adopted by Ordinance 2836, are hereby amended to read as follows:

Street Design Standards

A description of street design standards for each street classification follows. For an abbreviated presentation of the street right-of-way standards, see Table 1. All elements listed are required unless specifically noted. **All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.**

Approval Standards: New and reconstructed streets shall conform to the following design standards.

Boulevard

Boulevards are major thoroughfares filled with both human and vehicular activity. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the boulevard's use as a public space. Design should start with the assumption that the busy nature of a boulevard is a positive factor and incorporate it to enhance the street scape and setting. A 2-lane, 3-

lane, or 5-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

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

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

Average Daily

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

Managed Speed: 25 mph - 35 mph

Right-of-Way

Width:

- 61' - 87' for 2-Lane
- 73' - 99' for 3-Lane
- 95' - 121' for 5-Lane

Curb-to-Curb

Width:

- 34' for 2-Lane
- 46' for 3-Lane
- 68' for 5-Lane

Motor Vehicle

Travel Lanes:

- Two 11' travel lanes for 2-Lane
- Two 11' travel lanes, one 12' median/center turn lane for 3-Lane
- Four 11' travel lanes, one 12' median/center turn lane for 5-Lane

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

Parking: In 8' - 9' bays

Curb and Gutter: Yes 6" vertical/barrier curb

Parkrow: ~~7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

- 7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
- 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

Sidewalks: ~~6' on both sides in residential areas, 8' – 10' on both sides in commercial areas~~

- 6' on both sides in residential areas.
- 8' – 10' on both sides in commercial areas. A 10' sidewalk shall be required on Boulevards in the Downtown Design Standards Zone.

Avenue

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

Street Function: Provide access from neighborhoods to neighborhood activity centers and boulevards.

Connectivity: Connects neighborhoods to neighborhood activity centers and boulevards.

Average Daily Traffic: 3,000 - 10,000 motor vehicle trips per day

Managed Speed: 20 mph - 25 mph

Right-of-Way

Width:

- 59' - 86' for 2-Lane
- 70.5' - 97.5' for 3-Lane

Curb-to-Curb

Width:

- 32' - 33' for 2-Lane
- 43.5' - 44.5' for 3-Lane

Motor Vehicle

Travel Lanes:

- Two 10' - 10.5' travel lanes for 2-Lane
- Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane

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

Parking: In 8' - 9' bays

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

Parkrow: ~~7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

- 7' - 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
- 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

Sidewalks: ~~6' on both sides in residential areas, 8' - 10' on both sides in commercial areas~~

- 6' on both sides in residential areas.
- 8' - 10' on both sides in commercial areas.

Neighborhood Collector

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

Residential Neighborhood Collector

Street Function: Provide access in and out of the neighborhood.

Connectivity: Collects traffic from within residential areas and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way Width:

- 49' - 51' for No On-Street Parking
- 50' - 56' for Parking One Side
- 57' - 63' for Parking Both Sides

Curb-to-Curb Width:

- 22' for No On-Street Parking
- 25' - 27' for Parking One Side
- 32' - 34' for Parking Both Sides

Motor Vehicle Travel Lanes:

- Two 11' travel lanes for No On-Street Parking
- Two 9' - 10' travel lanes' for Parking One Side and Parking Both Sides

Bike Lanes: Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane shall be required.

Parking:

- One 7' lane for Parking One Side
- Two 7' lanes for Parking Both Sides

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

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

Parkrow:

- 8' parkrow on both sides for No On-Street Parking
- 7' - 8' parkrows on both sides for Parking One and Both Sides

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

Commercial Neighborhood Collector

Street Function: Provide access in and out of neighborhoods and to neighborhood core with shopping and services.

Connectivity: Collects traffic from within residential areas. Provides neighborhood shopping opportunities and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way Width:

- 55' - 65' for Parallel Parking One Side
- 63' - 73' for Parallel Parking Both Sides
- 65' - 74' for Diagonal Parking One Side
- 81' - 91' for Diagonal Parking Both Sides

Curb-to-Curb Width:

- 28' for Parallel Parking One Side
- 36' for Parallel Parking Both Sides
- 37' for Diagonal Parking One Side
- 54' for Diagonal Parking Both Sides

**Motor Vehicle
Travel Lanes:**

Two 10' travel lanes

Bike Lanes:

Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane may be needed.

Parking:

- One 8' lane for Parallel Parking One Side
- Two 8' lanes for Parallel Parking Both Sides
- One 17' lanes for Diagonal Parking One Side
- Two 17' lanes for Diagonal Parking Both Sides

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

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

Parkrow:

~~7' – 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

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

Sidewalks:

~~6' – 10' on both sides~~

8' – 10' on both sides

Neighborhood Street

Neighborhood Streets provide access to individual residential units and neighborhood commercial areas. Different configurations with several on-street parking options are provided for residential and commercial areas.

Neighborhood Street:	For use in the following single-family residential zones - WR (Woodland Residential), RR - 1 and RR - .5 (Low Density Residential, and R-1-3.5, R-1-5, R-1-7.5 and R-1-10 (Single-Family Residential) unless specifically noted.
Street Function:	Provide access to individual residential units and commercial areas.
Connectivity:	Connects to higher order streets.
Average Daily Traffic:	1,500 or less motor vehicle trips per day
Managed Speed:	10 mph - 20 mph
Right-of-Way Width:	<ul style="list-style-type: none"> • 47' - 51' for Parking One Side • 50' - 57' for Parking Both Sides
Curb-to-Curb Width:	<ul style="list-style-type: none"> • 22' for Parking One Side • 25' - 28' for Parking Both Sides
Motor Vehicle Travel Lanes:	<ul style="list-style-type: none"> • One 15' queuing lane for Parking One Side • One 11' queuing lane for Parking Both Sides in the R-1 zone, One 14' queuing lane for Parking Both Sides in higher density residential areas (i.e. R-1-3.5, R-2 and R-3) <p>On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is intended to create a "queuing street" such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.</p>
Bike Lanes:	Generally not needed on low volume/low travel speed streets.
Parking:	<ul style="list-style-type: none"> • One 7' lane for Parking One Side • Two 7' lanes for Parking Both Sides

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

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

- Parkrow:**
- 8' parkrow in residential areas on both sides for No On-Street Parking. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
 - 7' - 8' parkrows in residential areas on both sides for Parking One and Both Sides. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
 - 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

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

Alley

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

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

Connectivity: Connects to all types of streets.
Average Daily

Traffic:	Not applicable
Managed Speed:	Not applicable, motor vehicle travel speeds should be below 10 mph
Right-of-Way Width:	16'
Pavement Width:	12' with 2' graveled or planted strips on side
Motor Vehicle Travel Lanes:	Not applicable
Bike Lanes:	Not applicable, bicyclists can easily negotiate these low use areas
Parking:	No parking within the right-of-way
Curb and Gutter:	Not curb, use inverse crown
Parkrow:	Not applicable
Sidewalks:	Not applicable, pedestrians can easily negotiate these low use areas

Multi-use Path

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

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

SECTION 5. The Ashland Site Design and Use Standards Handbook, Street Tree Standards, (pages 29 to 30), as adopted by Ordinance 2690, as amended, and authorized in Section 18.72.080, are hereby amended to read as follows:

E. Street Tree Standards

Approval Standard: All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

II-E-1) Location for Street Trees

Street trees shall be located behind the sidewalk except in cases where there is a designated planting strip in the right-of-way, or the sidewalk is greater than 8 feet wide. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Department of Community Development.

II-E-2) Spacing, Placement, and Pruning of Street Trees

All tree spacing may be made subject to special site conditions which may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall be as follow:

- 1) Street trees shall be placed at the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.
- 2) Trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than 10 feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
- 3) Street trees shall not be planted closer than 20 feet to light standards. Except for public safety no new light standard location shall be positioned closer than 10 feet to any existing street tree, and preferably such locations will be at least 20 feet distant.
- 4) Trees shall not be planted closer than 2 ½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.

- 5) Where there are overhead power lines, tree species are to be chosen that will not interfere with those lines.
- 6) Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, or tree wells, shall be at least ~~10~~ 25 square feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. ~~Space between the tree and such hard surface be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, or paver blocks. Tree wells shall be covered by tree grates in accordance with city specifications.~~
- 7) Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.
- 8) Existing trees may be used as street trees if there will no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the Staff Advisor.

II-E-3)

Replacement of Street Trees

Existing street trees removed by development projects shall be replaced by the developer with those from the approved street tree list. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor.

II-E-4)

Recommended Street Trees

Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

SECTION 6 Severability. If any section, provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other sections, provisions, clauses, or paragraphs of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.


SECTION 7. Savings Clause. Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement or other land use actions were commenced, shall remain valid and in full force and effect for purposes of

all cases filed or actions commenced during the times said ordinance(s) or portions thereof were operative.

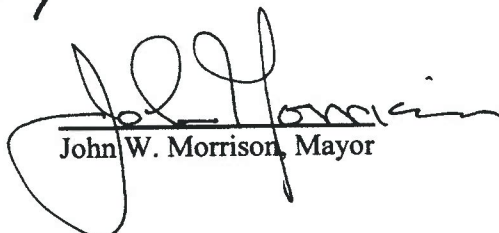
SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 6-8) need not be codified.

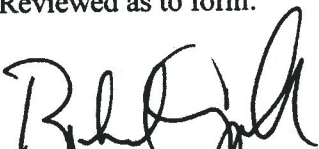
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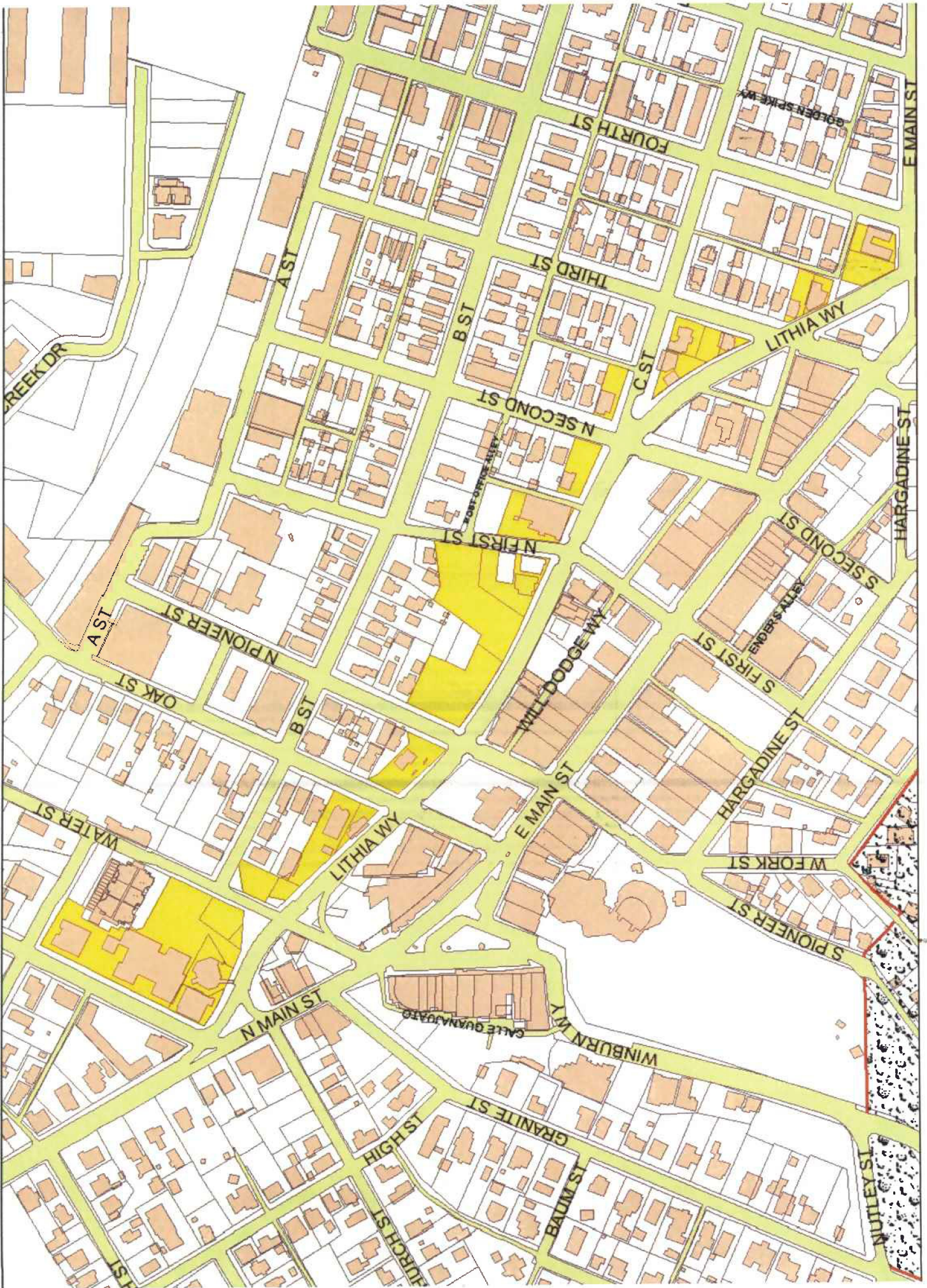
The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 20 day of May, 2008, and duly PASSED and ADOPTED this 1 day of July, 2008.


Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 1 day of July, 2008


John W. Morrison, Mayor

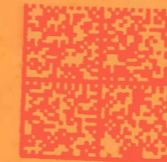
Reviewed as to form:

Richard Appicello, City Attorney



CITY HALL
20 EAST MAIN STREET
ASHLAND, OR 97520

CITY OF
ASHLAND

Attn: Plan Amendment Specialist
Dept. of Land Conservation & Development
635 Capitol St. NE, Suite 150
Salem, OR 97301-2540



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