



Council Business Meeting Agenda

ASHLAND CITY COUNCIL BUSINESS MEETING AGENDA

Tuesday, May 6, 2025

Council Chambers, 1175 E Main Street

Live stream via rvtv.sou.edu select RVTV Prime—broadcast on Spectrum 180 & 181.

HELD HYBRID (In-Person or Zoom Meeting Access) To attend via Zoom, contact the [City Recorder](#) no later than 10 a.m. the day of the meeting.

Public testimony will be accepted for both general public forum items and agenda items.

If you would like to submit written testimony or if you wish to speak electronically during the meeting, **complete the online [Public Testimony Form](#) no later than 10 a.m. the day of the meeting.**

I. EXECUTIVE SESSION 4:30 p.m.

- a. To conduct deliberations with persons designated by the governing body to carry on labor negotiations pursuant to ORS 192.660 (2)(d).

II. CALL TO ORDER 6:00 p.m.

- a. Land Acknowledgement**

III. PLEDGE OF ALLEGIANCE

IV. ROLL CALL

V. MAYOR'S / CHAIR OF THE COUNCIL ANNOUNCEMENT

- a. Asian American and Pacific Islander Heritage Month Proclamation
- b. National Historic Preservation Month Proclamation

VI. APPROVAL OF MINUTES

- a. Minutes of the April 14, 2025 – Study Session Meeting
- b. Minutes of the April 15, 2025 - Business Meeting

VII. CONSENT AGENDA

- a. Approval of Liquor License for Tlalli
- b. Approval of Liquor License for Cooks Speakeasy
- c. Resolution 2025-08 Setting the Wildfire Risk Reduction Fee (previously AFR) and Repealing Resolution 2019-20
- d. Resolution 2025-04 Setting the Public Safety Support Fee Repealing Resolution 2018-09
- e. Request from Ad-Hoc Committee on Early Learning and Affordable Childcare to publish an article
- f. Affordable Childcare Ad Hoc Committee Appointment

VIII. SPECIAL PRESENTATIONS

- a. If I Were Mayor Contest Winners
- b. RVTD Presentation

IX. PUBLIC FORUM

15 minutes – Public input or comment on City business not included on the agenda

X. PUBLIC HEARING

- a. First Reading of Ordinances 3249, 3250, 3251, and 3263 to implement the Climate Friendly Area Overlay



Council Business Meeting Agenda

XI. ORDINANCES, RESOLUTIONS AND CONTRACTS

- a. Second Reading ORD 3258 An Ordinance Amending AMC Chapter 10.30 to Prohibit Hazardous Fire Use

XII. UNFINISHED BUSINESS

- a. Proposed Changes to Enhanced Law Enforcement Area Process
- b. 2025-2027 Transient Lodging Tax (TLT) Revenue Use for Tourism Promotion

XIII. NEW BUSINESS

- a. Travel Ashland Proposal for Destination Marketing Activities

XIV. CITY MANAGER REPORT

XV. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

XVI. ADJOURNMENT

If you need special assistance to participate in this meeting, please contact Alissa Kolodzinski at recorder@ashlandoregon.gov or 541.488.5307 (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.

* Items on the Agenda not considered due to time constraints are automatically continued to the next regularly scheduled Council meeting [AMC 2.04.030.(D)(3)]

**** LAND ACKNOWLEDGEMENT**

We acknowledge and honor the aboriginal people on whose ancestral homelands we work—the Ikirakutsum Band of the Shasta Nation, as well as the diverse and vibrant Native communities who make their home here today. We honor the first stewards in the Rogue Valley and the lands we love and depend on: Tribes with ancestral lands in and surrounding the geography of the Ashland Watershed include the original past, present and future indigenous inhabitants of the Shasta, Takelma, and Athabaskan people. We also recognize and acknowledge the Shasta village of K'wakhakha - "Where the Crow Lights" - that is now the Ashland City Plaza.

***Agendas and minutes for City of Ashland Council, Commission and Committee meetings may be found at the City website, ashlandoregon.gov.





A Proclamation Celebrating Asian American Heritage Month

Whereas: The month of May was designated as Asian American and Pacific Islander Heritage Month in 1992 to recognize the innumerable contributions, vibrant cultures, and rich heritage of Asian Americans, native Hawaiians, and Pacific Islanders. As some of the fastest-growing racial and ethnic groups in the nation, these communities represent a multitude of ethnicities, languages and experiences that enrich America.

Whereas: Asian Americans and Pacific Islanders have lived and worked in Oregon for more than 200 years, contributing to the state's rich history, economy, and culture. Their history in Oregon is marked by a struggle for freedom, equity, and justice, prevailing over the adversity of exclusion, persecution, incarceration, and disparities. These populations have helped advance Oregon's prosperity through their contributions to all fields of education, business, the arts, economic development, science, and technology.

Whereas: In Ashland, Chinese laborers built the railroad linking southern Oregon to the rest of the country. We have recognized that major contribution, through the public art sculpture titled 'Golden Connections' in Railroad Park.

Whereas: Anti-Asian hate crimes are on the rise. As we celebrate these populations, we must redouble our commitment to combating the surge of anti-Asian hate crimes. These acts are wrong; they must stop.

NOW, THEREFORE, I, Tonya Graham, Mayor of the City of Ashland, Oregon, on behalf of the City Council, do hereby acknowledge the month of May as a time to celebrate the contributions of Asian Americans and Pacific Islanders to our culture and collective history. I call upon the people of Ashland to observe this month with appropriate reflection and learning and make time to visit Railroad Park and Golden Spike. In Ashland we are Better Together.

Dated May 6, 2025

Tonya Graham, Mayor

Alissa Kolodzinski, City Recorder





A Proclamation in Honor of National Historic Preservation Month 2025

WHEREAS, historic preservation is an effective tool for managing growth, revitalizing neighborhoods, fostering local pride, and maintaining community character while enhancing livability.

WHEREAS, the historic houses and buildings of Ashland help make our city unique and provide links with the City's founders and their descendants.

WHEREAS, these fine examples of nineteenth and twentieth century buildings contribute to an appreciation of our heritage.

WHEREAS, historic preservation is relevant for communities across the nation, both urban and rural, and for Americans of all ages, all walks of life and all ethnic backgrounds.

WHEREAS, it is important to celebrate the role of history in our lives and the contributions made by dedicated individuals in helping to preserve the tangible aspects of the heritage that has shaped us as a people.

WHEREAS, National Historic Preservation Month is in May. Ashland has selected the week of May 12th – 18th, as Historic Preservation Week. Ashland's celebrations are co-sponsored by the City of Ashland's Historic Preservation Advisory Committee and the National Trust for Historic Preservation.

NOW, THEREFORE, I, Tonya Graham, Mayor of the City of Ashland, Oregon, on behalf of the City Council, do hereby proclaim the month of May 2024 as National Historic Preservation Month and call upon the people of the City of Ashland to join their fellow citizens across the United States in recognizing and participating in this special observance. In Ashland we are Better Together.

Dated this 6th day of May 2025

Tonya Graham, Mayor

Alissa Kolodzinski, City Recorder



**ASHLAND CITY COUNCIL
STUDY SESSION MINUTES
Monday, April 14, 2025**

Mayor Graham called the meeting to order at 5:30 p.m.

Council Present: Mayor Graham, Councilors Dahle, Bloom, DuQuenne, Hansen, and Kaplan.

Council Absent: Councilor Knauer

Staff Present:

Sabrina Cotta	City Manager
Marianne Berry	Finance Director
Bryn Morrison	Deputy Finance Director
Alissa Kolodzinski	City Recorder

I. Public Input –

Resident spoke on the proposed public safety fee and expressed concern about the data presented.

II. Budget Background – Frequently Asked Questions

Berry and Morrison presented background information on the budget and items to be discussed during the Citizens Budget Committee starting April 30th. Discussion included frequently asked questions regarding revenue, internal services allocation, contingencies and reserve funds, and investments.

- Charges for services is the largest percentage of revenues and are based on utility rates set through rate studies. Enterprise funds receive \$35.4 million in charges for services, which is the basis for franchise fees for electric, water, wastewater, and telecom.
- Property taxes, capped at a permanent tax rate due to Oregon State Measures 5 and 50, provide \$13.5 million in revenue. Franchise fees, based on utilities' rights of way, vary between 5% to 10% per utility. The electric user tax, a 25% tax on electric usage passed in 2014, goes directly into the general fund.
- Ambulance revenue, generated from emergency medical services, was discussed in the context of the EMS single roll pilot program, which brought in 8 single roll positions to address call volume. This additional expense has impacted the income available for the fire department in the early stages of the program.

Question raised about the electric user tax and its relationship to electric rates. Clarification that the intention when the resolution originally passed was for the electric rates to be lowered to offset the 25% user tax to have a neutral impact on the customer.

- Discussion on revenues from transient lodging tax, food and beverage tax, system development charges, and miscellaneous fees emphasizing that funds cannot be commingled and uses are often dictated by state and local law.

- Discussion on how internal charges are calculated and allocated across departments. The Administrative Service Fee benefits the general fund for the cost of administration, human resources, legal, information technology, finance, city recorder, and public works support departments. Insurance service fees, facility use fees, and equipment funds were also covered.
- Contingencies and the Reserve Fund were discussed. Fiscal policies dictate the level of contingency for each fund to stabilize the budget and any draw from these funds requires Council resolution. The Reserve Fund currently has a balance of \$1.95 million with no current policy for a minimum amount. A policy addressing this will be proposed during budget committee meetings.
- Fiscal policy also dictates a minimum unappropriated ending fund balance of 16.7% for the general fund and 25% for the enterprises.

Councilors discussed the potential for utilizing the reserve fund and how efficiency is monitored between departments that receive funding from the general fund. Staff noted that department-specific information is tracked and could be made public and that the upcoming strategic plan would help establish priorities and guide resource allocation.

- Fund balances are invested, but not in the stock market. Current investments include \$53 million in the Local Government Investment Pool (LGIP) yielding approximately 4.6% and \$29.2 million in US Treasury Obligations yielding approximately 4.2-4.3%.

Discussion on the challenges of forecasting materials and services costs given current supply-chain volatility as well as personnel costs given the City's multiple union contracts and continued increases in healthcare costs. Emphasis was placed on the increased need for ongoing monitoring and adjustment of the budget in relation to the general fund and service delivery levels. Councilors expressed concern about these rising costs and the need for a broader discussion on how to manage long-term financial sustainability.

III. Assistance Program Update

Berry and Morrison presented an update on the City's assistance programs. Current programs include:

- Ashland Low Income Energy Assistance Program (ALIEAP) - a 50% reduction on electric bill from December 1 through the end of February or May, based on Oregon median income with a \$300 maximum credit.
- Senior and Disabled Utilities Discount offers a year-round discount for income-qualified persons aged 65 or older, or disabled persons aged 60 or older, with a 20-30% reduction off electric, water, sewer, street user, and storm drain charges.
- Emergency HEAT Assistance offers \$100 toward past due balances once per 12-month period and is also based on income.

Data was provided on income eligibility limits for various assistance programs requested from the last Council study session:

- Oregon Health Plan (OHP)– qualification at 133% of federal poverty level (FPL) with the Bridge Program at 200% of FPL
- Supplemental Nutrition Assistance Program (SNAP)– qualification at 200% FPL
- ACCESS (Community Action Agency of Jackson County)– qualification at 200% FPL.

Berry and Morrison noted that these assistance programs have served between 477 to 562 customers annually since 2019 who qualified at the 65% Oregon Median Income level. Discussed the potential cost of expanding assistance programs assuming a 5% increase in participants and a 10% increase in bills. Staff proposed maintaining the current income threshold of 65% of Oregon median income, with a 30% discount capped at \$400/yr for 2026-27.

The Council discussed options for changing income thresholds and considered if a proxy qualifier would streamline staff processing time. Concerns were raised about the potential financial impact if a large percentage of eligible residents were to enroll in the program. There was general agreement for using 200% of the FPL as the new threshold, which aligns with OHP Bridge eligibility and potentially reaches 82% of current ALIEAP customers.

Key points of the proposed updated program include:

- Year-round assistance
- Simplified eligibility processing
- 30% discount on the bill, capped at \$400
- New applicants can apply starting June 1st for discounts beginning in July
- Requirement for a conservation audit within a year of application
- Existing seniors and qualified applicants receive automatic approval for the next funding year
- Repeal of the current senior and disabled discount code

The Council provided general support for the proposed changes but requested additional information about using potential proxies and the impact of changing the income threshold. Emphasis was placed on balancing assistance for those in need with the City's financial constraints. Staff will return with final program details for approval and an ordinance to repeal the current senior and disabled discount code once additional information is received.

IV. Adjournment of Study Session

The meeting was adjourned at 7:17 p.m.

City Recorder Alissa Kolodzinski

Mayor Tonya Graham



Budget Background Frequent Asked Questions

April 14, 2025

Finance

Frequently Asked Budget Questions

❖ Topics

- Revenues
- Internal Services Allocation
 - Equipment Replacement Fund
- Contingencies and Reserve Fund
- Investments





What are the main revenues for the City?

- ❑ **Charges for Services:** largest % of revenues city-wide for utilities; based on rates \$35.4M
various
- ❑ **Property Taxes:** capped at permanent tax rate of 4.2865 \$13.5M
primarily GF
- ❑ **Franchise Fees:** Electric, Natural Gas, Sanitary Service, Telecommunication, Water, Wastewater; 5-10% of net sales. \$2.8M
General Fund
- ❑ **Electric User Tax:** 25% of electric usage \$3.6M
General Fund
- ❑ **Ambulance revenue:** Emergency medical services; previous biennium dual role positions tasked with service, started single role program in BN 23-25 \$2.9M
General Fund



What are the main revenues for the City? (continuation)

- ❑ **Transient Lodging Tax:** 10% tax on temporary or short-term lodging; per state law 31% must go to Tourism Fund, remaining General Fund \$1.9M GF
\$853K Tourism
- ❑ **Food & Beverage:** 5% meals tax; per AMC, 2% goes to GF, 73% goes to Streets, 25% goes to Parks CIP. Sunsets 2030. \$64.7K GF
\$2.4M Streets
\$800K Parks CIP
- ❑ **SDC's:** System Development Charges go to appropriate fund \$950K
various
- ❑ **Miscellaneous fees:** direct cost recovery for items that can be identified to the service provided \$831K
various
- **Key Takeaway:**
 - Cannot mingle funds, many are dictated by law
 - Waterfall effect with rates



What is the Internal Services Allocation?

❖ Cost Allocation Methodology

- Best practice per GFOA
- Administrative Service Fee
 - *Determine indirect costs provided by Administration, IT, Finance, City Recorder and Public Works support departments*
- Calculation refreshed each biennium during the budget process



How does the Equipment Fund work?

- ❖ Ending Fund Balance Feb 2025 = \$7.0M
- ❖ Part of Cost Allocation process
- ❖ Equipment replacement fee & Fleet Maintenance Fee
 - Fleet and major equipment purchases/replacement/repair
 - *City-wide, including Parks starting BN 25-27*
 - Rents across the lifespan



Contingencies & the Reserve Fund

- ❖ Financial Policies dictate level of contingency for each fund
 - *Generally, 3% of average annual operating expenditures past 3 years*
- ❖ Reserve fund at February 2025 \$1.95M
 - *Used to set aside funds to help stabilize the budget*
 - *Currently no policy for minimum amount*
- ❖ Minimum unappropriated ending fund balance
 - *General Fund 16.7%*
 - *Enterprises 25%*



Current Investments

- ❖ Local Government Investment Pool (LGIP) = \$53M
 - Oregon State Treasury's Short-Term Fund, limit \$61.7M
 - US dollar-denominated, high-quality, short-term fixed income securities, **yield 4.6%**
 - *Primary objectives in order: preservation of capital, liquidity and yield*
- ❖ US Treasury Obligations = \$29.2M
 - Longest maturity 9/30/25, **yields ~ 4.2%–4.3%**

QUESTIONS?



XXX

LGIP rate March 12 4.6%

Finance



XXX





Assistance Program Update

April 14, 2025

Finance



Current Utility Assistance Programs

❖ Ashland Low-Income Assistance Program (ALIEAP)

- Assists low-income residents with 50% reduction of electric bill
 - *Based on 65% of Oregon median income*
 - *Discount December 1 through end of February or May*
 - *Maximum \$300 credit*

❖ Senior/Disable Utilities Discount

- 20% or 30% off electric, water, sewer, street user, storm drain
 - *Year-round discount for income-qualified persons age 65 or older, qualified disabled persons age 60 or older*
 - *Based on 125% and 100% below federal poverty level, respectively*

❖ Emergency HEAT Assistance

- \$100 toward past due balance, once per 12-month period
 - *150% below federal poverty level*



Data Request

❖ OHP

- County-wide data only
 - Jackson County 40% enrolled*
- 133% of federal poverty level
- Bridge Program 200% fed poverty level

Data not
specific to
Ashland

❖ DHS/SNAP

- Submitted records request
- 200% federal poverty level

Look to
current
program for
intel

❖ Access (Pacific Power)

- 200% federal poverty level

Utility Assistance Program

3



Review

Eligibility Comparisons

2025 Income Table (per 1 person HH)	Federal Poverty Level					
	100%	125%	150%	200%	235%	+/> 250%
Federal Poverty Level	15,650	19,563	23,475	31,300		39,125
60% OR Median Income					36,811	
65% OR Median Income						39,878

Assistance Programs	Eligibility Requirement
OHP & OHP Bridge	100% / 200% Federal Poverty Level
SNAP	200% Federal Poverty Level
ACCESS	200% Federal Poverty Level
Oregon LIHEAP	60% of Oregon Median Income
Ashland Programs	
Yr round Sr/Disabled Disct (20/30% off util)	125% & 100% below poverty level
ALIEAP (50% off electric)	65% of OR median income

Currently for
Ashland's
program, 65%
Oregon median
income qualifies

Utility Assistance Program

4



What we know

Ashland Assistance Program updated 2024-2025

Ashland Stats	2025
Current count	562
Total annual discount	\$204,978.00
Average monthly bill	\$96.21
Average annual discpt per HH	\$364.73
Average annual bill	\$1,154.52
Median monthly bill	\$77.68
Median annual discount per HH	\$290.78
Median annual bill	\$932.19
Capped discount	varies
Avg percentage discount	32%

Regardless of other program statistics (registrants under OHP, Snap, etc) applicants for ALIEAP have stayed within the range of 477-562 since 2019

- ✓ 562 qualified customers 65% of OR median income *applied*
- ✓ Average annual bill = \$1,155

Utility Assistance Program

5



Extrapolating

Ashland Assistance Program updated 2024-2025

Ashland Stats	2025	2026 est	2027 est	notes
Current count	562	590	620	5% increase
Total annual discount	\$204,978.00	\$236,040.00	\$247,842.00	count x capped
Average monthly bill	\$96.21			
Average annual discpt per HH	\$364.73	\$380.99	\$419.09	avg annual x %
Average annual bill	\$1,154.52	\$1,269.97	\$1,396.97	10% increase
Median monthly bill	\$77.68			
Median annual discount per HH	\$290.78	\$307.62	\$338.38	med annual x %
Median annual bill	\$932.19	\$1,025.41	\$1,127.95	10% increase
Capped discount	varies	\$400.00	\$400.00	
Avg percentage discount	32%	30%	30%	

- ✓ Eligibility stays at 65% Oregon median income
- ✓ Application process generally remains the same
- ✓ Stays within annual budget of \$286,000

Utility Assistance Program

6



Updates to program includes:

- ❖ Year-round assistance
- ❖ Simplifies eligibility processing – qualifies only by income
- ❖ Qualified applicants will receive 30% discount on bill
- ❖ Cap at \$400 per household annually
- ❖ Existing seniors & qualified applicants will receive automatic approval for next funding year
- ❖ New applicants can begin applying June 1st under new program
- ❖ Conservation audits done within a year of application
- ❖ Repeal of Ordinance 1992-22 on Senior/Disabled Discount

QUESTIONS?



**ASHLAND CITY COUNCIL
BUSINESS MEETING MINUTES
Tuesday, April 15, 2025**

6:00 PM Business Meeting

Council Present: Mayor Graham, Councilors Knauer, Dahle, DuQuenne, Bloom, Kaplan, and Hansen.

Council Absent: None

Staff Present:

Sabrina Cotta	City Manager
Doug McGeary	Acting City Attorney
Alissa Kolodzinski	City Recorder
Linda Reid	Housing Program Manager
Marianne Berry	Finance Director
Brandon Goldman	Community Development Director
Rocky Houston	Parks and Recreation Director

I. CALL TO ORDER

Graham called the meeting to order at 6:03 p.m.

a. Land Acknowledgement**

Bloom read the land acknowledgement.

II. PLEDGE OF ALLEGIANCE

Knauer led the pledge of allegiance.

III. ROLL CALL

IV. MAYOR'S/ CHAIR OF THE COUNCIL ANNOUNCEMENT

- The first event of [the Better Prepared Wildfire Preparation](#) series is on 4.21.25 with others planned for 5.4.25, 5.14.25, and 7.16.25
- [Free waste drop-off events](#)
- Information is available on the [city website](#) about the upcoming budget process
- The order of unfinished business was shifted to address the water cost of service study first.

Knauer was offered the floor and announced his resignation from the City Council effective immediately due to personal family circumstances requiring him to leave Ashland. He expressed appreciation for the opportunity to serve and his love for the community. Graham granted Knauer's request and called for a 5-minute recess.

V. APPROVAL OF MINUTES

- a. Minutes of the March 31, 2025 – Study Session Meeting
- b. Minutes of the April 1, 2025 – Business Meeting

Bloom moved to approve the March 31st and April 1st Study Session and Business Meeting minutes. The motion was seconded by DuQuenne.

Roll Call Vote: Dahle, Bloom, DuQuenne, Kaplan, and Hansen: YES. Motion passed.

Graham opened the floor for a motion to add an item to the agenda to address the council vacancy.

Dahle moved to add an item to the business meeting agenda per AMC 2.04.0.03 C (to discuss the opening on the council and timing for the process to fill it). The motion was seconded by Bloom.

Roll Call Vote: Dahle, Bloom, DuQuenne, Kaplan, and Hansen: YES. Motion passed.

With the new agenda item added, a motion was made regarding the process to fill the vacancy:

Dahle moved that the City of Ashland accept applications for the vacant council position through 5 PM on May 14th, 2025, with council member interviews completed by May 31st, 2025, and appointment to occur at the June 3rd, 2025, council business meeting. The motion was seconded by Bloom.

Roll Call Vote: Councilor Dahle, Bloom, DuQuenne, Kaplan, and Hansen: YES. Motion passed.

CONSENT AGENDA

c. Budget Transfers and Budget Supplemental Request was made to pull the item for discussion.

Berry explained that the transfers are to move budget allocations, not actual funds. Expenses have already been incurred for the Community Center and Pioneer Hall, and this is moving the budget to the proper location in the CIP fund.

Regarding insurance funds, Berry explained a legal settlement required payment from the personnel line, which was not originally budgeted. The supplemental is needed to move the budget from materials and services to personnel to comply with budget law.

Dahle moved to approve the consent agenda. The motion was seconded by Bloom.

Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, and Hansen: YES. Motion passed.

VI. SPECIAL PRESENTATIONS

Appreciation was expressed to outgoing Acting City Attorney Doug McGeary.

VII. PUBLIC FORUM – none

VIII. PUBLIC HEARING

a. Public Hearing on 2025–2026 Community Development Block Grant (CDBG) Award and Action Plan

Reid presented on the CDBG funding proposals. The City received two applications – one from Maslow Project for case management services and one from Opportunities for Housing, Resources, & Assistance (OHRA) to expand their laundry shower trailer program. The Housing and Human Services Advisory Committee recommended fully funding Maslow Project at \$18,000 and awarding the remaining \$6,395 to OHRA. The Council discussed funding options for the two applications.

Graham opened the public hearing. Dan Cano from OHRA and Cheyenne Nichols from Maslow Project spoke in support of the funding recommendations.

The public hearing was closed.

Hansen moved to award the competitively available 2025 Community Development Grant funds as follows: \$18,000 to Maslow Project Public Service Project, and \$6,395 to the OHRA Laundry Shower Program expansion. The motion was seconded by Kaplan.

After discussion and amendment, the following motion was adopted:

To allocate the fully competitive available 2025 Community Development Block Grant funds in the amount of \$24,395 to the Maslow Project public service project.

Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, and Hansen. YES. Motion passed.

- b. Public Hearing and Decision on the 2025-2029 Consolidated Plan for use of Community Development Block Grant Funds

Reid presented the 5-year Consolidated Plan for CDBG funds, which assesses community needs related to housing and low/moderate income households. The plan outlines strategic goals for the 5-year period.

Graham opened the public hearing. There were no public comments. The hearing was closed.

Bloom moved to approve the 2025-2029 Consolidated Plan for the use of Community Development Block Grant funds as presented, including the minor revisions recommended by the Housing and Human Services Advisory Committee. The motion was seconded by Kaplan.

Roll Call Vote: Dahle, Bloom, DuQuenne, Kaplan, and Hansen: YES. Motion passed.

IX. ORDINANCES, RESOLUTIONS AND CONTRACTS

- a. Second Reading of Ordinance 3259: "An Ordinance Annexing Property and Withdrawing an Annexed Area from Jackson County Fire District No. 5 (300 Clay Street)" and adoption of Findings and Conclusions of Law for Planning Action #PA-T3-2024-00010.

Goldman presented the second reading of the ordinance to annex a 4.8 acre parcel at 300 Clay Street. Council had previously approved the 29-lot subdivision with 37 total dwelling units, including an exception related to affordable housing requirements.

Kaplan moved to approve second reading of ordinance number 3259, an ordinance annexing property and withdrawing an annexed area from the Jackson County Fire District number 5 and approving findings for planning action number PA-T3-2024-00010. The motion was seconded by Dahle.

Roll Call Vote: Dahle, Bloom, DuQuenne, Kaplan, and Hansen: YES. Motion passed

- b. Resolutions related to Public Safety, Wildfire and Parks Fees

Cotta presented proposed fee increases for public safety, wildfire protection, and parks. Context for the budget was explained, including a 5% across-the-board cut for all departments and assessment of program priorities and service levels for efficiency. Main general fund pressures include continually increasing personnel costs to meet existing service level expectations. Public Safety and Wildfire fees have not increased since 2018 and 2019 respectively, and food and beverage tax (FBT) cannot go towards Parks operations, only capital improvements and repairs, as a previous ballot measure to allow FBT to go towards Parks operations failed.

For public safety, a \$5 fee was proposed to support the ambulance single-roll program. For wildfire, a \$7 Wildfire fee was proposed, renamed from the Ashland Forest Resiliency fee. For parks, a new \$5 fee was proposed for limited reductions and a \$9 fee was discussed to maintain current service levels. Alternatives to each of these fee recommendations were also presented (see packet).

Councilors inquired further about the potential use of Park's FBT allocation and how the terms 'maintenance' and 'development' are defined in this context. An explanation was provided regarding the difference between routine maintenance and repairs as allowed by the FBT, as well as the difference between development of capital improvements and staffing or promotion which is considered programming. The net position of the EMS single role program from the last biennium was discussed. The cost for a fully staffed (eight) single role program was not all realized at once and is around \$1.5 million. Discussion on splitting up the Wildfire and Public Safety fees into two separate resolutions.

Graham opened the floor to public comments regarding the public safety and wildfire fees.

Citizen spoke on the recommendation of a public safety fee with concerns that it would be used to subsidize non-emergency ambulance transport instead of allowing staff ability to respond to real emergencies.

Councilor Bloom moved to direct staff to return at the next business meeting with resolution 2025-04 to be divided between the public safety fee and the wildfire protection fee, as well as to specify that the annual escalator shall be based on the CPIU as per policy for the most recent 12-month period available not to exceed 5% annually; that the finance department shall provide public notice of the proposed adjustment at least 30 days before it takes effect along with a brief explanation of the CPI calculation; and that any annual increase above 5% requires separate approval by the City Council via duly noticed public meeting. The motion was seconded by Dahle.

Roll Call Vote: Councilor Dahle, Bloom, DuQuenne, Kaplan, and Hansen. YES. Motion passed

Graham opened the floor to public comments regarding the Parks fee.

Many citizens spoke in support of the Parks department, its programs (especially the Nature and Senior centers), and in support of a Parks fee to continue current services. Parks facilities, staff, and

programs were referred to as valued community assets and as key to ongoing economic development in the region.

Staff clarified that the \$5 fee recommendation would still require the program cuts that were presented, whereas the \$9 fee would allow existing programs to continue. Councilors also asked for clarification on the budget gap and how programs were prioritized when reviewed for department cuts. Staff spoke about consolidation of seasonal workers into a single position, council direction given to staff Pioneer Hall and the Community Center and that the budget assessment included comparing costs to revenue for its programs.

Councilor Hansen moved to approve resolution 2025-06 to establish a park fee of \$5 per electric meter with nominal annual inflationary escalators and amended it to be a \$9 fee per electric meter. The motion was seconded by Kaplan.

Roll Call Vote: Councilors Kaplan and Hansen. YES. Councilors Dahle, Bloom and DuQuenne: NO. Motion failed.

Due to time constraints, the remaining agenda items were moved to the next regularly scheduled Council meeting per AMC 2.04..030 (D)(3).

- a. Second Reading ORD 3258 An Ordinance Amending AMC Chapter 10.30 to Prohibit Hazardous Fire Use

X. UNFINISHED BUSINESS

- a. Water Cost of Service Study and Rate Study Final Draft Update
- b. 2025-2027 Transient Lodging Tax (TLT) Revenue Use for Tourism Promotion
- c. Proposed Changes to Enhanced Law Enforcement Area Process

XI. NEW BUSINESS

XII. CITY MANAGER REPORT

XIII. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

XIV. ADJOURNMENT

The meeting was adjourned at 9:31 p.m.

City Recorder Alissa Kolodzinski

Mayor Tonya Graham



Budget-Related Fee Discussion

April 15, 2025

Budget



League of Oregon Cities

6d ·

Local governments across Oregon are grappling with budget shortfalls, and the LOC is advocating for a review of the state's property tax laws. Lobbyist Jenna Jones emphasized the need for reform: "Our biggest thing is getting the legislature to help us convene the necessary people to start talking about [this]. What is the new property tax system that replaces the one that we currently have that is actually adequate, that's fair, that's equitable for local governments and for... [See more](#)



KATU.COM

Facing multi-million-dollar shortfalls, local governments set eyes on OR property tax laws





Overview

❖ Budget Process

- Reviewing and reconciling past biennium
- Budget direction: No increase
- Estimating Revenues & Expenditures– each department has reduced budget by ~5%
- Assessing Program Priorities & Service Levels
 - Combining positions & moving where most needed

❖ Reviewing increasing fees to match service level expectations

- Public Safety, currently \$1.50 per electric meter
- Wildfire, currently \$3.00 per ¾ water meter
- Parks, currently no fee

Public Safety | Wildfire | Parks

3



Other Jurisdictions

CITY COMPARATIVES		Ashland	Medford	Central Pt.	Talent	Grants Pass
Population		22,086	84,423	19,918	5,228	39,112
Fees	Public Safety	\$ 1.50	\$ 16.07	\$ 2.00	\$ 4.00	\$ 12.36
	Parks	0.00	5.35	6.00	8.43	0.00
	Wildfire	3.00	0.00	0.00	0.00	0.00
		<u>\$ 4.50</u>	<u>\$ 21.42</u>	<u>\$ 8.00</u>	<u>\$ 12.43</u>	<u>\$ 12.36</u>
Authorized FTE						
	Police	39.00	130.70	31.00	10.65	57.00
	Fire	47.00	108.20	0.00	0.00	31.00
	Parks	37.00	70.00	7.15	4.00	28.00
		<u>123.00</u>	<u>308.90</u>	<u>38.15</u>	<u>14.65</u>	<u>116.00</u>
Parks Acreage		811	2,227	not available	36	196
Number of Parks		20	37	9	not available	24
Trails		53	not available	not available	not available	not available

Compared to neighboring cities, Ashland trails in cost recovery

Public Safety | Wildfire | Parks

4



Main General Fund Revenues*

❖ Revenue expectation 1-3% for BN 25-27

- Property Taxes = \$13.5M
 - *Capped at 3%*
- Franchise Fees = \$4.0M
 - *Impacted due to no rate increases for utilities*
- Electric User Tax = \$3.6M
 - *On average has only increased less than 1% in the last 5 years*

* Actuals for Fiscal Year 2024

Public Safety | Wildfire | Parks

5



Main General Fund Revenues

❖ Revenue expectation 1-3% for BN 25-27

- Transient Lodging Tax = \$1.9M
 - *Since 2023, 31% goes to Tourism Fund and remaining in GF*
 - *Since 2019, total tax down 12%*
- Grant Revenues
 - *Received Covid and state grants last two bienniums to fund operations and unhoused initiatives*
 - *Forecasting large decrease in grant revenues in BN 25-27*

Public Safety | Wildfire | Parks

6



Main General Fund Pressures

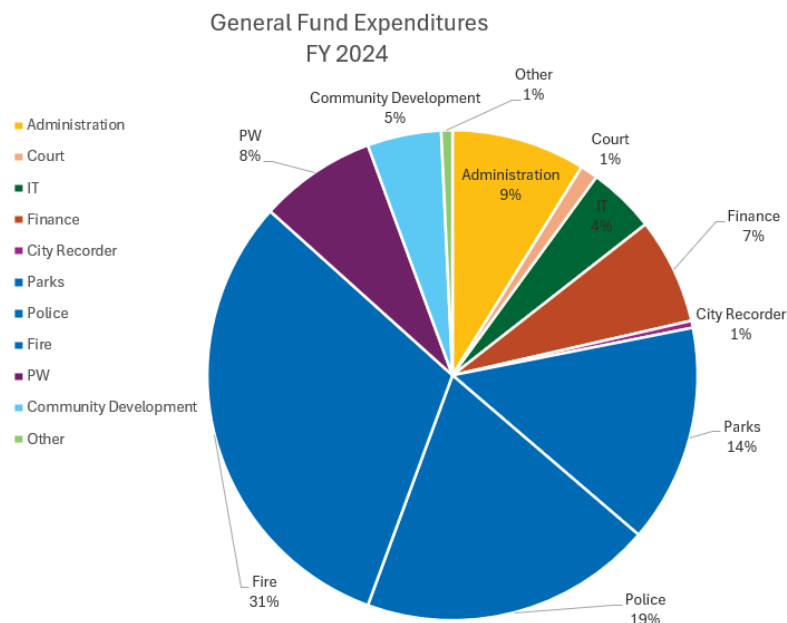
- ❖ Personnel costs & Service level expectations
 - Personnel most valuable asset and necessary to provide service
 - ~15% increase in personnel costs
 - Service levels
 - Increase in demand for service
 - Ambulance calls
 - Maintenance needs
 - Transient population

Public Safety | Wildfire | Parks

7



General Fund Expenditures



GF personnel costs are **62%** of total expenditures

Key expenditures expected to grow by **25%** in BN 25-27

Public Safety | Wildfire | Parks

8



Cost Recovery

❖ Police & Fire

- *Personnel costs for both depts have increased*
- *Public Safety & AFR Fees have not increased since 2018 & 2019*
- *While Ambulance revenue covers Single Role EMS and addresses dropped calls, program is an increase of 8 FTE or \$1.5M per year. Less revenue is covering fire personnel.*

❖ Parks

- *Operational costs have increased; prohibition of herbicides increases staffing*
- *Food & Beverage tax cannot go towards Parks operations, only capital improvement.*

Public Safety | Wildfire | Parks

9



Council Direction: Dedicated Fees for Priority Programs: Public Safety \$5 (\$60/yr)

❖ Public Safety \$530K annual increase funds:

- *Transition the Single Role program from a pilot to permanent for four single role positions.*
- *Continue to vet program & cost benefit ratio given uncertainty on cost recovery*
 - *Goal: Maintain call volume response rate with the single role program*

❖ No fee increase:

- *Removal of single role program*

Alternatives:

\$3 Fee (\$36/yr)	\$4 Fee (\$48/yr)	\$6 Fee (\$78/yr)
• Unable to maintain single role program • Maintain staffing levels of police & fire minus single role program	• Transition to 4 single role positions from 8	• Full pilot transition to permanent • Need additional time/ information of full 8 team members & cost recovery

Public Safety | Wildfire | Parks

10



Council Direction: Dedicated Fees for Priority Programs: Wildfire (AFR) \$7 (\$84/yr)

- ❖ Wildfire Fee (AFR) \$416K annual increase funds:
 - *Dedicated funding for mitigation work (one-time funding used prior for large scale mitigation work)*
 - *Dedicated funding for wildfire personnel & emergency management*
- ❖ No fee increase:
 - *Transition from mitigation work to education only work*
 - *Reduction in staffing year 2 of BN*

\$4 Fee (\$48/yr)	\$5 Fee (\$60/yr)	\$7 Fee (\$84/yr)
Reduction in staffing from 2 FTE to 1 FTE end of BN	- Retain 2 FTE - Education only, minimal mitigation	- Retain 2 FTE & option to increase - Mitigation work & grow fund for additional mitigation work watershed & City

Public Safety | Wildfire | Parks

11



Council Direction: Dedicated Fees for Priority Programs: Parks \$5 (\$60/yr)

- ❖ Parks Fee starts Jan 1st, funds:
 - *Maintain current level of parks maintenance and operations*
 - *Funds staffing for East Main Park*
 - *Full staffing of senior center*
- ❖ No fee increase:
 - *Reduction in parks maintenance*
 - *Reduction in senior center services*
 - *East Main Park delayed or does not move forward*
 - *Return grant funds*

Alternatives:

\$3 Fee (\$36/yr)	\$4 Fee (48/yr)	\$6 Fee (\$72/yr)	\$9 Fee(\$108/yr)
- Maintain current parks maintenance levels - Reduction in senior center services - Reduction in recreation - East Main park does not move forward	- Maintain senior center services current levels - Maintain current parks maintenance levels - Reduction in recreation - East main park does not move forward	- Maintain senior center services current levels - Maintain current parks maintenance levels - Increase in mitigation and maintenance work	Maintain current parks and rec services

Parks

12



Original Proposed Budget:

\$15,795,925

39 staff

5% Reductions Impacts (Required)

\$15,200,000

37 staff

Item	Impact
Organization Restructure	Consolidation and re-classification of some positions to ensure we meet regulatory requirements and minimize future cuts
Golf grill termination	Review potential outsourcing, will reduce costs and revenues
Recreation Coordinator	- Reduction of (1) FTE, resulting in: - No re-opening of Pioneer Hall & Community Center - Pool – Open Wednesday thru Sunday only - Ice Rink – Weekday closure, reduced hours on Weekends
Seasonal Staff Reductions	50% reduction in seasonal staff for park operations - Close 33% restrooms: - Skate Park - Garden Way - Lithia (Cottonwood, 3rd Parking Lot, Bandshell, Swim Area (seasonal closure) - Reduced services to neighborhood and community parks. - Irrigation, mowing reductions - Reduced vegetation management, etc. - Reduction in VIP program related to volunteer work parties. - Reduction in days that Garfield Splashpad can be open. - Weekends and days that are over 90 degrees - Reduction in ability to manage and assist events. - No staff for restroom or trash and/or other services
50% reduction in Environmental Education	Layoff of (1) staff, closure of Nature Center (except for events, classes, etc.) and reduction to programming. Bear Creek Salmon Festival and Bird Day would be eliminated.
Professional services, advertising Reduction	No recreation guides printed or mailed, etc.
Park Fees increases	Sport Fields, Court Fees, use fees increased to offset some general fund usage

Public Safety | Wildfire | Parks

13



10% Reduction (No Parks Fee)

Item	Impact
Elimination of Enviro. Edu. Programs	Reduction of 1 FTE. No programs. Close nature center.
Senior Center Reduction	Reduction of 1 FTE, 2 days of service
Loss of East Main Park	Loss of \$1million grant
Pool & Ice Rink Closure	Loss of programming & revenue
Operational Reductions	Fuels and regulatory focus- loss of amenities and programming

Public Safety | Wildfire | Parks

14



Next Steps:

Budget Process

- Operational efficiencies and staffing are still being reviewed as budget process moves forward & will continue throughout next BN

Additional Needs

- Facilities
 - Divestment of property to fund facilities needs
 - City & Parks

QUESTIONS?





Council Business Meeting

Date: May 6, 2025

Agenda Item	Approval of Liquor License for Tlalli
Department	City Recorder
From	Alissa Kolodzinski, City Recorder

TIME ESTIMATE

CATEGORY

Action Needed

SUMMARY

This is a request for approval of a liquor license application for Tlazocamatii LLC DBA Tlalli located at 542 A Street.

POLICIES, PLANS & GOALS SUPPORTED

AMC Chapter 6.32 Liquor License Review

BACKGROUND AND ADDITIONAL INFORMATION

This is an application for a New License – Full on Premises

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

The Planning, Police, and Fire departments have reviewed the application and recommend approval of the liquor license. This business complies with the City's land use requirements and has a Business License.

I move to approve the liquor license for Tlalli.

REFERENCES & ATTACHMENTS

1. OLCC- annual - Tlalli_Redacted



Local Government Recommendation – Liquor License

Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

The local government is as follows:

- (a) If the address of the premises proposed to be licensed is within a city's limits, the local government is the city.
- (b) If the address of the premises proposed to be licensed is not within a city's limits, the local government is the county.

INSTRUCTIONS:

Step 1: Applicant completes all of Section 1 (including top of Page 2).

Step 2: Applicant submits both pages of the form to the appropriate local government. NOTE: The local government may require additional forms and/or fees.

Step 3: Local government completes at least Section 2 and returns all pages of the form, or a copy thereof, to the applicant. The local government is allowed up to 45 days to complete Section 3.

Step 4: Applicant takes the form with at least Sections 1 and 2 completed and includes it with their CAMP application to meet the Local Government Recommendation document requirement. Submissions that do not have at least Sections 1 and 2 completed will not be accepted.

Step 5: The local government issues its final recommendation in Section 3 and returns the completed form to the applicant. If the applicant has already submitted their initial application via CAMP, they hold on to the final recommendation and provide it to their investigator, when requested. If they have not already submitted their application, they upload the fully completed Local Government Recommendation form with their initial application submission.

Applicants within the city of Portland ONLY: After completing the attached form, please follow these steps to complete the Local Government Recommendation process:

- Apply via the [City of Portland website](#).
- Once you have completed the application with the City of Portland, you will receive an email notifying you that your application has been accepted, usually within two business days. The email will contain an attachment titled "ABC Public Notice."
- Upload the ABC Public Notice document with your CAMP application to meet the Local Government Recommendation document requirement.

NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.



Local Government Recommendation – Liquor License

Annual Liquor License Types

Off-Premises Sales	Brewery-Public House
Limited On-Premises Sales	Brewery
Full On-Premises, Caterer	Distillery
Full On-Premises, Commercial	Grower Sales Privilege
Full On-Premises, For Profit Private Club	Winery
Full On-Premises, Non Profit Private Club	Wholesale Malt Beverage & Wine
Full On-Premises, Other Public Location	Warehouse
Full On-Premises, Public Passenger Carrier	

Section 1 – Submission – To be completed by Applicant:

License Information

Legal Entity/Individual Applicant Name(s): Tlazocamatii LLC

Proposed Trade Name: TLALLI

Premises Address: 542 A street

Unit:

City: Ashland

County: Jackson

Zip: 97520

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of LocationLicense Type: Full on premissis comercial ☐ Additional Location for an Existing License

Application Contact Information

Contact Name: Freddie Herrera

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: Ashland

State: OR

Zip: 97520

Email Address: [REDACTED]

Business Details

Please check all that apply to your proposed business operations at this location:

☐ Manufacturing/Production☐ Retail Off-Premises Sales☒ Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

☒ Indoor Consumption☒ Outdoor Consumption☒ Proposing to Allow Minors

Section 1 continued on next page



Local Government Recommendation – Liquor License

Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s):

Proposed Trade Name:

IMPORTANT: You MUST submit this form to the local government PRIOR to submitting to OLCC.
Section 2 must be completed **by the local government** for this form to be accepted
with your CAMP application.

Section 2 – Acceptance - To be completed by Local Government:

Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: Ashland

Optional Date Received Stamp

Date Application Received: 4.10.2025

Received by: Kerrick Gooden

Section 3 – Recommendation - To be completed by Local Government:

- ☐ **Recommend this license be granted**
- ☐ **Recommend this license be denied** (Please include documentation that meets [OAR 845-005-0308](#))
- ☐ **No Recommendation/Neutral**

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.



Council Business Meeting

Date: May 6, 2025

Agenda Item	Approval of Liquor License for Cooks Speakeasy
Department	City Recorder
From	Alissa Kolodzinski, City Recorder

TIME ESTIMATE

CATEGORY

Action Needed

SUMMARY

This is a request for approval of a liquor license application for Cooks Speakeasy, CO at 130 Will Dodge Way.

POLICIES, PLANS & GOALS SUPPORTED

AMC Chapter 6.32 Liquor License Review

BACKGROUND AND ADDITIONAL INFORMATION

This is an application for a New License – Full on Premises

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

The Planning, Police, and Fire departments have reviewed the application and recommend liquor license approval. This business complies with the City's land use requirements and has a Business License.

I move to approve the liquor license for Cooks Speakeasy.

REFERENCES & ATTACHMENTS

1. OLCC New License - Cooks Speakeasy_Redacted



Local Government Recommendation – Liquor License

Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

The local government is as follows:

- (a) If the address of the premises proposed to be licensed is within a city's limits, the local government is the city.
- (b) If the address of the premises proposed to be licensed is not within a city's limits, the local government is the county.

INSTRUCTIONS:

Step 1: Applicant completes all of Section 1 (including top of Page 2).

Step 2: Applicant submits both pages of the form to the appropriate local government. NOTE: The local government may require additional forms and/or fees.

Step 3: Local government completes at least Section 2 and returns all pages of the form, or a copy thereof, to the applicant. The local government is allowed up to 45 days to complete Section 3.

Step 4: Applicant takes the form with at least Sections 1 and 2 completed and includes it with their CAMP application to meet the Local Government Recommendation document requirement. Submissions that do not have at least Sections 1 and 2 completed will not be accepted.

Step 5: The local government issues its final recommendation in Section 3 and returns the completed form to the applicant. If the applicant has already submitted their initial application via CAMP, they hold on to the final recommendation and provide it to their investigator, when requested. If they have not already submitted their application, they upload the fully completed Local Government Recommendation form with their initial application submission.

Applicants within the city of Portland ONLY: After completing the attached form, please follow these steps to complete the Local Government Recommendation process:

- Apply via the [City of Portland website](#).
- Once you have completed the application with the City of Portland, you will receive an email notifying you that your application has been accepted, usually within two business days. The email will contain an attachment titled "ABC Public Notice."
- Upload the ABC Public Notice document with your CAMP application to meet the Local Government Recommendation document requirement.

NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.



Local Government Recommendation – Liquor License

Annual Liquor License Types

Off-Premises Sales	Brewery-Public House
Limited On-Premises Sales	Brewery
Full On-Premises, Caterer	Distillery
Full On-Premises, Commercial	Grower Sales Privilege
Full On-Premises, For Profit Private Club	Winery
Full On-Premises, Non Profit Private Club	Wholesale Malt Beverage & Wine
Full On-Premises, Other Public Location	Warehouse
Full On-Premises, Public Passenger Carrier	

Section 1 – Submission – To be completed by Applicant:

License Information

Legal Entity/Individual Applicant Name(s): Cooks Speakeasy, Co

Proposed Trade Name: Cooks Speakeasy

Premises Address: 130 Will Dodge Way

Unit:

City: Ashland

County: Jackson

Zip: 97520

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of LocationLicense Type: Full On-Premises, Commercial ☐ Additional Location for an Existing License

Application Contact Information

Contact Name: Mike Kirkwood

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: Ashland

State: OR

Zip: 97520

Email Address: [REDACTED]

Business Details

Please check all that apply to your proposed business operations at this location:

☐ Manufacturing/Production☐ Retail Off-Premises Sales☒ Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

☒ Indoor Consumption☐ Outdoor Consumption☐ Proposing to Allow Minors

Section 1 continued on next page



Local Government Recommendation – Liquor License

Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s): Cooks Speakeasy, Co

Proposed Trade Name: Cooks Speakeasy

IMPORTANT: You MUST submit this form to the local government PRIOR to submitting to OLCC.
Section 2 must be completed **by the local government** for this form to be accepted
with your CAMP application.

Section 2 – Acceptance - To be completed by Local Government:

Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: Ashland

Optional Date Received Stamp

Date Application Received: 04.16.2025

Received by: Kerrick Gooden

Section 3 – Recommendation - To be completed by Local Government:

- ☐ **Recommend this license be granted**
- ☐ **Recommend this license be denied** (Please include documentation that meets [OAR 845-005-0308](#))
- ☐ **No Recommendation/Neutral**

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.



Council Business Meeting

Date: May 6, 2025

Agenda Item	Resolution 2025-08 Setting the Wildfire Risk Reduction Fee (previously AFR) and Repealing Resolution 2019-20
Department	City Manager's Office
From	Mariane Berry, Finance Director, Carmel Zahran, Assistant City Attorney, Sabrina Cotta

TIME ESTIMATE

CATEGORY

Resolution

SUMMARY

Staff is bringing back the Wildfire Risk Reduction Fee resolution for potential adoption.

POLICIES, PLANS & GOALS SUPPORTED

Vision Statements of Success

Community -

- Environmental resilience, including addressing climate change and ecosystem conservation
- Belonging through mutual respect and openness, inclusion, and equity

Environmental Resilience, including addressing climate change and ecosystem conservation

Quality of life that underpins the City's economic vibrancy

Organization -

- Excellence in governance and city services
- Public safety, including emergency preparedness for climate change risk

Council Priorities for 23-25 Biennium

- Wildfire risk reduction
- Livability including Community Character, Parks & Recreation, and Mobility

BACKGROUND AND ADDITIONAL INFORMATION

Initially presented during the April 15th Regular Meeting, Council requested that Staff split the resolution containing both the Public Safety Fee and the Wildfire Risk Reduction Fee and make changes to the escalator to be more specific around CPI-U.

This fee will go directly to the separate and newly created Wildfire Risk Reduction Fund, a special revenue fund that will allow for the Wildfire division to be wholly supported by this fee.

The Legal Department has drafted the attached resolution for Council's review and potential adoption.

FISCAL IMPACTS





Council Business Meeting

An increase from \$3.00 to \$7.00 for the Wildfire Risk Reduction fee equates to \$1,902,207 for the biennium. This is dedicated funding for the Wildfire Division.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the increase of the Wildfire Risk Reduction Fee (previously known as the AFR Fee) from \$3.00 to \$7.00, and repeal resolution 2019-20

REFERENCES & ATTACHMENTS

1. RESOLUTION NO 2025-08_Wildfire Risk Reduction Fee



RESOLUTION NO. 2025-08
A RESOLUTION SETTING THE WILDFIRE RISK REDUCTION FEE
(PREVIOUSLY AFR, ASHLAND FOREST RESILIENCY FEE) AND
REPEALING RESOLUTION 2019-20.

RECITALS:

- A. The City of Ashland operates and provides water utilities for all residential and commercial customers within its boundaries.
- B. The City of Ashland maintains a wildfire reduction program that strives to create wildfire-defensible space around homes throughout the City. The objective is to reduce overall risk to the population and structures from future hazard events as well reduce reliance on federal funding.
- C. Using the existing water billing system to charge and collect a wildfire risk reduction fee is an equitable and reasonable way of generating additional revenue for the wildfire reduction program.
- D. Funds generated through this assessment will be allocated exclusively to support wildfire reduction, safety, mitigation, and related expenses incurred by wildfire safety programs.
- E. In order to maintain and preserve these services, the City wishes to impose the following fees.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Resolution 2019-20, which set a Public Safety Support Fee of \$3.00, is hereby repealed in order to implement a new fee schedule as outlined below.

SECTION 2. A \$7.00 per 3/4" meter surcharge and on each water meter per Section 2A below shall be added monthly to the bill of each Ashland water utility customer to provide as a Wildfire Risk Reduction Fee to fund the Wildfire Division.

A. <u>Meter Size</u>	<u>Meter Fee</u>
1	\$7.00
1.5	\$19.10
2	\$28.02
3	\$52.04
4	\$79.06
6	\$154.12
8	\$244.19

SECTION 3. To account for inflation, an annual adjustment based on the Consumer Price Index for all Urban Consumers (CPI-U West), calculated year-over-year from February to February, will be applied on July 1st of each fiscal year.

SECTION 4. Clarification of Fee Nature and Enforcement.

(a) The Public Safety Support Fee and Wildfire Risk Reduction Fee are hereby designated as service charges and not taxes, special assessments, or systems development charges.

(b) The obligation to pay these fees arises solely from the use of and connection to City services and is the responsibility of the utility customer of record. These fees shall not be imposed upon property or property owners as a direct consequence of ownership.

(c) Nonpayment of these fees shall not result in a lien on real property and shall not be enforced through foreclosure or other remedies typically associated with property taxes or assessments, unless the customer of record on the utility bill is also the owner of the property, in which case enforcement is based on their role as the occupant and customer of record, not by virtue of property ownership.

(d) Nothing in this Resolution shall be construed to authorize the imposition of any charge subject to the limitations of Article XI, Sections 11 or 11b of the Oregon Constitution.

SECTION 5. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this _____ day of _____, 2025 and takes effect upon signing by the Mayor.

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

 4.29.25

Carmel Zahran, Assistant City Attorney



Council Business Meeting

Date: May 6, 2025

Agenda Item	Resolution 2025-04 Setting the Public Safety Support Fee Repealing Resolution 2018-09
Department	City Manager's Office
From	Sabrina Cotta, Mariane Berry, Finance Director, Carmel Zahran, Assistant City Attorney

TIME ESTIMATE

CATEGORY

Resolution

SUMMARY

Staff is bringing back the Public Safety Fee resolution for potential adoption and repeal of Resolution 2018-09.

POLICIES, PLANS & GOALS SUPPORTED

Vision Statements of Success

Community -

- Environmental resilience, including addressing climate change and ecosystem conservation
- Belonging through mutual respect and openness, inclusion, and equity

Environmental Resilience, including addressing climate change and ecosystem conservation

Quality of life that underpins the City's economic vibrancy

Organization -

- Excellence in governance and city services
- Public safety, including emergency preparedness for climate change risk

Council Priorities for 23-25 Biennium

- Wildfire risk reduction
- Livability including Community Character, Parks & Recreation, and Mobility

BACKGROUND AND ADDITIONAL INFORMATION

Initially presented during the April 15th Regular Meeting, Council requested that Staff split the resolution containing both the Public Safety Fee and the Wildfire Risk Reduction Fee and make changes to the escalator to be more specific around CPI-U.

Public Safety Fee:

Increase the Public Safety fee from \$1.50 to \$5.00 for each electric meter

The increase of the PS fee will transition the Emergency Medical Single Role program from a pilot program to permanent, four single-role positions. It will allow the division to continue to maintain the call volume response rate.

The Legal Department has drafted the attached resolution for Council's review and potential adoption.





Council Business Meeting

FISCAL IMPACTS

An increase from \$1.50 to \$5.00 for the Public Safety fee equates to \$1,519,500 for the biennium. This is dedicated funding for the EMS Single Role Program.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve Resolution 2025-04 to increase the Public Safety Fee to \$5.00 and repeal Resolution 2018.09.

REFERENCES & ATTACHMENTS

1. RESOLUTION NO 2025-04_Public Safety Support Fee
2. CC Fees Discussion March 31, 2025



RESOLUTION NO. 2025-04
A RESOLUTION SETTING THE PUBLIC SAFETY SUPPORT FEE AND
REPEALING RESOLUTION 2018-09.

RECITALS:

- A. The City of Ashland operates and provides electric utilities for all residential and commercial customers within its boundaries.
- B. The City of Ashland maintains public safety services that strive to provide excellent and full-service emergency services to the community.
- C. Using the existing electric billing system to charge and collect a public safety support fee is an equitable and reasonable way of generating additional revenue for the City's General Fund to better fund emergency services, which plays a vital role in protecting public health.
- D. Funds generated through this assessment will exclusively fund public safety in the General Fund, for the purposes of emergency services.
- E. In order to maintain and preserve these services, the City wishes to impose the following fees.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Resolution 2018-09, which set a Public Safety Support Fee of \$1.50, is hereby repealed in order to implement a new fee schedule as outlined below.

SECTION 2. A Public Safety Support Fee of \$5.00 shall be charged each month to each City of Ashland utility customer with an active electric meter to fund emergency services in the General Fund, for the purpose of emergency services.

SECTION 3. To account for inflation, an annual adjustment based on the Consumer Price Index for all Urban Consumers (CPI-U West), calculated year-over-year from February to February, will be applied on July 1st of each fiscal year.

SECTION 4. Clarification of Fee Nature and Enforcement.

(a) The Public Safety Support Fee are hereby designated as service charges and not taxes, special assessments, or systems development charges.

(b) The obligation to pay these fees arises solely from the use of and connection to City services and is the responsibility of the utility customer of record. These fees shall not be imposed upon property or property owners as a direct consequence of ownership.

(c) Nonpayment of these fees shall not result in a lien on real property and shall not be enforced through foreclosure or other remedies typically associated with property taxes or assessments, unless the customer of record on the utility bill is also the owner of the property, in which case enforcement is based on their role as the occupant and customer of record, not by virtue of property ownership.

(d) Nothing in this Resolution shall be construed to authorize the imposition of any charge subject to the limitations of Article XI, Sections 11 or 11b of the Oregon Constitution.

SECTION 5. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this _____ day of _____, 2025 and takes effect upon signing by the Mayor.

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

 5.1.25

Carmel Zahran, Assistant City Attorney



Council Business Meeting

March 31, 2025

Agenda Item	Budget-Related Fees Discussion: Public Safety, Wildfire, and Parks	
From	Sabrina Cotta / Mariane Berry	City Manager / Finance Director
Contact	citymanagersoffice@ashlandoregon.gov , finance@ashlandoregon.gov	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☒ Presentation ☒ Consent ☐ Public Hearing ☐ New Business ☐ Unfinished Business ☐	

SUMMARY

Like other cities in Oregon, overall governmental expenditures for the City of Ashland continue to rise more quickly than revenues. This pattern is anticipated to exacerbate in the coming biennium due to economic volatility at the national level, significant increases to health care and pension costs, restrictions on general fund revenue sources and likely reductions in federal grant funding.

This agenda item will focus on the Public Safety Fee, Ashland Forest Resiliency Fee and a potential Park Fee to support maintaining General Fund services at current levels over the next biennium. The discussion will include historical context, city comparables, and levels of service.

POLICIES, PLANS & GOALS SUPPORTED

Administrative/Governance Goal:

“To ensure ongoing fiscal ability to provide desired and required services at an acceptable level.”

Vision and Values

Community

- Quality of life that underpins the City's economic vibrancy

Organization

- Excellence in governance and city services
- Sustainability through creativity, affordability, and rightsized service delivery
- Public safety, including emergency preparedness for climate change risk
- Quality infrastructure and facilities through timely maintenance and community investment

BACKGROUND AND ADDITIONAL INFORMATION

BACKGROUND

From 2015 to 2023, revenues increased, on average, by 4% annually, while expenses increased, on average, by 6% annually. Over the same period, our revenue streams have shifted to rely more heavily on fees due to property tax limitations that cap the growth of property taxes. These fees, like property tax revenues, have not kept up with the rising costs of services. Without adjusting our revenues from fees, it is anticipated that the City will need to reduce General Fund levels of service in BN25-27. Due to Oregon's Measure 50, all tax districts have a permanent rate limit, set at local assessed values from 1995-96 market levels, thereby capping growth. For Ashland, our current and capped permanent rate of 4.2865 has been set since 2019. Over the course of the last 10 years, property taxes, which





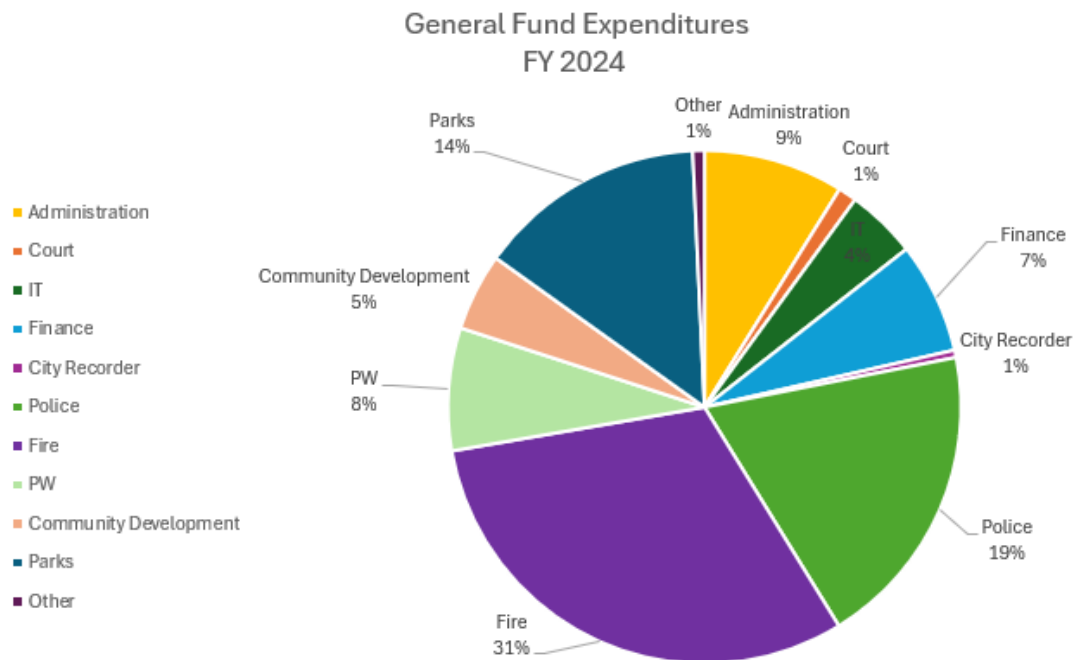
Council Business Meeting

mainly fund governmental activities, have only increased \$3.8M or 35%. Meanwhile, expenditures over the same period for governmental activities, not including Streets - public safety, parks and recreation, and general government administration - have increased by \$21.6M, or 104%.

Major General Fund Expenses

This has left the City's General Fund to rely on other revenue sources that have also not kept up with the rising costs of services. As an example, since 2020 the Electric User Tax has only increased marginally since 2020, reflecting greater conservation initiatives with our community. Further, water rates have not increased since 2019, which has impacted the general fund through franchise fees. The Public Safety fee of \$1.50 per electric meter has not increased since 2018, and the AFR fee of \$3.00 per water meter since 2019. Finally, costs of maintaining our parks make up approximately 14% of the overall cost of general government services, which must compete with all other services within the shrinking pool of funds.

Also worth noting is that the last couple bienniums, the City received Covid grants and other state grants that will not be available for government services in this coming biennium. These large grants helped fund general government operations and specifically services for the unhoused.



Fire & Rescue

Fire & Rescue represents the largest costs to our General Fund at 31% of total General Fund expenditures. Fire & Rescue includes Operations, Life & Safety, Wildfire Mitigation, and Emergency Medical Services. This department has seen the highest increase in costs year over year due to the addition of Firefighter and single-role EMS roles in the FY24 budget. The addition of the EMS roles in the last biennium have addressed the call volume needs for Ashland, and, over the long run, the division has the potential to grow Ambulance Revenue that will aid in funding the department.

Police

Police represent 19% of the General Fund expenditures. While our police force has not grown significantly since 2017, the personnel costs impacting all departments - including cost-of-living adjustments, increases to pension costs, and increases to health care costs - have increased over the years.



Council Business Meeting

Parks & Recreation

Parks & Recreation represented 14% of General Fund expenditure in FY24, the third costliest program after Police. Since 2015, Ashland park acreage has increased by 169 acres, for a total of 811 acres and has added 13 miles of trails, bringing the total to 53 miles in the Ashland trail system. The City has struggled to identify and maintain a dedicated funding mechanism for Parks & Recreation operations, historically making the Parks Department most vulnerable to cuts during difficult budget cycles.

General Fund Fee Revenues

Public Safety Fee

In April 2017, the City Council voted to approve the hiring of five additional police officers, with the intent to develop funding mechanisms later. Ultimately, funding was identified for 3 officer positions. Today, that funding only covers the cost of 2.5 officer positions, and additional funding is needed for supporting current ambulance service levels.

- In July 2017, a \$0.50 Public Safety Fee was placed on every electric meter account which, in combination with newly appropriated state marijuana tax revenue, covered the cost of one Police Officer.
- In July 2018, the Public Safety Fee was increased to \$1.50 to cover the cost of an additional Police Officer.
- In August 2018, the Transient Occupancy Tax was increased by 1%, 70% of which was to fund an additional Police Officer.
- Since 2021, reductions in tourism has decreased the amount of Transient Occupancy Tax collected.
- In 2022, Measure 110 reduced the annual State Marijuana Tax appropriations to local jurisdictions.
- Today, the combination of the Public Safety Fee, State Marijuana Tax appropriation, and Transient Occupancy Tax, covers the cost of 2.5 officer positions.
- Development of the single -role EMS program has increased the need to identify additional funding to support the program long-term.

Looking forward if the desire is to maintain the single-roll EMS program at its current level an increase in the public safety fee is necessary.

Ashland Forest Resiliency Fee

The Ashland Forest Resiliency (AFR) is a partnership program that brings many stakeholders together to decrease fire risk in the Ashland watershed. Historically, this work has majority been funded through large-scale grants, with the City covering all or some of the costs of City employees dedicated to the program.

- Prior to 2015, the City used unanticipated Water Fund revenues to pay roughly \$175,000 a year to cover the costs of 1.7 employees working on the AFR program.
- In May 2015, City Council approved a new water bill charge based on meter size to generate \$175,000 a year to shift those costs from the Water Fund. (\$1.39 for a ¾ inch meter).
- In May 2019, City Council raised the water bill charge to increase revenue to \$377,500 per year for the AFR program to cover an increase in personnel costs due to an increase in acreage (\$3 for a ¾ inch meter).
- Since 2021, the AFR program has ~\$450,000 in personnel costs per year, while the AFR fee regularly collects ~\$377,500 per year. The City has been covering the cost gap through unanticipated revenues, such as interest income. Last BN a large scale tree removal required significant general fund resources.

Looking forward, if the desire is to maintain two dedicated staff people in the wildfire division and continue mitigation work versus education only work, an increase in the AFR fee is necessary.

Parks Fee

Ashland has no dedicated funding source for Parks & Recreation operations. Other jurisdictions have incorporated a Parks fee to address the increased and ongoing maintenance of city parks. Looking forward if the desire is to



Council Business Meeting

maintain the current level of parks and move forward with the development of the East Main Park and the current level of senior center services the establishment of a parks fee is necessary.

Fees in Other Jurisdictions

The following table provides a comparative analysis of neighboring jurisdictions.

CITY COMPARATIVES		Ashland	Medford	Central Pt.	Talent	Grants Pass
Population		22,086	84,423	19,918	5,228	39,112
Fees	Public Safety	\$ 1.50	\$ 16.07	\$ 2.00	\$ 4.00	\$ 12.36
	Parks	0.00	5.35	6.00	8.43	0.00
	Wildfire	3.00	0.00	0.00	0.00	0.00
		\$ 4.50	\$ 21.42	\$ 8.00	\$ 12.43	\$ 12.36
Aurhotized FTE						
	Police	39.00	130.70	31.00	10.65	57.00
	Fire	47.00	108.20	0.00	0.00	31.00
	Parks	37.00	70.00	7.15	4.00	28.00
		86.00	238.90	31.00	10.65	88.00
Parks Acreage		811	2,227	not available	36	196
Number of Parks		20	37	9	not available	24
Trails		53	not available	not available	not available	not available

Notes: Central Point FTE data based on 2021 ACFR, all else were pulled from the most current ACFR.
Talent Parks FTE derived from available reporting

OTHER RELEVANT INFORMATION

The City Council has identified livability and economic development as key areas for the community moving forward. Public safety and the Parks and Recreation Department will continue to be key elements in these identified priorities. The 25% of the Food & Beverage (F&B) tax currently goes to fund the Parks CIP Fund for capital improvements and property purchases. The F&B ballot measure in May 2023, had it been approved by the voters, would have assisted in funding overall Parks operations and maintenance, providing flexibility in spending and the capabilities to meet natural inflationary pressures.

Finally, Ashland prohibits the use of herbicides. Due to this, it takes multiple Parks employees to provide maintenance for city parks than it would with the use of herbicides.

SUGGESTED ACTIONS, MOTIONS and/or OPTIONS

Staff is presenting data to Council to discuss options for fee increases and establishing proper service levels for the identified areas. Based on Council direction, staff will return for the adoption of a resolution to increase the public safety and wildfire fees to properly fund corresponding desired service levels, and establishing a parks fee to ensure proper funding for corresponding desired service levels.



Council Business Meeting

REFERENCES & ATTACHMENTS

>> attach resolutions



Council Business Meeting

Date: May 6, 2025

Agenda Item	Request from Ad-Hoc Committee on Early Learning and Affordable Childcare to publish an article
Department	City Manager's Office
From	Kerrick Gooden, Administrative Analyst

TIME ESTIMATE

CATEGORY

Action Needed

SUMMARY

One of the charges of the City Council to this committee was to develop a strategic plan capable of tangibly providing for Ashland's unaddressed early learning needs. The committee adopted as one of its priorities to engage local businesses to assess employee needs and investigate potential partnerships. As part of this work, the committee would like to publish an article in the Southern Oregon Business Journal and distribute it by email and/or in print to other individuals and organizations as an Advisory Committee to the Ashland City Council.

POLICIES, PLANS & GOALS SUPPORTED

Supports the City Council's vision for success to address community affordability, including available housing and childcare.

BACKGROUND AND ADDITIONAL INFORMATION

Committee members Hyatt, Love, and Verner published an article as part of this work on April 23, 2024 in Ashland.News titled: '[Council Corner: The economics of musical chairs](#)', which highlighted the difficulties in obtaining affordable childcare in Ashland.

FISCAL IMPACTS

none

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the Ad-Hoc Committee on Early Learning and Affordable Childcare to publish the article: 'Business and Childcare: A Crucial Symbiosis'.

REFERENCES & ATTACHMENTS

1. EL - final version for business journal



Business and Childcare: A Crucial Symbiosis

John M. Love, Joanie Keller-Hand, Lynn Ransford, Lisa Verner, and Paula Hyatt¹

When Melinda Carver (not her real name) finally found a job with a Jackson County business after months of looking, she faced a serious dilemma: who would care for her 2-year-old daughter and 4-year-old son. As a single parent, Melinda had little choice but to find childcare if she were to be able to go to work every day. The job was in Ashland, and she was hoping to find a childcare center either close to her employer, near home, or along the route she would drive each day from Medford.

The Challenge of Finding Childcare in Jackson County: It's a Desert

In many parts of the state—and across the country—families have considerable difficulty finding childcare. According to the Southern Oregon Early Learning Hub, Jackson and Josephine Counties are a childcare desert.² This means that less than 33 percent of children under 5 years of age have access to a childcare opening.³ Families living in poverty have even more challenges: just 18 percent have access to publicly funded childcare slots.⁴ Lack of childcare is a major barrier to finding and holding a job.

And when childcare *can* be found, its cost is a serious barrier. A recent survey found that in Jackson and Josephine counties, the monthly cost of infant care averaged about 29 percent of the

¹ The authors are members of the City of Ashland's Ad Hoc Committee for Affordable Childcare and Early Learning (<https://ashlandoregon.gov/932/Affordable-Childcare-Ad-Hoc-Committee>).

² Oregon has sixteen Early Learning Hubs, created to help families navigate the systems that will allow them to increase access to high-quality early care and education opportunities. The Southern Oregon Early Learning Services Hub serves Josephine and Jackson Counties and is located at Southern Oregon University. <https://www.soesd.k12.or.us/early-learning-hub-2/>

³ The data cited here are from the SOELS Hub's director, René Brandon's 7/25/23 presentation to the committee.

⁴ Poverty is defined as a family income at or below 200 percent of the Federal Poverty Level, or \$62,400 for an Oregon family of four in 2024. (<https://povertylevelcalculator.com/poverty-level-calculator-results>)

income of a family earning 200 percent of the federal poverty level (\$62,400 for a family of four), and preschool care cost 20 percent.⁵ Rep Cyrus Javadi, R-District 32, a member of Oregon’s House Committee on Early Childhood and Human Services, recently made the case for childcare as an economic tool.⁶ Citing a 2022 report, Javadi notes that the Oregon economy suffered \$304 million in lost productivity from absenteeism and turnover.⁷ Clearly, as we discuss here, working families need help, which both businesses and government agencies can provide. Affordable childcare could make the difference. But not just any childcare. Parents/employees need quality childcare that is provided by trained professionals, is accessible and convenient to their home or workplace, is affordable for them, operates during the days and times needed, is stable, and in other ways meets the employee’s needs.

Providing Childcare Offers Clear Benefits for Businesses

Businesses can play a major role in successfully making all this work. According to the former CEO of PepsiCo, Indra Nooyi, “The biggest investment we can make in the future of our population is to build a reliable, high-quality, safe, and affordable care infrastructure, focused on childcare from birth to age 5...”⁸ Businesses find they have a more productive workforce when parents can focus on work and are not distracted with worrying about their children’s health and safety. In addition, Nooyi found that expenditures for onsite childcare at PepsiCo’s headquarters in Atlanta meant reduced commuting time and resulted in a significant return on the investment in terms of loyalty and peace of mind for current employees; it was also a terrific recruiting tool.

⁵Sektman, M., & Houston, L. “2022 Oregon Child Care Market Price Study,” Oregon Department of Human Services and Oregon Early Learning Division, March 2023. [www.oregon.gov › delc › 2022-child-care-market-rate-report.pdf](http://www.oregon.gov/doh/2022-child-care-market-rate-report.pdf)

⁶ Javadi, Cyrus. “The Cost of Care: Why Childcare Is Breaking Oregon’s Economy,” *Substack.com*, January 23, 2025. https://cyrusjavadior.substack.com/p/the-cost-of-care-why-childcare-is?publication_id=3216827&post_id=155550563&isFreemail=true&r=4n1lyz&triedRedirect=true

⁷ ReadyNation is “the premier business member organization focused on cradle to career education since 2006.” <https://www.strongnation.org/readynation/about-us>

⁸ Nooyi, Indra K. “We Need to Solve America’s Childcare Crisis.” *Saturday Evening Post*, November/December 2022.

There is equally strong evidence closer to home, in northern Oregon. In fall 2020, Boardman Foods, Inc., in Boardman, Oregon, decided to expand their after-school program, which had been operating for 18 years, and created Families First Childcare. They began small, with a center serving 15 children in a borrowed room in the Morrow County School District. Today the center provides care and support for more than 80 children, including infants (ages 0-2), toddlers (2-3), preschoolers (3-4), and school age children (ages 5-12).⁹

Boardman Foods doesn't do this alone. It has mobilized a community of sponsoring companies, including Lamb Weston, Threemile Canyon Farms, Tillamook County Creamery, and Amazon. Together, their support allows Families First Childcare to charge parents just \$850 a month for infant care (when Boardman's cost for personnel alone is \$2,000). With only about 50 employees, Boardman's childcare program has the capacity to also serve children from about 40 other employers in their region.

On their website, Boardman explicitly identifies the corporate benefits resulting from their investment in childcare for its employees:

- Improved employee morale and productivity, as employees know their children are well-cared for
- Reduced absenteeism, since parents have fewer childcare problems
- Enhanced recruitment and retention, as childcare adds to the attractiveness of the business and employees are less likely to leave for a competitor that doesn't offer childcare
- Positive company image, improving the company's reputation.
- Increased employee loyalty and dedication to the company

⁹Taken from <https://www.familiesfirstchildcarecenter.com/about>. Families First Childcare provides high-quality programming, having adopted the nationally recognized Creative Curriculum. The Creative Curriculum was designed for flexibility and adaptation to suit the interests and needs of each child. For more information, see https://teachingstrategies.com/lp/the-creative-curriculum/?_bt=74217347509697&_bm=e&msslkid=71cdd6c0a2e6150ce180b141092e0edc

- Healthier work-life balance, leading to reduced stress, increased job satisfaction and fulfillment
- Boost in employee engagement and focus on their work
- Higher employee well-being and mental health, knowing their children are in a safe learning environment
- Tax benefits that the employer may be eligible for
- Community impact, contributing to the well-being of future generations and fostering social responsibility.

Parents Also Reap Important Benefits From Employer-Provided Childcare

These benefits to employers mirror the benefits that the parents/employees reap. They begin with greater peace of mind knowing their children are safe, are learning, and can be visited during work breaks. Parents are then better able to focus on their work (perhaps resulting in enhanced opportunities for advancement) and can maintain a healthier work-life balance, better mental health, and pride in their contribution to the company's goals.

Not Having Childcare Has Hidden Costs for Both Parents and Businesses

Without adequate childcare, parents (usually moms) have to reduce hours worked, take a position in which they cannot fully make use of their education and experience, or take time out of the labor force to stay at home with the kids for sometimes many years. This results in fewer opportunities for advancement, loss of seniority, adverse impacts on their retirement savings, and reduced lifetime earnings. In 2023, nationally, 26 percent of mothers were stay-at-home parents.¹⁰ In

¹⁰ National Women's Law Center (<https://nwl.org/issue/child-care-early-learning/>)

an online article for *The Atlantic*, Ashley Feters described the “working-to-afford-child-care conundrum.”¹¹ She reported that in the January 14, 2020 Democratic presidential debate, the moderator referred to a young parent who had written in saying many parents had to either quit their job or settle for cheaper, lower-quality childcare. She asked candidate Pete Buttigieg, “How will you prioritize accessing quality affordable childcare in your first 100 days in office?” His response included the unforgettable phrase, “I meet professionals who sometimes say that they’re working in order to afford childcare in order to be able to be working.” What’s wrong with this picture?

The Good News: Agencies and Businesses in Jackson County Can Address the Childcare Dilemma

Local governments throughout the state, including in Jackson and Josephine Counties, have limited resources and multiple demands for those limited resources. However, the city of Ashland demonstrated this economically vital resource support. In the 2023-2025 biennium budget cycle, the City Council set aside \$240,000 for “affordability grants.” These grants have enabled several local childcare providers to provide subsidies to low-income families, expand available care, and enhance staffing capabilities.

Businesses can take their cue from PepsiCo and Boardman and consider finding or creating onsite or near-site childcare facilities. To assist in this, they can investigate their potential for receiving one of the state’s infrastructure grants from the Child Care Infrastructure Fund.¹²

¹¹ Feters, Ashley, “The Working-to-Afford-Child-Care Conundrum,” *The Atlantic*, January 18, 2020.

<https://www.theatlantic.com/family/archive/2020/01/working-afford-child-care-so-you-can-work/605206/>

¹² Business Oregon is working with the Department of Early Learning and Care, other state agencies, and private and nonprofit entities to implement the Child Care Infrastructure Fund, a state grant and loan program. \$10 million was awarded to 64 projects in fall 2024. The current round of funding just announced offers \$15 million. Applications opened March 26, with an April 30 due date. This is a great opportunity for projects that will provide minor renovations/repairs, new construction or major renovation, and real property acquisition. (An additional \$25 million in funding for this program is expected to be available in summer 2025.)

https://www.oregon.gov/biz/programs/child_care_infrastructure/Pages/default.aspx

If the number of children of a single business's employees is insufficient to warrant this investment, as is the case with Boardman, companies could consider collaborating with others to pool their childcare services. Consortia of businesses could also operate childcare centers in partnership with existing services.

The Bottom Line

If parents can't find consistent childcare, they cannot hold jobs unless they have help from grandparents or friends and neighbors. The challenges Melinda faced in finding childcare mirror the challenges businesses have in hiring and retaining staff. In the end, we see five cornerstones of childcare that are vital to the wellbeing of both the businesses and their employees with young children:

- Accessibility—Is the childcare location reasonably convenient?
- Appropriateness—does the type of setting (center or home, large or small, religious or secular) meet the parents' needs?
- Stability—does the period the facility has been operating suggest it will continue?
- Affordability—can parents afford the fees, with or without subsidy assistance?
- Quality and safety—is the program licensed and does it meet standards set by Oregon's Department of Early Learning and Care?

As we've shown, businesses in Southern Oregon can play a vital role in resolving the childcare dilemma to benefit both themselves and their current and potential employees—the parents with young children. For questions and additional information, contact the committee's staff liaison at citymanageroffice@ashlandoregon.gov. We encourage you to share your experiences with the committee. Have you learned ways of assisting your employees with young children that might help others? We happily welcome you to come to one of our monthly meetings.



Council Business Meeting

Date: May 6, 2025

Agenda Item	Affordable Childcare Ad Hoc Committee Appointment
Department	City Manager's Office
From	Alissa Kolodzinski, City Recorder

TIME ESTIMATE

CATEGORY

Action Needed

SUMMARY

Approval of Mayor Graham's recommendation for the appointment of Anne Sebanc to the Early Learning and Affordable Childcare Ad Hoc Committee Appointment.

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

Per the Ashland Municipal Code 2.04.090, all regular advisory committees and boards shall be appointed by the Mayor with the consent of the Council.

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the appointment Anne Sebanc to the Early Learning and Affordable Childcare Ad Hoc Committee Appointment.

REFERENCES & ATTACHMENTS

1. Ad Hoc Com on Child Care Application Sebanc_Redacted



From: noreply@civicplus.com
To: [Ashland City Recorder](#); [Ashland City Recorder](#); [Dorinda Cottle](#); [Dorinda Cottle](#)
Subject: Online Form Submittal: Appointment Application for City Committee or Commission
Date: Thursday, April 03, 2025 12:41:00 PM

[EXTERNAL SENDER]

Appointment Application for City Committee or Commission

Name	Anne Sebanc
Committee or Commission You Wish to Serve On	Ad Hoc Committee on Affordable Childcare & Early Childhood Development
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
Occupation	Academic Administrator
Educational Background	Ph.D. in Child Psychology, University of Minnesota Twin Cities Pre-kindergarten License, State of Minnesota B. S. in Psychology University of California, Davis
Related Experience	I taught child development courses at Whittier College for 22 years for future teachers including child development permit (State of CA). I taught preschool and received my Pre-Kindergarten License (State of MN) while in graduate school at the University of Minnesota. I am a learner when it comes to the State of Oregon regulations and new to the Ashland area. I could use training about local and state strengths and challenges.
Interests	I am interested in child development and working locally to help families and using my background and expertise. Professionally I also work on grants with faculty and their collaborations in the community and this may help support that work as well as connecting the University to City initiatives. Personally I am new to Ashland and interested in meeting new people and understanding more about the City where I live.
Availability	I work 8-5 at Southern Oregon University. The Provost nominated me to this committee so is supportive of this work. I will try to attend day meetings but have more flexibility in the evenings.
Additional Information	I have lived in Ashland since August 2023.

[Sebanc scholarship development resume.pdf](#)

Upload Your File

Signature

Anne M. Sebanc

Email not displaying correctly? [View it in your browser.](#)



Council Business Meeting

Date: May 6, 2025

Agenda Item	First Reading of Ordinances 3249, 3250, 3251, and 3263 to implement the Climate Friendly Area Overlay
Department	Community Development
From	Brandon Goldman, Director of Community Development

TIME ESTIMATE

30 minutes

CATEGORY

Ordinance

SUMMARY

As required under the state's Climate-Friendly & Equitable Communities (CFEC) rules which seek to reduce greenhouse gas emissions, the Climate Friendly Area (CFA) adoption project aims to designate pedestrian-friendly, mixed-use areas within the City of Ashland sufficient to accommodate 30 percent of the future population. Staff have been working with selected consultants from 3J Consulting, JET Planning, and EcoNorthwest. Tonight, Scott Fregonese from 3J Consulting and Elizabeth Decker from JET Planning will join staff to present final proposed Climate Friendly Areas and associated code amendments for adoption to regulate proposed CFAs in keeping with the CFEC rules.

POLICIES, PLANS & GOALS SUPPORTED

State of Oregon Climate Friendly & Equitable Communities (CFEC) initiative: Adoption of designated Climate Friendly Areas (CFAs) fulfills the mandate established under Oregon Administrative Rules (OAR 660-012-0315 through 660-012-0325) as part of the State of Oregon's Climate-Friendly and Equitable Communities (CFEC) initiative. These rules require local governments to identify and zone areas suitable for high-density, mixed-use, and pedestrian-oriented development, with the intent of reducing greenhouse gas emissions from transportation and land use patterns.

Environmental resilience, including addressing climate change : This project supports the City's Climate and Energy Action Plan (CEAP) by aligning urban planning with emission reduction goals through strategies focused on urban form, land use, and transportation.

BACKGROUND AND ADDITIONAL INFORMATION

The Climate-Friendly & Equitable Communities (CFEC) rulemaking from the State of Oregon mandates that cities identify and establish Climate Friendly Areas (CFAs) to accommodate 30 percent of future population as a strategy to reduce greenhouse gas emissions through sustainable urban development. CFAs are designated pedestrian-oriented, mixed-use areas intended to support higher density and encourage sustainable transportation options like walking, cycling, and public transit. By concentrating 30 percent of future population within CFAs, cities aim to create neighborhoods that will minimize reliance on vehicles, helping to reduce emissions and promote livable, equitable communities.

Based on previous meetings, the project is moving ahead to designate the Railroad Property and surroundings and the Transit Triangle in new Climate Friendly overlay zones. Key components of the Climate Friendly designation include increased height allowances and removing maximum density limits.

While initially studied, the Planning Commission and Council had previously concurred with staff and consultants that it was better not to designate the former Croman Mill site as a CFA, leaving it to develop through an upcoming master planning effort that may ultimately lead to CFA designation. The other area studied as a potential CFA was the downtown, however it is a national register-listed historic district and is largely developed and CFA designation could promote demolitions and conflict with local historic and downtown design





Council Business Meeting

standards. Code changes are proposed for the downtown which would allow a scale of development similar to CFAs while retaining local design review. These changes include permitting multifamily dwellings outright without mixed use requirement, at 30 du/ac minimum density with commercial-ready ground-floor construction; allowing increasing height limits from 40 feet to 50 feet outright, with the option to increase to 60 feet as a conditional use; and removing maximum densities. These changes to the downtown regulations could facilitate future designation as a CFA should it ultimately prove advantageous. In addition, maximum density limits are to be removed citywide in the C-1 zones and those portions of the E-1 zones with a Residential (-R) overlay.

The code amendments provided for adoption tonight focus on use, density & height standards to comply with the requirements of the Climate-Friendly & Equitable Community rules. The proposed approach retains the existing base zones for these areas, which include areas zoned Commercial (C-1), Employment (E-1) and Low-Density Multiple Family Residential (R-2), and applies a new Climate Friendly (CF) Overlay which would replace the existing Residential (R) Overlay in the Railroad Property and the Transit Triangle (TT) Overlay. The R Overlay applies elsewhere in the city and would be retained, whereas the TT Overlay would be deleted as it is superseded by the CF Overlay in the commercial and employment areas and the residential areas retain their existing base zones with no overlay.

There are a number of other points to consider in finalizing the CFA regulations:

Storage Uses within CFAs: Based on previous discussion, 'Self-Service Storage, Commercial' would be prohibited within CFAs and 'Wholesale Storage and Distribution,' uses would be conditional uses within the E-1 zoned portions of the CFAs.

Townhouses: There are several proposed standards that will apply to townhouses to enhance their compatibility with the CFAs and Ashland goals for these areas including: a minimum density of 25 units per acre in areas zoned C-1 (including much of the Transit Triangle near Ashland Street/Siskiyou Boulevard), which will either push feasibility of multifamily over townhouses, or push smaller townhouses on lots averaging less than 1,750 square feet; existing access management standards that establish required distances between curb cuts will direct townhouse development towards alley access, limiting curb cuts directly onto streets and presence of driveways and garages in the pedestrian realm. Access management standards will generally preclude direct access onto higher order streets (boulevards and avenues), directing townhouses to local or collector streets within the CFA interior; proposed CFA standards would allow minimum lot frontages of 20 feet (generally compatible with proposed minimum densities, compared to 40-foot citywide standard) if alley access is provided, to further emphasize alley-oriented townhouses. Parallel efforts in the [walkable design standards](#) project have highlighted opportunities to enhance design standards for townhouses, particularly the transition between private and public realm.

Solar Access: The proposed changes prioritize CFA development capacity by limiting the applicability of solar setbacks to sites within 100 feet of a residential zone outside of the overlay, which would primarily impact sites along the northern edge of the proposed Railroad Property CFA and the rear yards of commercial sites along the north side of Ashland Street.

Building Stepbacks: Step-backs are one tool to soften the edges of taller buildings if there are concerns about compatibility with adjacent, lower scale development. The existing step-back standards in the Transit Triangle (TT) Overlay, though never used, were used as a model for the proposed CF Overlay standard requiring a step-back of ten feet for any portion of the building over 25 feet tall within 25 feet of a residential zone outside of the overlay. Requiring step-backs can discourage taller development and may require additional analysis under CFEC rules to account for decreased building capacity on upper stories.

Design Standards: The proposed changes include expanding the Detail Site Review zone to include the full extent of both CFAs; the existing basic site design and detail site design standards will be applied to future CFA development. *(The City is collaborating on a separate project to review and revise design standards to enhance walkable design, consistent with related CFEC provisions in OAR 660-012-0330, that will address design within CFAs and beyond, such as noted for townhouses.)*

Changes to C-1/E-1 Maximum Density: As previously discussed, the code changes presented remove



Council Business Meeting

maximum densities in all C-1 and E-1 zoned areas within the city, beyond the CFAs. Residential uses are only permitted as mixed-use developments in C-1 and limited to select portions of E-1 within the Residential (R) overlay; current maximum densities are 30 units per acre in C-1 and 15 units per acre in E-1. Removing maximum densities supports more mixed-use development in these areas, subject to existing 40-foot maximum height rather than specific density allowances.

Changes to Downtown Zoning (C-1-D): As previously discussed, the code changes presented include revisions to the downtown (C-1-D) standards to allow CFA-scale development, without formal CFA-designation, including:

- Permitting multifamily dwellings outright without a ground-floor commercial or office requirement, subject to a minimum density of 30 dwelling units per acre.
- Increasing allowed height from 40 feet to 50 feet outright, with option to increase height to 60 feet (rather than current 55 feet) through a conditional use permit.
- Eliminating maximum density for all residential and mixed-use projects.

Recommendations

Staff recommends approval of First Reading of Ordinances 3249, 3250, 3251, and 3263 as presented, moving them to Second Reading at the June 3, 2025 meeting and directing staff to prepare findings for adoption in conjunction with the Second Reading.

The Planning Commission reviewed the proposed ordinance changes at its April 29, 2025, meeting and unanimously recommended approval of the two new Climate Friendly Areas and all associated ordinance amendments as presented.

FISCAL IMPACTS

The adoption of the Climate Friendly Area (CFA) designations and associated land use ordinance amendments has no direct financial impact on the City of Ashland. However, future intensification of development resulting from increased building heights, the removal of residential density limits, and other regulatory changes may generate additional property tax revenue over time as redevelopment occurs within the designated CFAs.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Potential Motion

I move to approve First Reading of the following ordinances:

- **Ordinance #3249**, an ordinance amending the Ashland Land Use Ordinance to repeal Chapter 18.3.14 Transit Triangle Overlay and replacing it with a new Chapter 18.3.14 Climate Friendly Overlay;
- **Ordinance #3250**, an ordinance amending the adopted Zoning Map to add the Climate Friendly (CF) Overlay.
- **Ordinance #3251**, an ordinance amending the adopted Site Design Zones Map to align the extent of the Detailed Site Design Review Overlay Zone to include the full extent of the Climate Friendly Area Overlay Zones.
- **Ordinance #3263** an ordinance amending chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 & 18.4.2.040.c of the Ashland Land Use Ordinance to align with the new climate friendly area regulations and ensure implementation of applicable development standards.

And to move each Ordinance to Second Reading on June 3, 2025, and to direct staff to prepare written findings for adoption in conjunction with the second reading.

REFERENCES & ATTACHMENTS

1. 01_CC_CFA Adoption_05062025_Atch1_JETMemo
2. 02_CC_CFA Adoption_05062025_Atch2_JETPresentation
3. 03_CC_CFA Adoption_05062025_Atch3_ORD3249





Council Business Meeting

4. 03A_CC_CFA Adoption_05062025_Atch3A_ORD3249_ExA_New 18.3.14
5. 04_CC_CFA Adoption_05062025_Atch4_ORD3250
6. 04A_CC_CFA Adoption_05062025_Atch4A_ORD3250_Ex A Zoning Map
7. 05_CC_CFA Adoption_05062025_Atch5_ORD3251
8. 05A_CC_CFA Adoption_05062025_Atch5A_ORD3251_Ex A_Site Design Zones Map
9. 06_CC_CFA Adoption_05062025_Atch6_ORD3263
10. 07_CC_CFA Adoption_05062025_Atch7_CFACFindings_DRAFT
11. 08_CC_CFA Adoption_05062025_Atch8_FINxE_Housing Capacity Analysis
12. 09_CC_CFA Adoption_05062025_Atch9_FINxF_Estimates Dwellings
13. 10_CC_CFA Adoption_05062025_Atch10_FINxG_Antidisplacement
14. 11A_CC_CFA Adoption_05062025_Atch11A_FINxH_RR Gaps
15. 11B_CC_CFA Adoption_05062025_Atch11B_FINxH_TT Gaps
16. 12_CC_CFA Adoption_05062025_Atch12_Public Comment_Shaff



MEMO

DATE: May 6, 2025
TO: Mayor Tonya Graham and City Council, 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	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.
3	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.
4	Table 18.2.2.030	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.
5	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.
6	18.2.3.130.B.2	<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>
7	18.2.3.130.B.4	<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>
8	18.2.6	<i>Remove maximum density for C-1 and E-1 zones, allow dimensional standards to control scale of development.</i>
9	18.2.6	<i>Revise C-1-D (downtown) dimensional standards for parity with CFAs:</i> <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	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

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. • 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: • 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
		• <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	• 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: • Affordable housing projects, as required by state law. • Buildings developed with ‘commercial-ready’ ground floor space.
18	18.3.14.050	Supersede dimensional standards in base zones to include: • <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	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.

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.

CLIMATE FRIENDLY AREA PROPOSED MAP & CODE UPDATES



CITY OF ASHLAND CITY COUNCIL
MAY 6, 2025

3J CONSULTING
CIVIL ENGINEERING | WATER RESOURCES | COMMUNITY PLANNING



PROJECT INTRO

- Purpose: Designate Climate Friendly Areas (CFAs) that support vibrant, walkable mixed-use neighborhoods
- Update zoning maps and code to implement
- Part of broader Climate Friendly & Equitable Communities (CFEC) program

Project development & public engagement:

- March 2024 to March 2025

Work sessions:

- Planning Commission 2/25/25
- City Council 3/17/25

Adoption hearings:

- Planning Commission 4/29/25
- City Council 5/6/25, 6/3/25

IMPLEMENTATION COMPONENTS

MAP UPDATES

- Amend Zoning Map:
 - Maintain existing base zones
 - Add new Climate Friendly (CF) Overlay for both CFAs
 - Remove Residential (R) Overlay in Railroad Property
 - Limit extent of Pedestrian Place overlay
 - Remove existing Transit Triangle (TT) Overlay
- Amend Site Design Zones Map:
 - Expand Detail Site Review Overlay to full extent of both CFAs

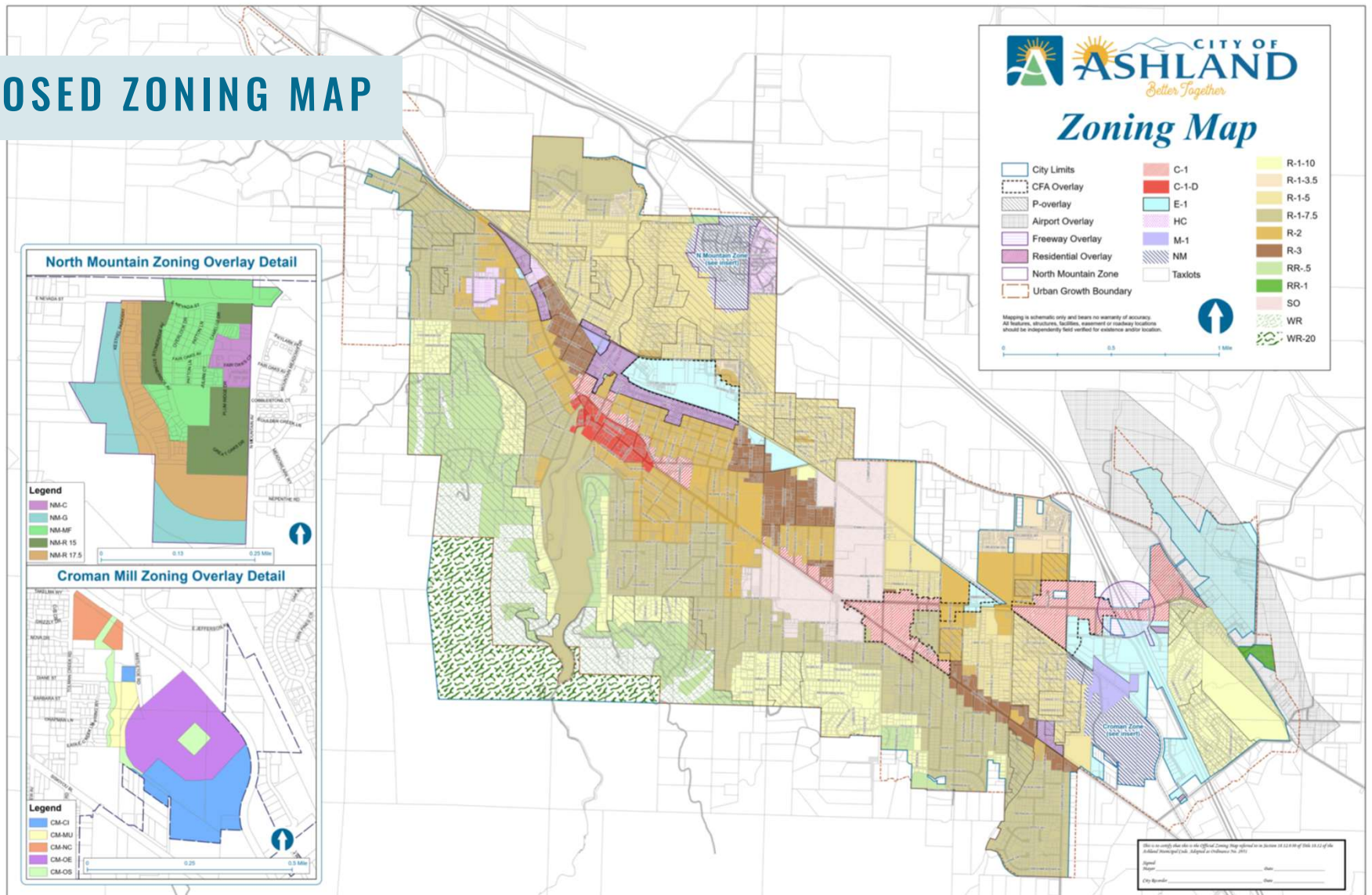
CODE UPDATES

- Add new Climate Friendly (CF) Overlay chapter
- Remove Transit Triangle (TT) chapter
- Related updates throughout

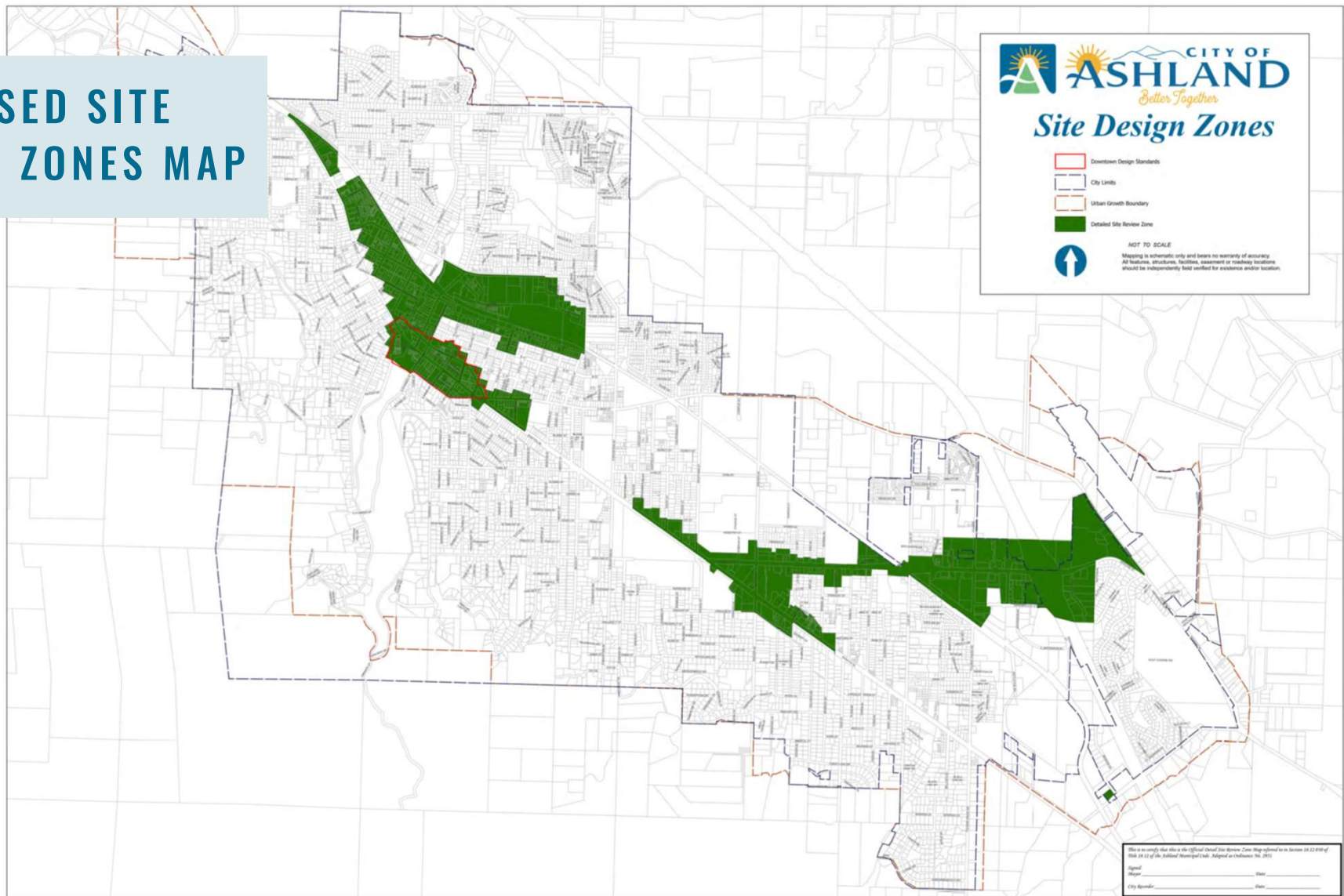
ADDITIONAL CODE UPDATES

- Lift maximum density in E-1, C-1, C-1-D
- Increase allowed heights and allow multifamily residential downtown

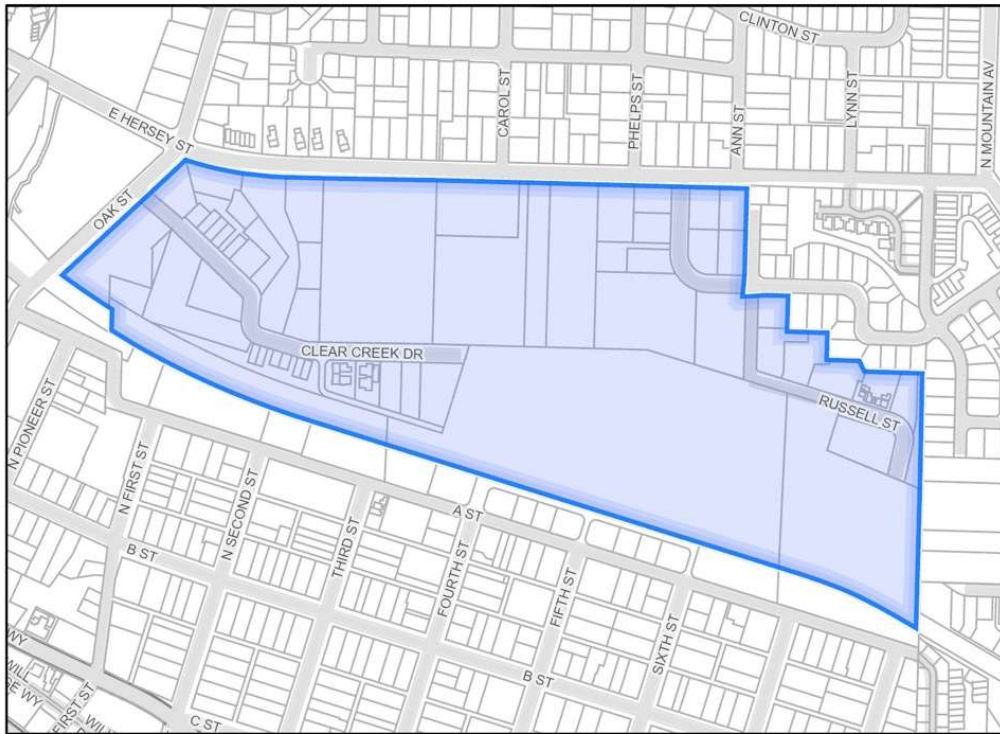
PROPOSED ZONING MAP



PROPOSED SITE DESIGN ZONES MAP



RAILROAD PROPERTY CFA



Maintain Employment (E-1)
Remove Residential (R) Overlay
Add Climate Friendly (CF) Overlay
Expand Detail Site Review Overlay

TRANSIT TRIANGLE CFA

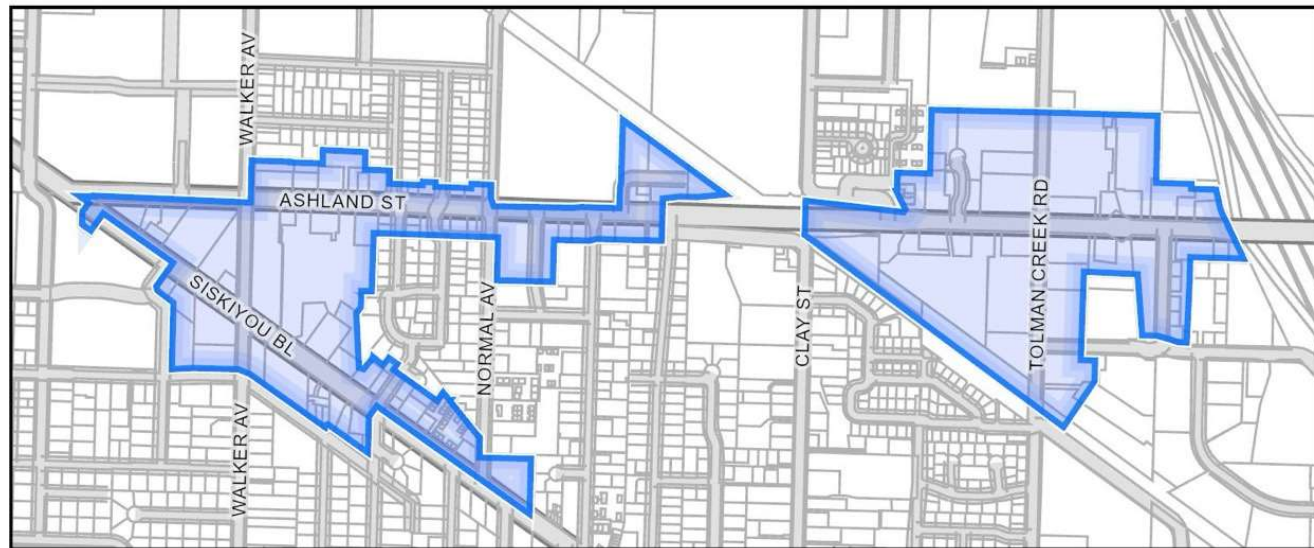
Maintain Commercial (C-1), Employment (E-1), Residential (R-2)

Remove Pedestrian Place Overlay at two nodes

Remove Transit Triangle (TT) Overlay*

Add Climate Friendly (CF) Overlay

Expand Detail Site Review Overlay



*Also remove TT Overlay from surrounding R-2, R-3 areas; revert to base zoning

CF OVERLAY KEY FEATURES

USES

- Allow attached single-family dwellings, maintain access standards
- Allow multifamily dwellings as mixed-use (except affordable housing, commercial-ready)
- Allow retail, restaurants, office
- Maintain drive-ups, auto-oriented uses w/existing limitations
- Maintain employment uses, address off-site impacts as needed
- Allow schools, parks, child care, government offices
- Limit storage uses

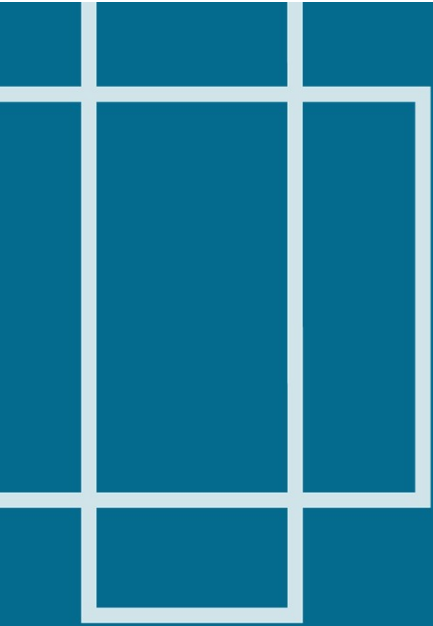
DIMENSIONS

- New minimum density:
 - 15 du/ac in R-2
 - 20 du/ac in E-1
 - 25 du/ac in C-1
- No maximum density
- Minimum 0.5 FAR
- No setbacks, apply solar setbacks to buildings within 100 ft of residential zone
- 10-ft step-backs for upper stories abutting residential
- Increase max height to 50 ft, 60 ft for affordable housing
- Max block length of 350 ft

Apply Detail
Site Design
Review
standards
Additional
CFEC walkable
design
standards tbd

CODE UPDATES BEYOND THE CFAs

- **Remove maximum density in C-1 and E-1 zones citywide**
 - Will apply to mixed-use development permitted in C-1, portions of E-1 with Residential Overlay (eliminate 30 du/ac, 15 du/ac current maximums)
- **Expand downtown (C-1-D) development standards for similar CFA-scale development**
 - Permit multifamily dwellings outright without mixed use requirement, at 30 du/ac minimum density, commercial-ready ground-floor construction
 - Increase max height from 40 ft to 50 ft outright, with option to increase to 60 ft (currently 55 ft) as conditional use
 - Remove maximum density (eliminate 60 du/ac current maximum)
 - *Would facilitate future conversion to CFA if advantageous*



PUBLIC HEARING & DELIBERATIONS

PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommended that the City Council adopt the ordinance amendments as proposed, 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 (CF) Overlay 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 18.2.1, 18.2.2, 18.2.3 and 18.2.6, to align with CFA regulations, ensure implementation of applicable development standards and expand development standards in the C-1, E-1 and C-1-D areas including downtown
- 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

ORDINANCE NO. 3249

AN ORDINANCE AMENDING THE ASHLAND LAND USE ORDINANCE TO REPEAL CHAPTER 18.3.14 TRANSIT TRIANGLE OVERLAY AND REPLACING IT WITH A NEW CHAPTER 18.3.14 CLIMATE FRIENDLY OVERLAY.

(Climate Friendly Area Adoption: Planning Action #PA-T3-2024-00013)

Annotated to show deletions-and additions to the code sections being modified. Deletions are **~~bold strikethrough~~** and additions are **bold underlined**.

WHEREAS, the Climate-Friendly and Equitable Communities rules adopted by the Land Conservation and Development Commission in July of 2022 require that cities within Oregon’s eight Metropolitan Planning Organizations shall identify and re-zone Climate Friendly Areas capable of accommodating 30 percent of each city’s future population in pedestrian-friendly, mixed-use areas ; and

WHEREAS,. 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; and

WHEREAS, the Railroad Property Climate Friendly Area includes 57 acres in the center of the city, just a few blocks north of downtown. The site is zoned Employment (E-1) and has been planned for pedestrian-focused mixed-use development dating back to the 2001 master plan for the site. The application of a new CF Overlay provides an opportunity to update and expand the mixed-use development opportunities for the full site; and

WHEREAS, the Transit Triangle Climate Friendly Area includes 120.35 acres along the major transit corridors on Siskiyou Boulevard and Ashland Street in areas zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low Density Multiple Family (R-2) within the existing Transit Triangle (TT) Overlay, which currently offers 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; and

WHEREAS, the City’s population exceeds 10,000 and is subject to the Oregon Administrative Rules (OAR) section 660-012-0315(2) which requires that Climate Friendly Areas be designated to accommodate at least 30 percent of the City’s future

housing units, which has been determined to be 3,469 units. Per the methodology established in 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 5,349 housing units, for a total capacity of 7,575 housing units, well over the required 30 percent of total housing units or 3,469 units determined for Ashland; and

WHEREAS, 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 multi-family in mixed-use and stand-alone configurations, and townhouses, and non-residential 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.

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 no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland Zoning Map to identify two new Climate Friendly (CF) Overlay zones; of the Site Design Zones Map to include the entirety of the two new Climate Friendly (CF) Overlay zones within the Detail Site Review Overlay Zone; of the Ashland Municipal Code and Land Use Ordinances to include a new Chapter 18.3.14 Climate Friendly Overlay; and of Chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 and 18.4.2.040.C of the Ashland Municipal Code and Land Use Ordinance to align with new Climate Friendly Area regulations and ensure implementation of applicable development standards, at a duly advertised public hearing on April 29, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on May 6, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; 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 amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-012-0310 through -0330, and that such amendments are fully supported by the record of this proceeding.

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

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The existing Chapter 18.3.14 Transit Triangle Overlay is hereby repealed in its entirety.

SECTION 3. A new Chapter 18.3.14 of the Ashland Municipal Code creating a new overlay zone [Climate Friendly Areas] set forth in full codified form on the attached Exhibit A and made part hereof by this reference, is hereby added to the Ashland Municipal Code.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. 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, and text descriptions of amendments (i.e., Section 3) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2025, and duly PASSED and ADOPTED this _____ day of _____, 2025.
ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

Ordinance #3249 Exhibit A

Chapter 18.3.14 CLIMATE FRIENDLY OVERLAY

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)

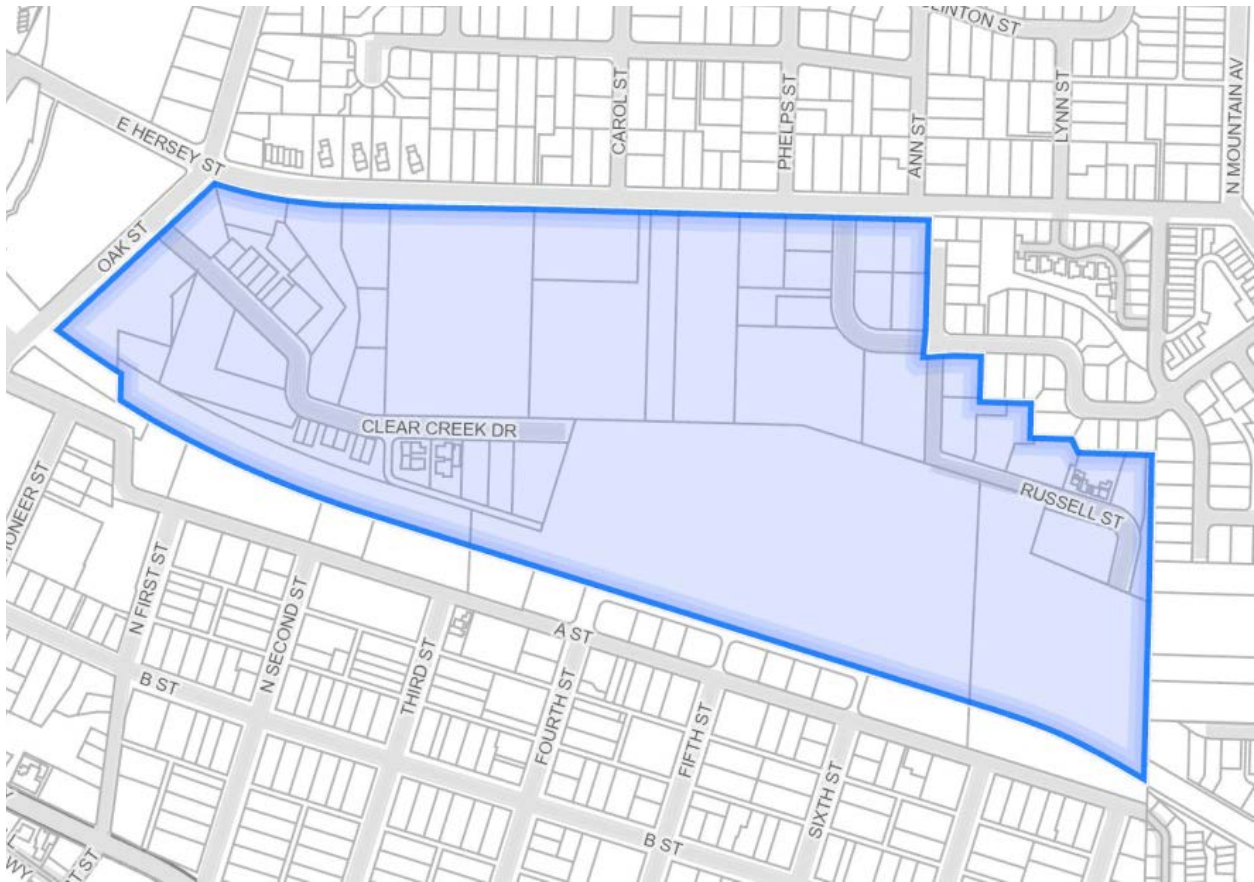


Exhibit 18.3.14.020.A.2 Transit Triangle Climate Friendly Area (CFA)

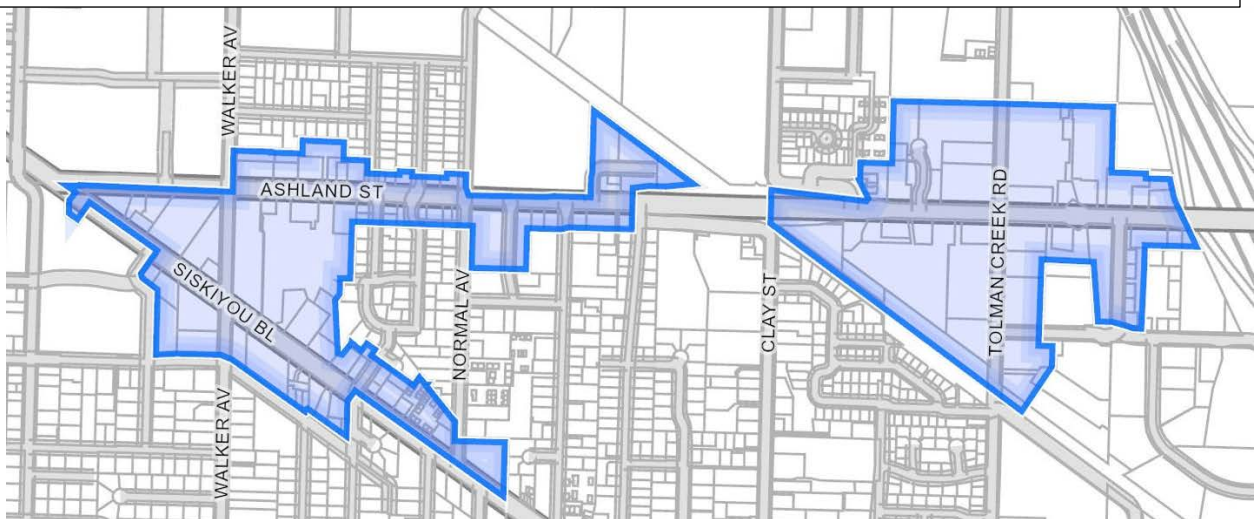


Figure 18.3.14.020. Climate Friendly (CF) Overlay

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
⁴ See definition of “height of building” in section 18.6.1.030.			
⁵ Parapets 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.			
⁶ Multifamily 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.			
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.

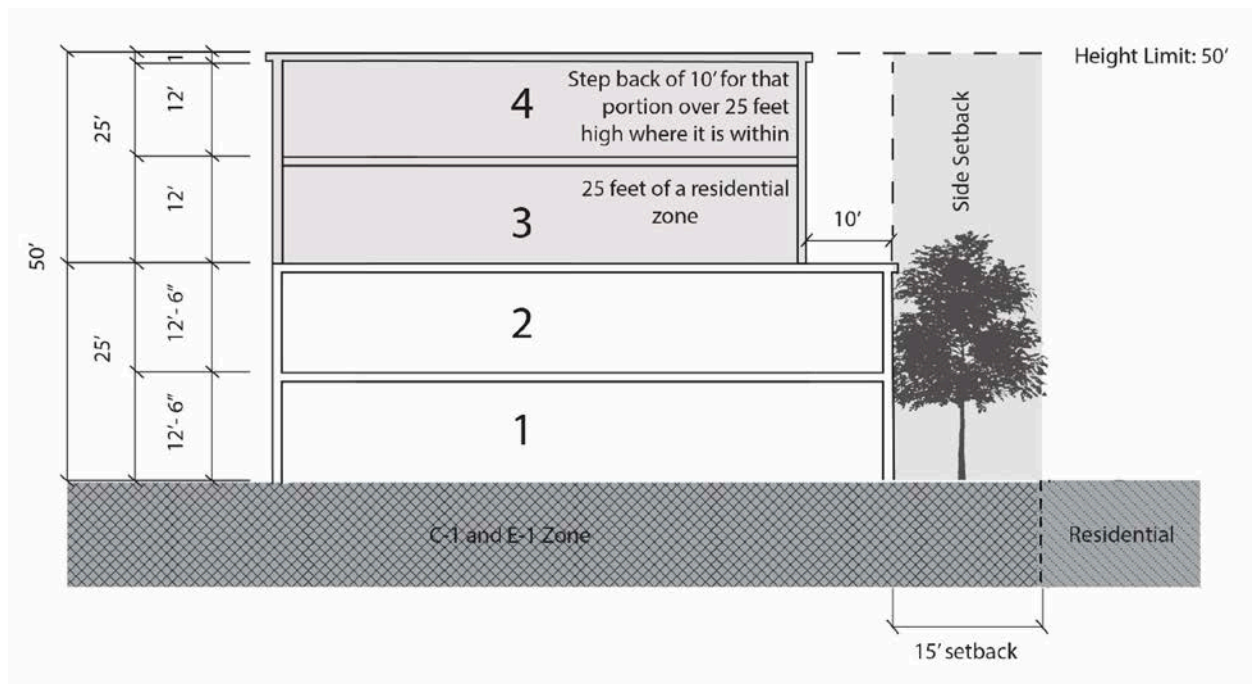


Figure 18.3.14.060.B.1.

ORDINANCE NO. 3250

AN ORDINANCE AMENDING THE ADOPTED ZONING MAP TO ADD THE CLIMATE FRIENDLY (CF) OVERLAY. (Climate Friendly Area Adoption: Planning Action #PA-T3-2024-00013)

WHEREAS, the Climate-Friendly and Equitable Communities rules adopted by the Land Conservation and Development Commission in July of 2022 require that cities within Oregon’s eight Metropolitan Planning Organizations shall identify and re-zone Climate Friendly Areas capable of accommodating 30 percent of each city’s future population in pedestrian-friendly, mixed-use areas ; and

WHEREAS, 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; and

WHEREAS, the Railroad Property Climate Friendly Area includes 57 acres in the center of the city, just a few blocks north of downtown. The site is zoned Employment (E-1) and has been planned for pedestrian-focused mixed-use development dating back to the 2001 master plan for the site. The application of a new CF Overlay provides an opportunity to update and expand the mixed-use development opportunities for the full site; and

WHEREAS, the Transit Triangle Climate Friendly Area includes 120.35 acres along the major transit corridors on Siskiyou Boulevard and Ashland Street in areas zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low Density Multiple Family (R-2) within the existing Transit Triangle (TT) Overlay, which currently offers 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; and

WHEREAS, the City’s population exceeds 10,000 and is subject to the Oregon Administrative Rules (OAR) section 660-012-0315(2) which requires that Climate Friendly Areas be designated to accommodate at least 30 percent of the City’s future housing units, which has been determined to be 3,469 units. Per the methodology established in 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 5,349 housing units, for a total capacity of 7,575 housing units, well over the required 30 percent of total housing units or 3,469 units determined for Ashland; and

WHEREAS, 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 multi-family in mixed-use and stand-alone configurations, and townhouses, and non-residential 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.

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 no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland Zoning Map to identify two new Climate Friendly (CF) Overlay zones; of the Site Design Zones Map to include the entirety of the two new Climate Friendly (CF) Overlay zones within the Detail Site Review Overlay Zone; of the Ashland Municipal Code and Land Use Ordinances to include a new Chapter 18.3.14 Climate Friendly Overlay; and of Chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 and 18.4.2.040.C of the Ashland Municipal Code and Land Use Ordinance to align with new Climate Friendly Area regulations and ensure implementation of applicable development standards, at a duly advertised public hearing on April 29, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on May 6, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; 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 amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-012-0310 through -0330, and that such amendments are fully supported by the record of this proceeding.

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

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The officially adopted City of Ashland Zoning Map, adopted and incorporated by Ashland Municipal Code Section 18.1.2.070, is hereby amended to repeal the existing Transit Triangle (TT) Overlay designation; add a new Climate Friendly (CF) Overlay designation to approximately 177.35 acres of land within the City Limits, and adjust the Residential (-R) Overlay designation so it does not apply within the new Climate Friendly (CF) Overlay zones, said overlay amendments are reflected on the revised Zoning Map, attached hereto as Exhibit A, and made a part hereof by this reference.

SECTION 3. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 4. 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, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2025, and duly PASSED and ADOPTED this _____ day of _____, 2025.
ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, Acting City Attorney

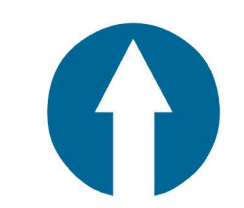
Ordinance 3250: Exhibit A



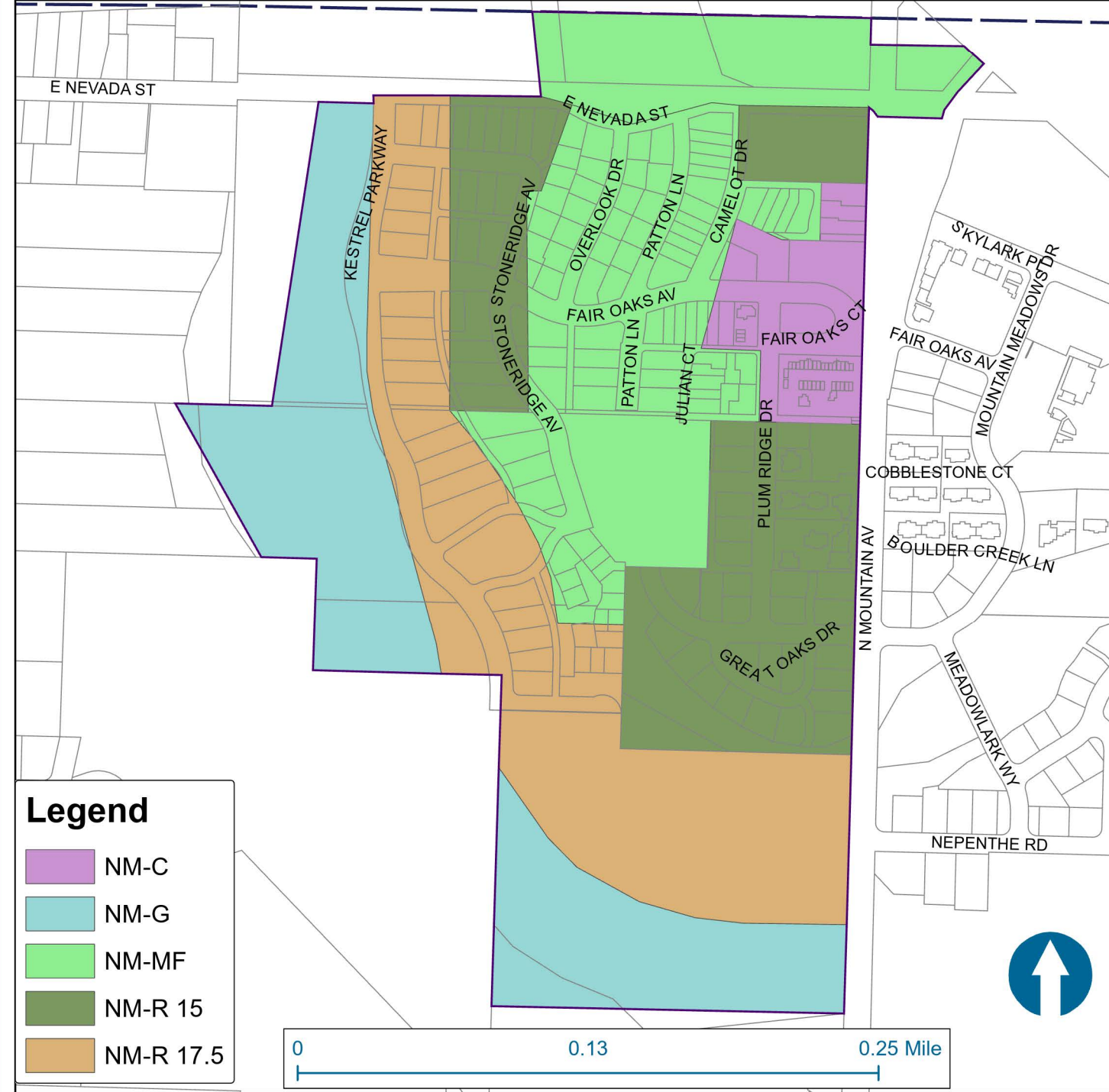
Zoning Map

- | | | |
|-----------------------|---------|---------|
| 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 |

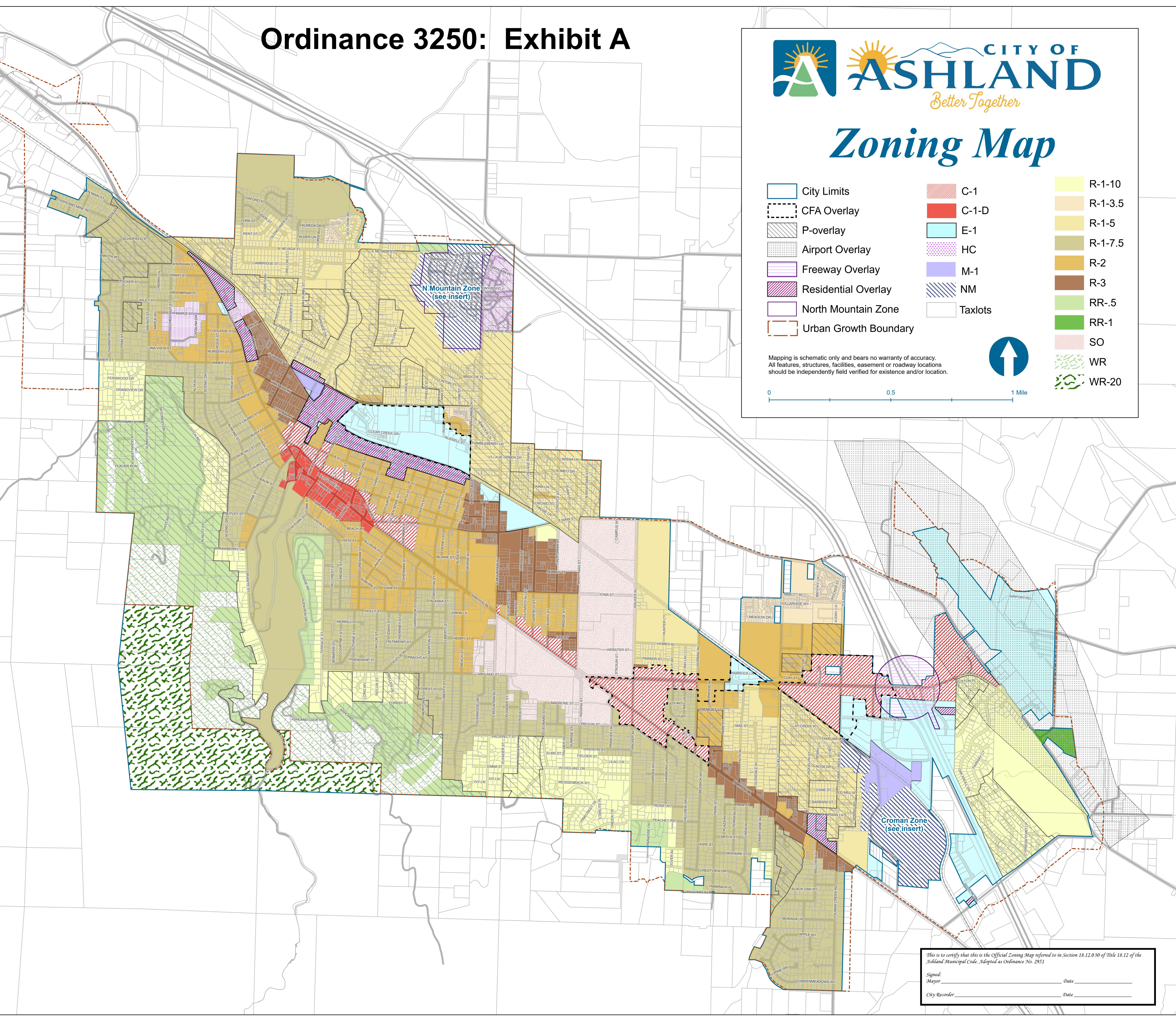
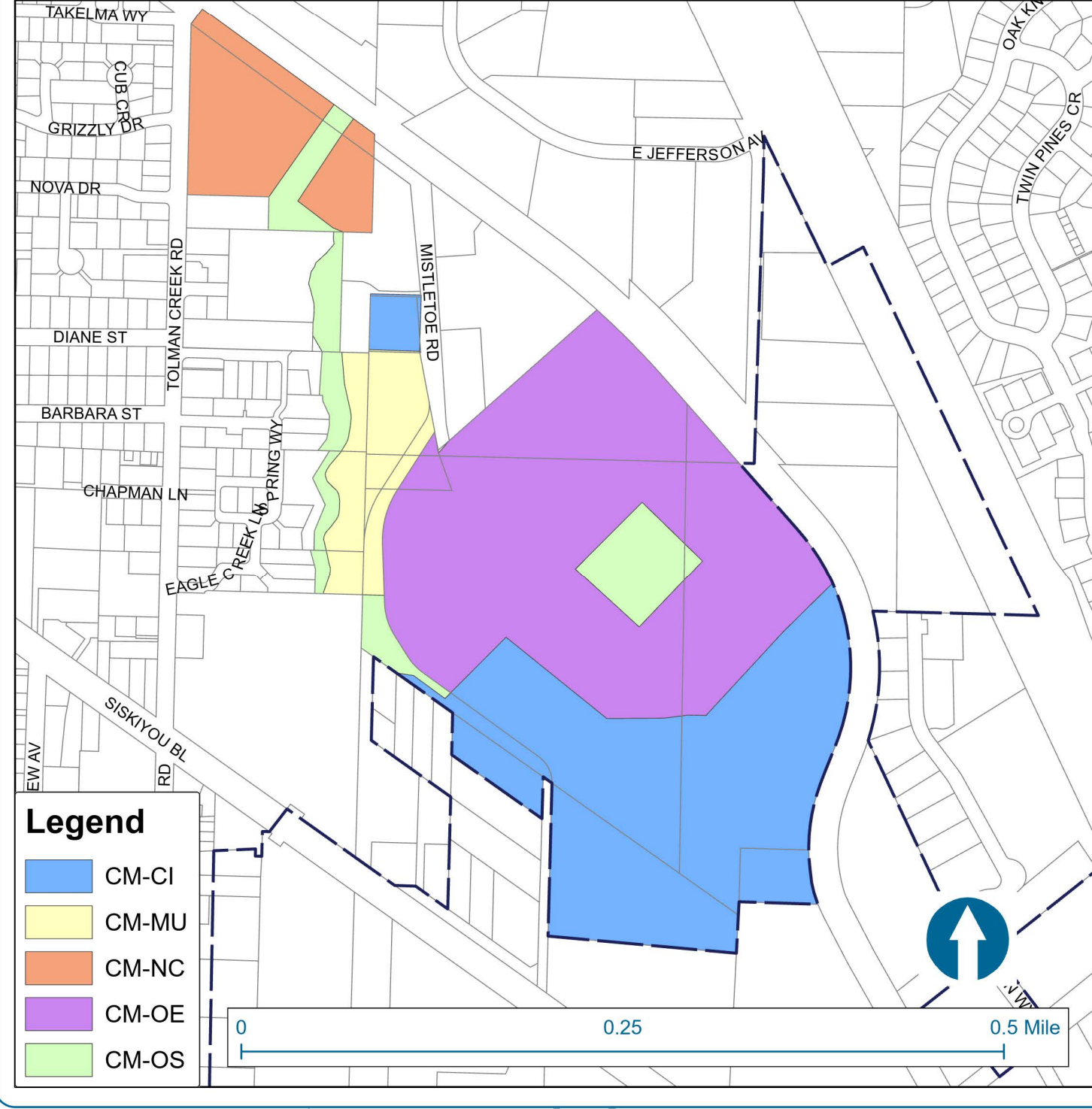
Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.



North Mountain Zoning Overlay Detail



Croman Mill Zoning Overlay Detail



This is to certify that this is the Official Zoning Map referred to in Section 18.12.030 of Title 18.12 of the Ashland Municipal Code, Adopted as Ordinance No. 2851

Signed: _____ Date: _____
Mayor

City Recorder: _____ Date: _____

ORDINANCE NO. 3251

AN ORDINANCE AMENDING THE ADOPTED SITE DESIGN ZONES MAP TO ALIGN THE EXTENT OF THE DETAILED SITE DESIGN REVIEW OVERLAY ZONE TO INCLUDE THE FULL EXTENT OF THE CLIMATE FRIENDLY AREA OVERLAY ZONES. (Climate Friendly Area Adoption: Planning Action #PA-T3-2024-00013)

WHEREAS, the Climate-Friendly and Equitable Communities rules adopted by the Land Conservation and Development Commission in July of 2022 require that cities within Oregon's eight Metropolitan Planning Organizations shall identify and re-zone Climate Friendly Areas capable of accommodating 30 percent of each city's future population in pedestrian-friendly, mixed-use areas; and

WHEREAS, 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; and

WHEREAS, the Railroad Property Climate Friendly Area includes 57 acres in the center of the city, just a few blocks north of downtown. The site is zoned Employment (E-1) and has been planned for pedestrian-focused mixed-use development dating back to the 2001 master plan for the site. The application of a new CF Overlay provides an opportunity to update and expand the mixed-use development opportunities for the full site; and

WHEREAS, the Transit Triangle Climate Friendly Area includes 120.35 acres along the major transit corridors on Siskiyou Boulevard and Ashland Street in areas zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low Density Multiple Family (R-2) within the existing Transit Triangle (TT) Overlay, which currently offers 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; and

WHEREAS, the City's population exceeds 10,000 and is subject to the Oregon Administrative Rules (OAR) section 660-012-0315(2) which requires that Climate Friendly Areas be designated to accommodate at least 30 percent of the City's future housing units, which has been determined to be 3,469 units. Per the methodology established in 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 5,349 housing units, for a total capacity of 7,575 housing units, well over the required 30 percent of total housing units or 3,469 units determined for Ashland; and

WHEREAS, 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 multi-family in mixed-use and stand-alone configurations, and townhouses, and non-residential 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.

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 no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland Zoning Map to identify two new Climate Friendly (CF) Overlay zones; of the Site Design Zones Map to include the entirety of the two new Climate Friendly (CF) Overlay zones within the Detail Site Review Overlay Zone; of the Ashland Municipal Code and Land Use Ordinances to include a new Chapter 18.3.14 Climate Friendly Overlay; and of Chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13, and 18.4.2.040.C of the Ashland Municipal Code and Land Use Ordinance to align with new Climate Friendly Area regulations and ensure implementation of applicable development standards, at a duly advertised public hearing on April 29, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on May 6, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; 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 amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-012-0310 through -0330, and that such amendments are fully supported by the record of this proceeding.

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

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The officially adopted City of Ashland Site Design Zones Map, adopted and incorporated by Ashland Municipal Code Section 18.1.2.070 to identify the Detail Site Review and Downtown Design Standards as overlay zones, is hereby amended to include the entirety of two new Climate Friendly (CF) Overlay zones totaling approximately **177.35 acres** of land within the City Limits within the Detail Site Review Overlay Zone, said overlay amendment is reflected on the revised Site Design Zones Map, attached hereto as Exhibit A, and made a part hereof by this reference.

SECTION 3. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. 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, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2025, and duly PASSED and ADOPTED this _____ day of _____, 2025.

ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

Ordinance 3251: Exhibit A



CITY OF
ASHLAND
Better Together

Site Design Zones

 Downtown Design Standards

 City Limits

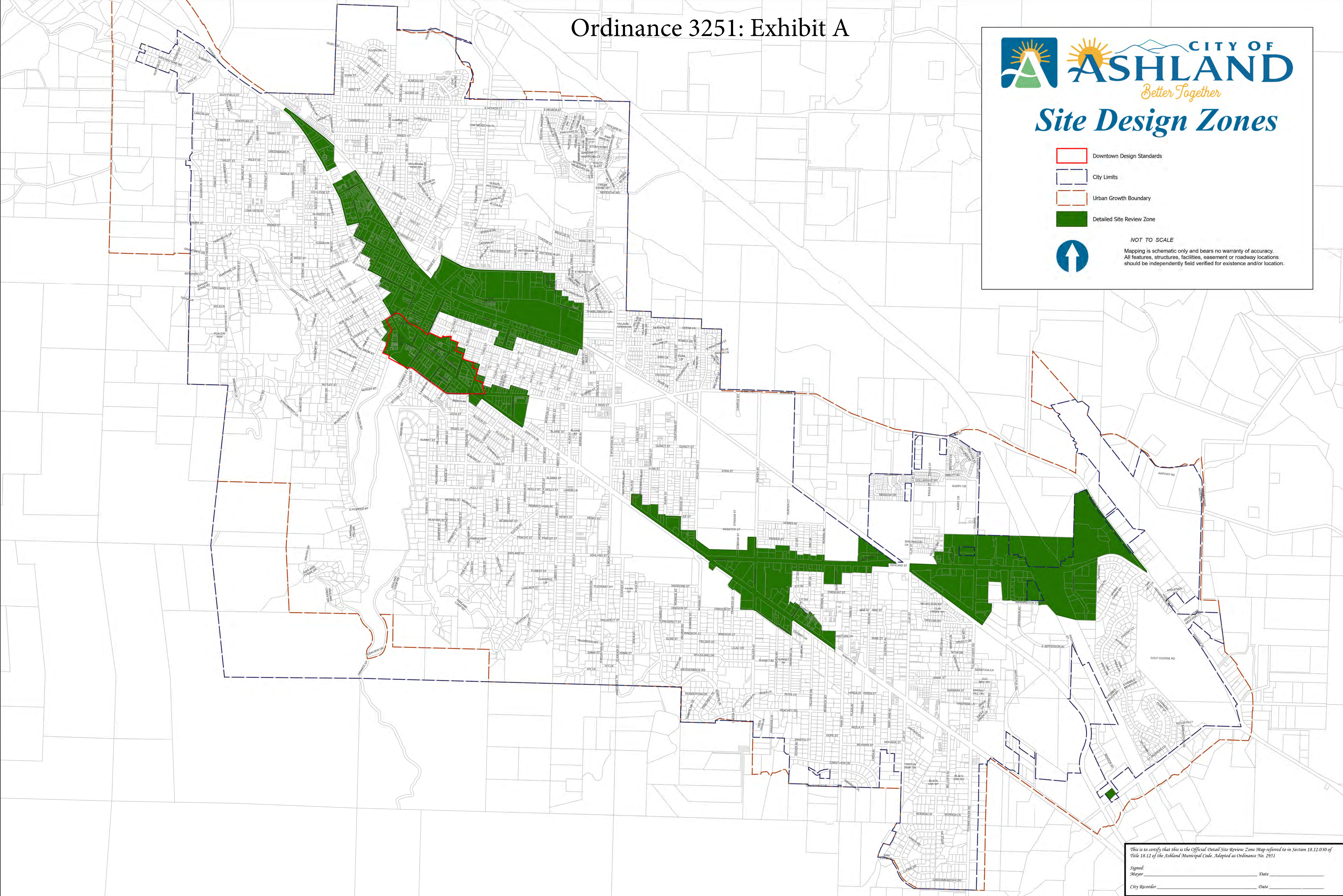
 Urban Growth Boundary

 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: _____

ORDINANCE NO. 3263

AN ORDINANCE AMENDING CHAPTERS 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 & 18.4.2.040.C OF THE ASHLAND LAND USE ORDINANCE TO ALIGN WITH THE NEW CLIMATE FRIENDLY AREA REGULATIONS AND ENSURE IMPLEMENTATION OF APPLICABLE DEVELOPMENT STANDARDS.

(Climate Friendly Area Adoption: Planning Action #PA-T3-2024-00013)

Annotated to show **deletions** and **additions** to the code sections being modified.
Deletions are **~~bold strikethrough~~** and additions are **bold underlined**.

WHEREAS, the Climate-Friendly and Equitable Communities rules adopted by the Land Conservation and Development Commission in July of 2022 require that cities within Oregon's eight Metropolitan Planning Organizations shall identify and re-zone Climate Friendly Areas capable of accommodating 30 percent of each city's future population in pedestrian-friendly, mixed-use areas ; and

WHEREAS, 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; and

WHEREAS, the Railroad Property Climate Friendly Area includes 57 acres in the center of the city, just a few blocks north of downtown. The site is zoned Employment (E-1) and has been planned for pedestrian-focused mixed-use development dating back to the 2001 master plan for the site. The application of a new CF Overlay provides an opportunity to update and expand the mixed-use development opportunities for the full site; and

WHEREAS, the Transit Triangle Climate Friendly Area includes 120.35 acres along the major transit corridors on Siskiyou Boulevard and Ashland Street in areas zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low Density Multiple Family (R-2) within the existing Transit Triangle (TT) Overlay, which currently offers 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; and

WHEREAS, the City's population exceeds 10,000 and is subject to the Oregon Administrative Rules (OAR) section 660-012-0315(2) which requires that Climate Friendly Areas be designated to accommodate at least 30 percent of the City's future housing units, which has been determined to be 3,469 units. Per the methodology established in 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 5,349 housing units, for a total capacity of 7,575 housing units, well over the required 30 percent of total housing units or 3,469 units determined for Ashland; and

WHEREAS, 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 multi-family in mixed-use and stand-alone configurations, and townhouses, and non-residential 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.

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 no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland Zoning Map to identify two new Climate Friendly (CF) Overlay zones; of the Site Design Zones Map to include the entirety of the two new Climate Friendly (CF) Overlay zones within the Detail Site Review Overlay Zone; of the Ashland Municipal Code and Land Use Ordinances to include a new Chapter 18.3.14 Climate Friendly Overlay; and of Chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 and 18.4.2.040.C of the Ashland Municipal Code and Land Use Ordinance to align with new Climate Friendly Area regulations and ensure implementation of applicable development standards, at a duly advertised public hearing on April 29, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on May 6, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; 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 amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent

with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-012-0310 through -0330, and that such amendments are fully supported by the record of this proceeding.

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

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. Section 18.2.1 [Zoning Regulations and General Provisions] of the Ashland Land Use Ordinance is hereby amended as follows:

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)	

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

Designation	Applicability
Special Districts	
Croman Mill District Zone (CM)	CM District Replaces chapter 18.2
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

SECTION 3. Section 18.2.2 [Base Zones and Allowed Uses] of the Ashland Land Use Ordinance is hereby amended as follows:

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. <u>18.2.3.160</u>
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. <u>18.2.3.190</u> See General Industrial, Marijuana Production
B. Residential Uses										
Single-Family Dwelling	P	P	P	P	P	P	S	S	N	See Single-Family standards in Sec. <u>18.2.5.090</u>

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										Sec. <u>18.2.3.130</u> for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. <u>18.2.3.120</u> and <u>18.2.5.070</u>
Accessory Residential Unit	S	S	S	S	S	S	N	N	N	Sec. <u>18.2.3.040</u> and <u>18.5.2.020.C.2</u> Dwellings and additions in Historic District Overlay, see Sec. <u>18.2.3.120</u> and <u>18.2.5.070</u>
Cottage Housing	S	N	N	N	N	N	N	N	N	Sec. <u>18.2.3.090</u> , Cottage Housing
Duplex	S	S	S	S	S	S	S	S	N	Sec. <u>18.2.3.110</u> , Duplex, and <u>18.5.2.020.C.2</u>

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										Sec. <u>18.2.3.130</u> for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. <u>18.2.3.120</u> and <u>18.2.5.070</u>
Manufactured Home on Individual Lot	S	S	S	S	N	N	N	N	N	Sec. <u>18.2.3.170</u> and not allowed in Historic District Overlay
Manufactured Housing Development	N	S	CU+S	N	N	N	N	N	N	Sec. <u>18.2.3.180</u>
Multifamily Dwelling	N	P	P	P	N	N	S	S	N	Sec. <u>18.2.3.130</u> for C-1 zone and E-1 zone Dwellings in Transit Triangle (TT) Overlay, see chapter <u>18.3.14</u> Dwellings and additions in Historic District Overlay, see Sec.

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										<u>18.2.3.120</u> and <u>18.2.5.070</u>
Rental Dwelling Unit Conversion to For-Purchase Housing	N	N	S	S	N	N	N	N	N	Sec. <u>18.2.3.200</u>
Home Occupation	S	S	S	S	S	S	S	S	N	Sec. <u>18.2.3.150</u>
C. Group Living										
Nursing Homes, Convalescent Homes	CU	CU	CU	CU	CU	CU	N	N	N	See chapter <u>18.3.3</u> , Health Care Services District
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										

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
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 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

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
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 fields, courts, swim pools, and similar uses	P	P	P	P	P	P	N	N	N	
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	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
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-Public, excluding electrical substations	CU	CU	N	N	CU	CU	P	P	P	Includes public service building, yard, and 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 <u>18.4.10</u>
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. <u>18.2.3.050</u> In C-1 zone, fuel sales and service is a permitted use provided within the Freeway

	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.										Overlay, see chapter 18.3.8; 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	
Commercial Laundry, Cleaning, and Dyeing Establishment	N	N	N	N	N	N	S	S	P	Sec. 18.2.3.080

	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 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 feet of gross leasable floor space per lot In M-1 zone, uses limited to serving persons working in 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
										See Marijuana Retail Sales
Drive-Up Use	N	N	N	N	N	N	S	N	N	Per Sec. <u>18.2.3.100</u> , 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. <u>18.2.3.145</u>
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 Planning Commission may approve a permanent facility through the Type II procedure
Hotel/Motel	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
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. <u>18.2.3.210</u> 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	
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. <u>18.2.3.190</u> , 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. <u>18.2.3.190</u>
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	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
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	
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	In R-2 zone, uses limited to personal and professional services, except see Sec. <u>18.2.3.210</u> for retail uses allowed in Railroad Historic District In E-1 zone, Retail limited to 20,000 square feet of gross leasable floor space per lot In M-1 zone, uses limited to serving persons working in 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
										See Marijuana Retail Sales
Self-Service Storage, Commercial (Mini-Warehouse)	N	N	N	N	N	N	N	CU	P	
Travelers' Accommodation (See also Accessory Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. <u>18.2.3.220</u>
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. <u>18.2.3.070</u>
Concrete or Asphalt Batch Plant	N	N	N	N	N	N	N	N	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
Dwelling for a caretaker or watchman	N	N	N	N	N	N	N	CU	CU	
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. <u>18.2.3.140</u>
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. <u>18.2.3.190</u> 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	
Television and Radio Broadcasting Studio	N	N	N	N	N	N	N	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
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. <u>18.2.3.190</u>
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
Temporary Use	CU, except uses lasting less than 72 hours are subject to ministerial review, per Sec. <u>18.2.2.030.H</u>									

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

SECTION 4. Section 18.2.3.130 [Dwellings in Non-Residential Zone] of the Ashland Land Use Ordinance is hereby amended as follows:

18.2.3.130 Dwellings 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. **No maximum residential densities shall apply. 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.**

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.

SECTION 5. Section 18.2.6 [Standards for Non-Residential Zones] of the Ashland Land Use Ordinance is hereby amended as follows:

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 <u>18.2.3.130</u> ; within E-1 zone, per R-Overlay (see chapter <u>18.3.13</u> 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 <u>18.3</u> or the site development and design standards of part <u>18.4</u> .			
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 <u>18.4.8</u> 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 <u>18.4.8</u> do not apply to structures in the C-1 zone.			
	See also section <u>18.2.4.030</u> Arterial Street Setback.			
Building Height ^{2&3} – Maximum (feet)	40 ft, except:	50 ft, except:	40 ft	40 ft
	-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	- 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.		

Standard	C-1	C-1-D	E-1	M-1
	approval of a Conditional Use Permit.			
² See definition of “height of building” in section <u>18.6.1.030</u> .				
³ Parapets may be erected up to five feet above the maximum building height; see also, <u>18.4.4.030.G.4</u> for mechanical equipment screening requirements, and <u>18.5.2.020</u> 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 <u>18.4.3</u> Parking, Access, and Circulation, and 18.4.4 Landscaping, Lighting, and Screening.	15%	10%

SECTION 6. Section 18.3.12 [Site Development and Design Overlays] of the Ashland Land Use Ordinance is hereby amended as follows:

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:

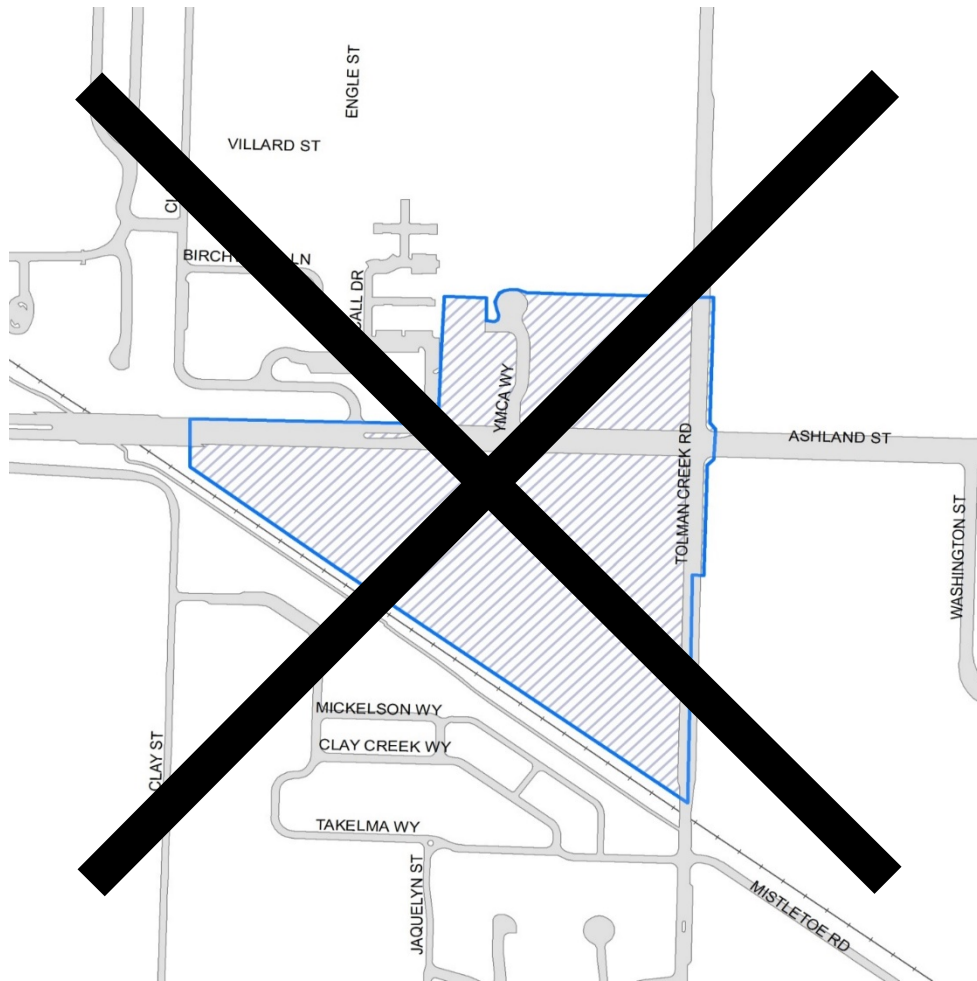
1. Building Setbacks. The solar access setback in chapter [18.4.8](#), Solar Access, applies only to those lots abutting a residential zone to the north.
2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area 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.





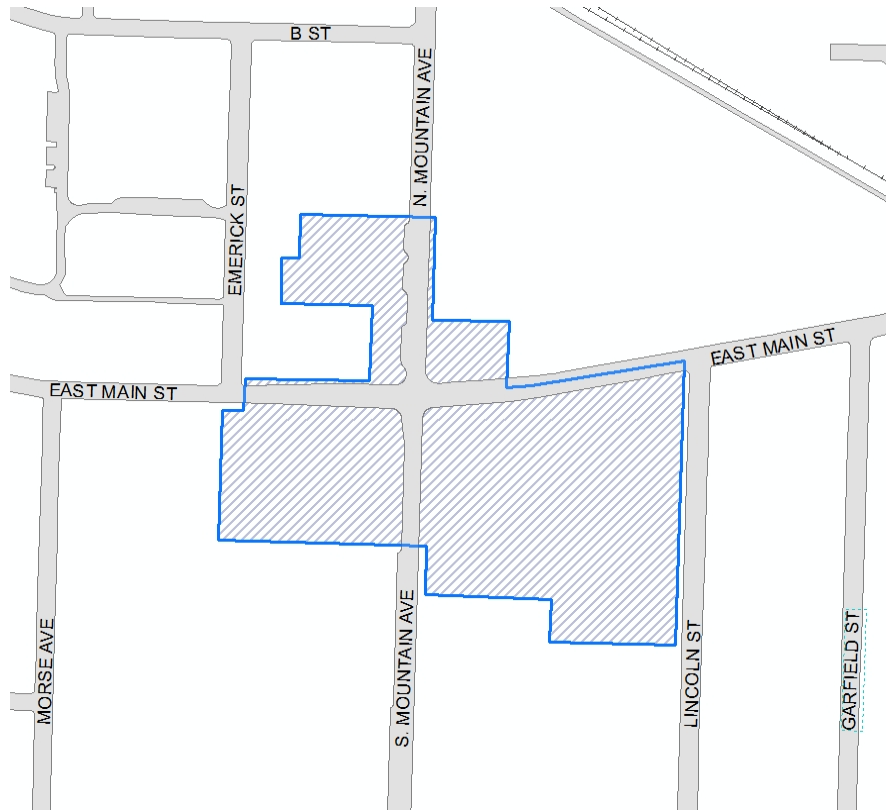


Figure 18.3.12.060. Pedestrian Places Overlay



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

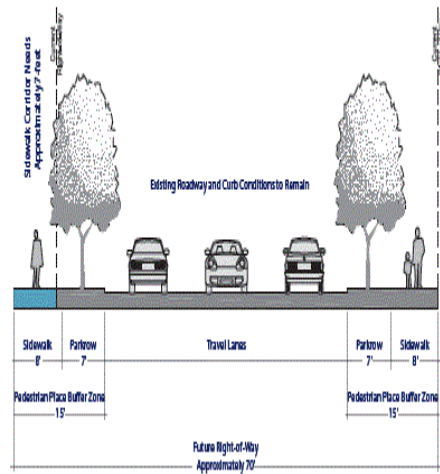
Arts, Education and Affordability

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

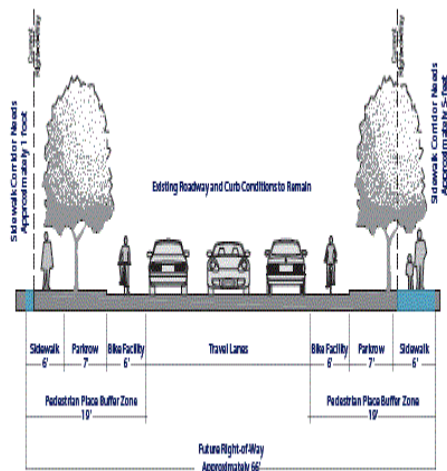
Transportation and Streetscape Improvements

- 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



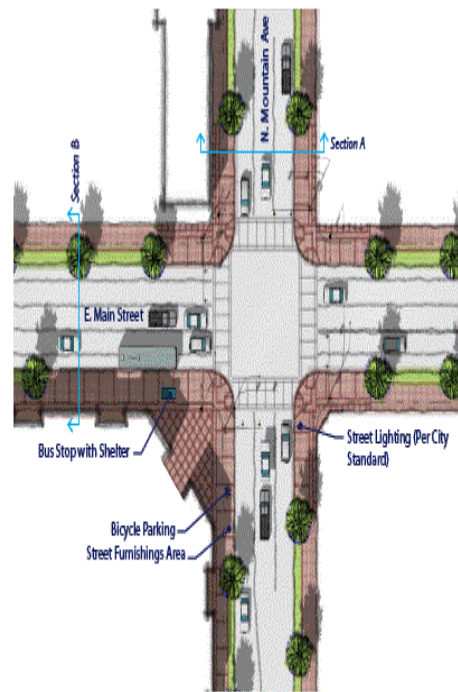
N. Mountain Avenue Future Improvements
Section A - Looking North



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.

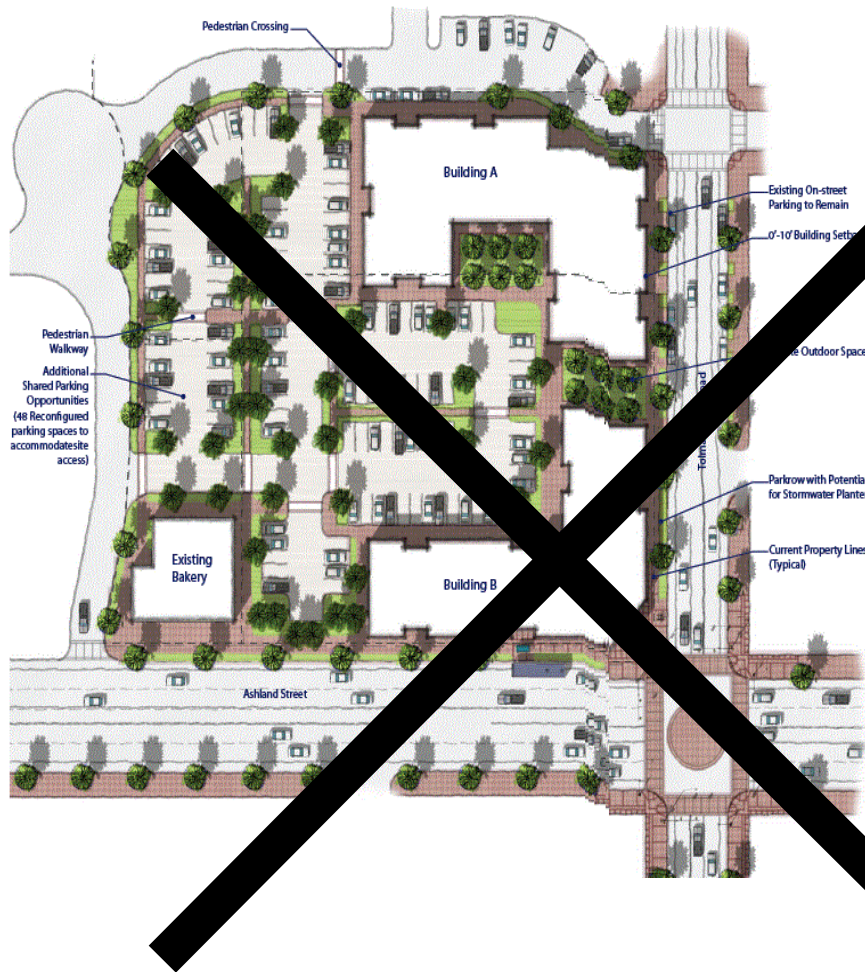


Creating a pedestrian-friendly environment requires increased pedestrian connectivity, and a balance between residential and commercial uses.

City of Ashland
SFP Update
Tolman Creek Road and Ashland 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 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

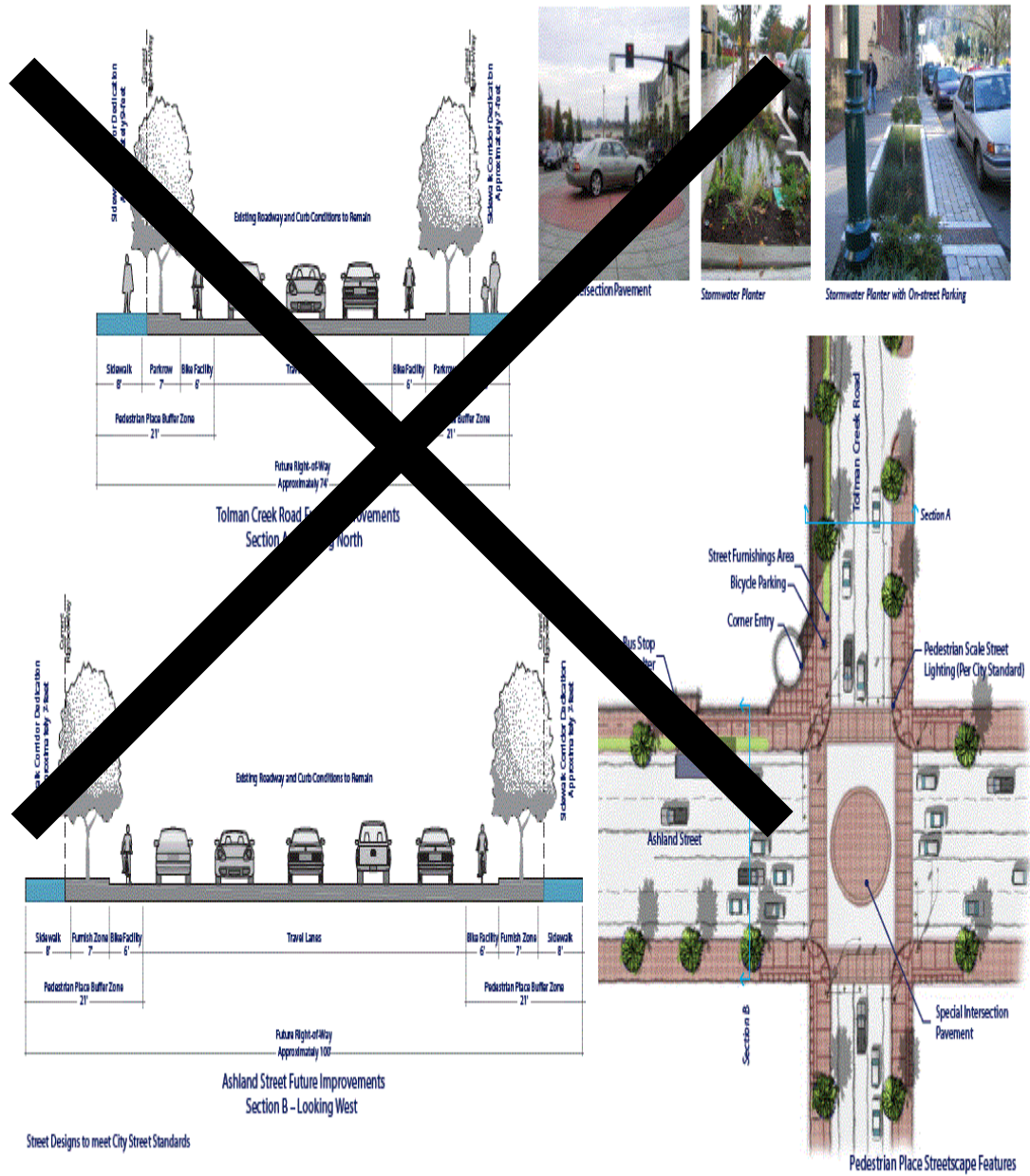
Balancing Residential and Commercial Uses

- Expand housing choices in core area 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

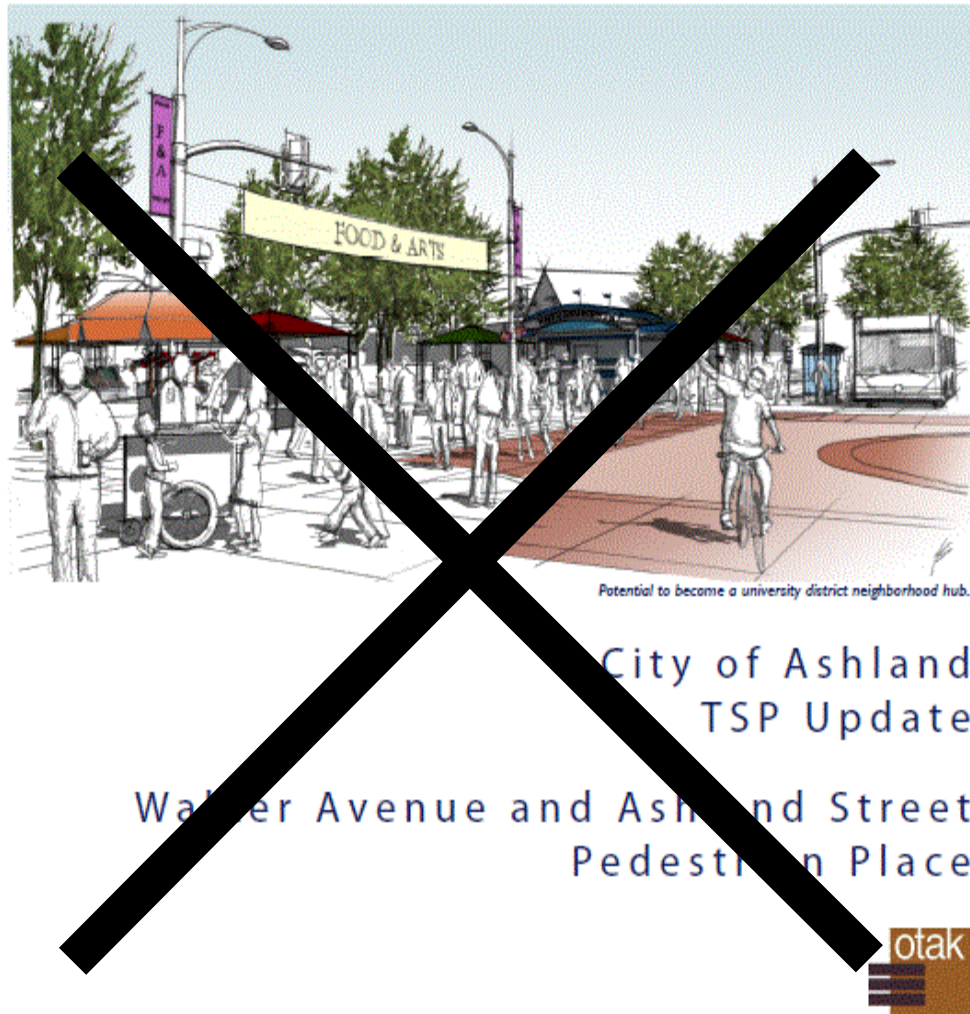
Green Street and Intersection Design Features

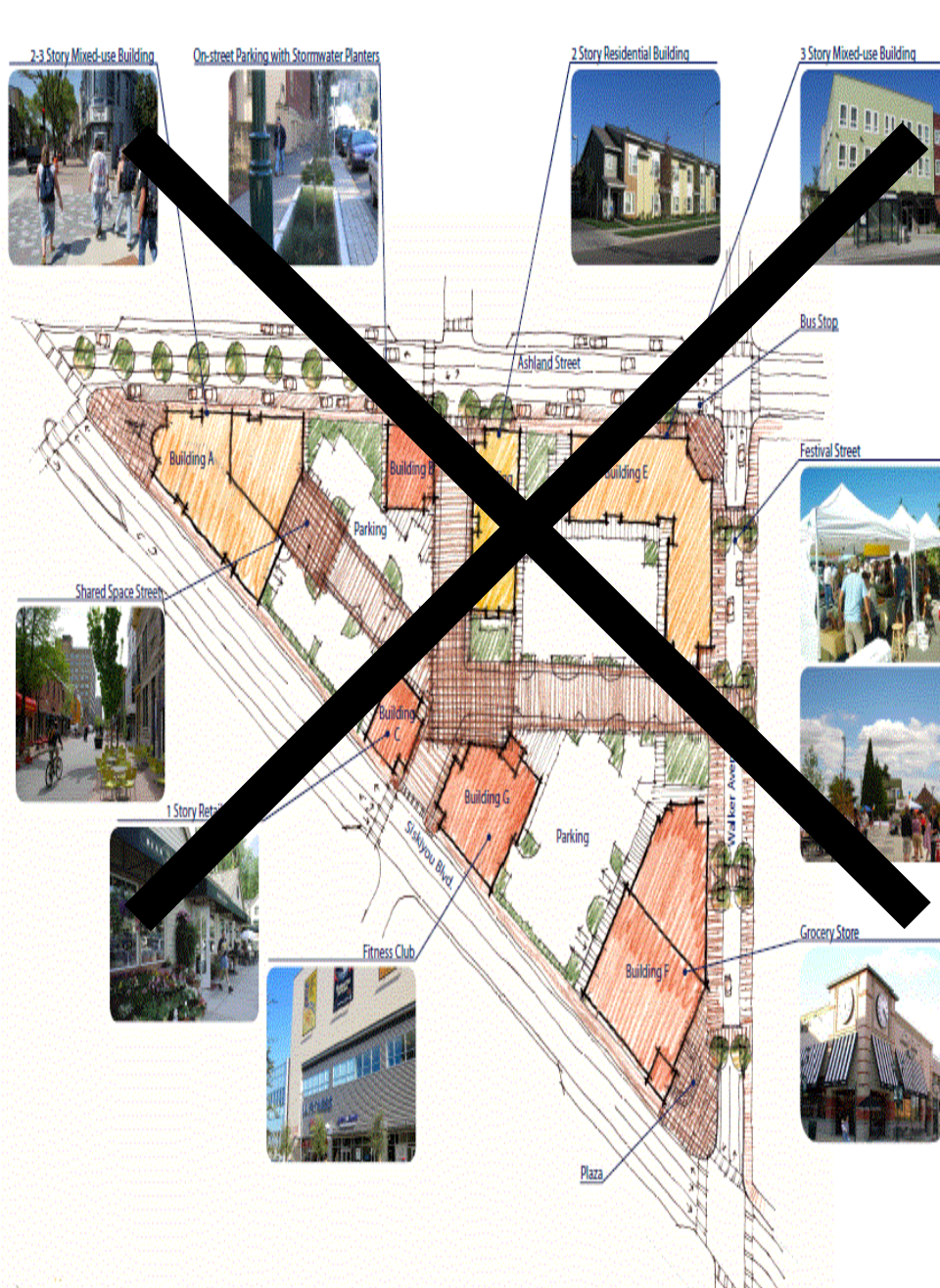




Public Realm Features

Primary streetscape character elements are defined by building articulation and street design with flow-through stormwater planters, pedestrian scaled street lights with banners and a paved sidewalk furnishing zone near the intersection 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 the 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

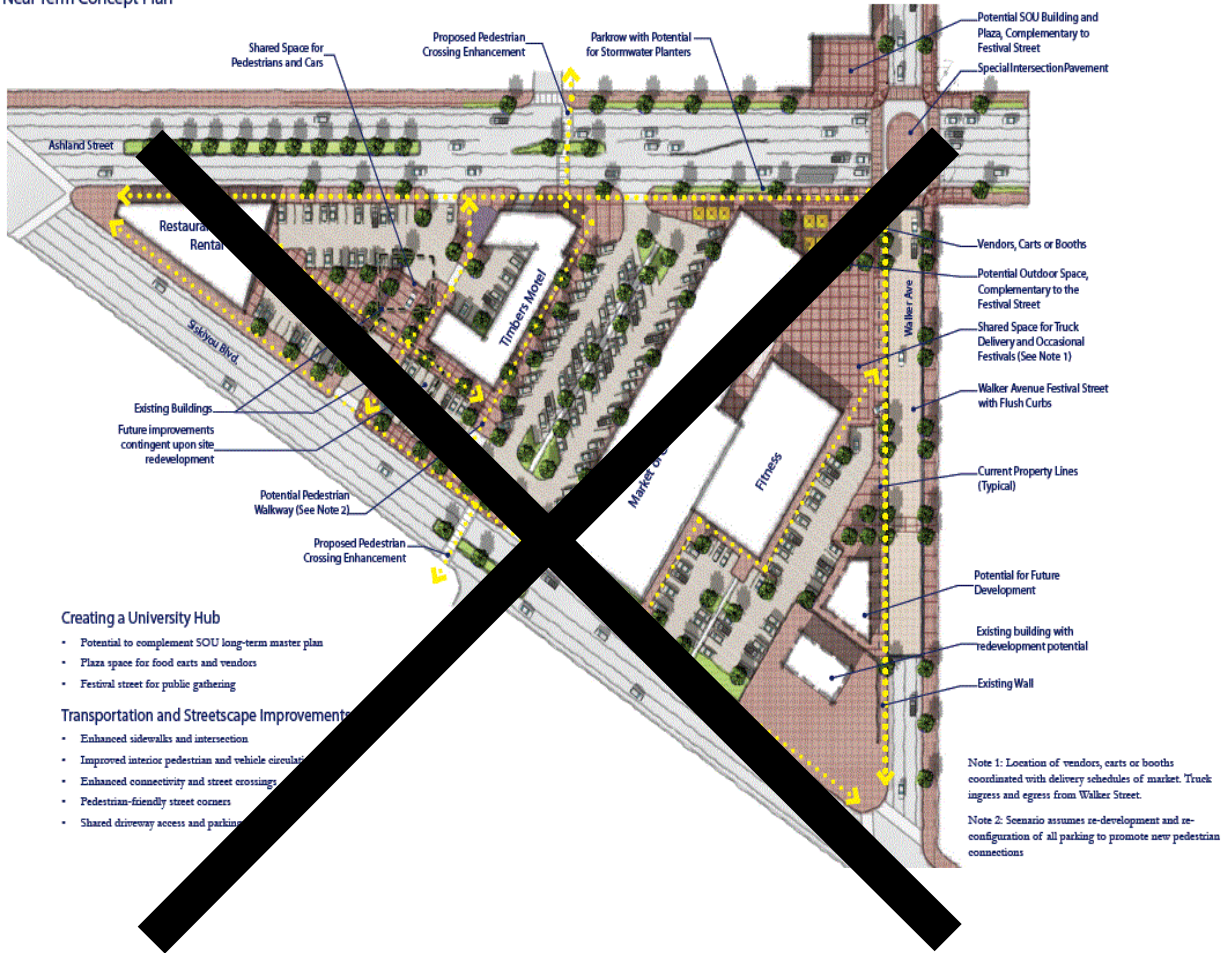
Creating a University Hub

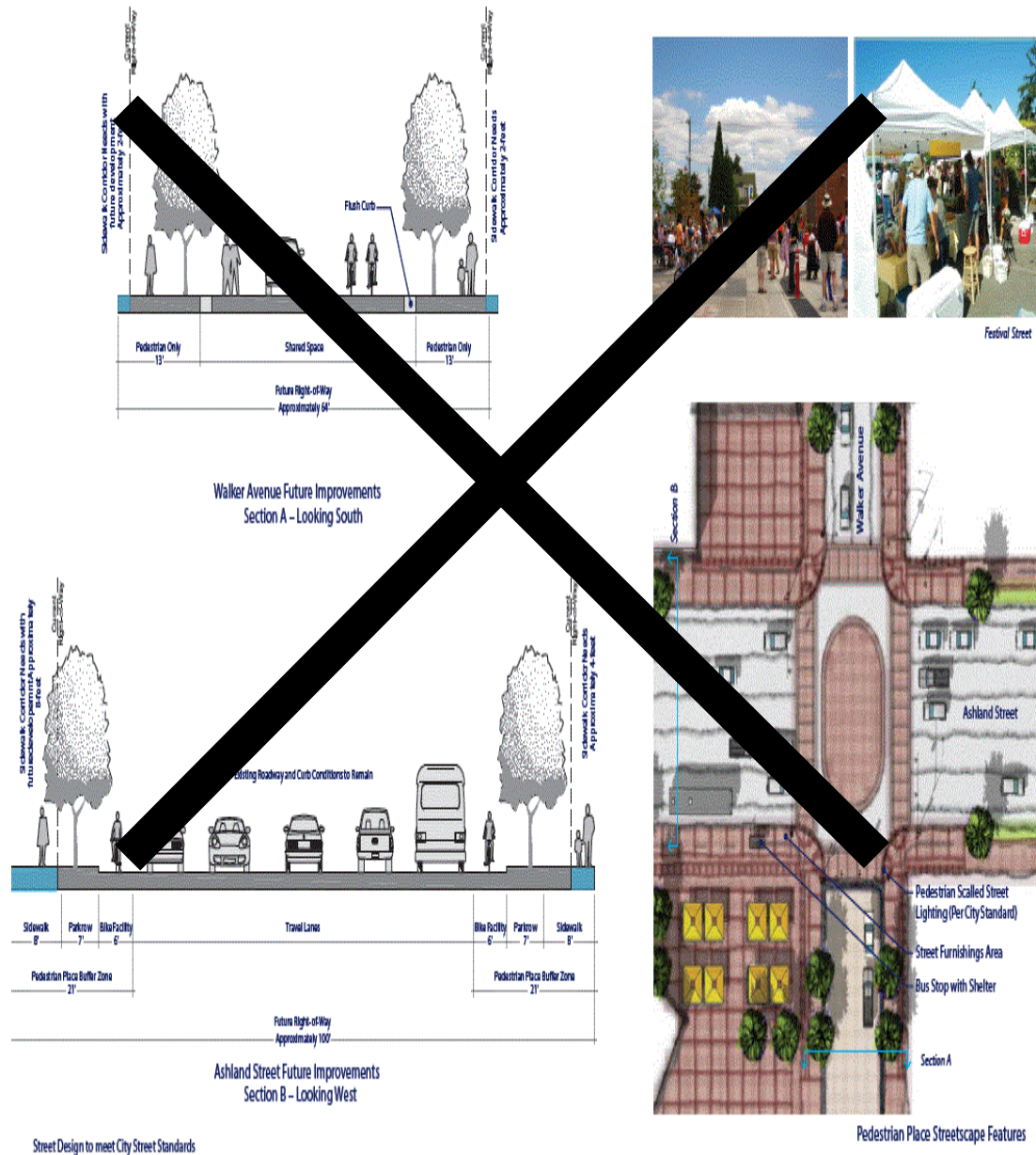
- Multiple, affordable housing choices and locations not currently available
- New retail, grocery and entertainment uses
- Potential to complement SOU long-term master plan
- Festival street for public gathering

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





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

SECTION 7. Section 18.3.13 [Residential Overlay] of the Ashland Land Use Ordinance is hereby amended as follows:

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.

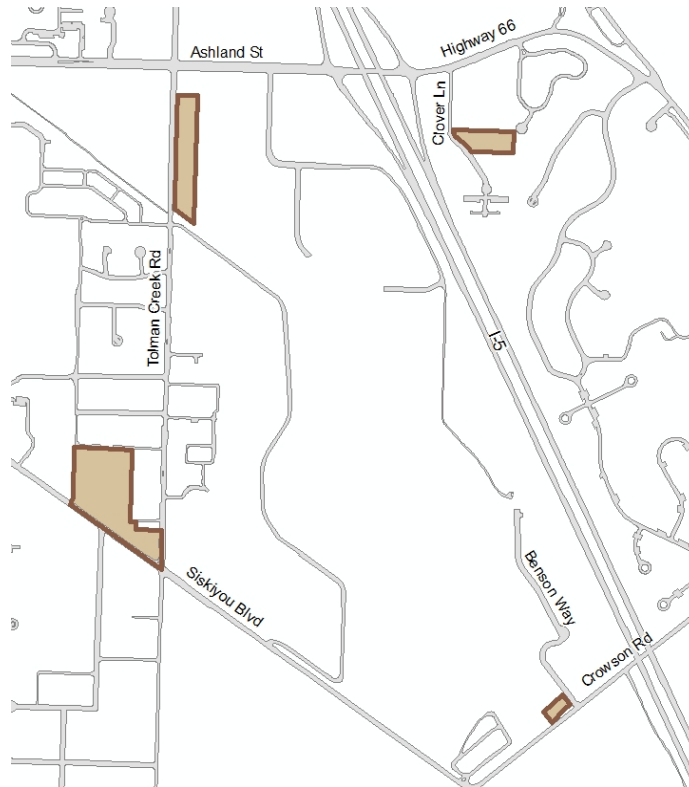
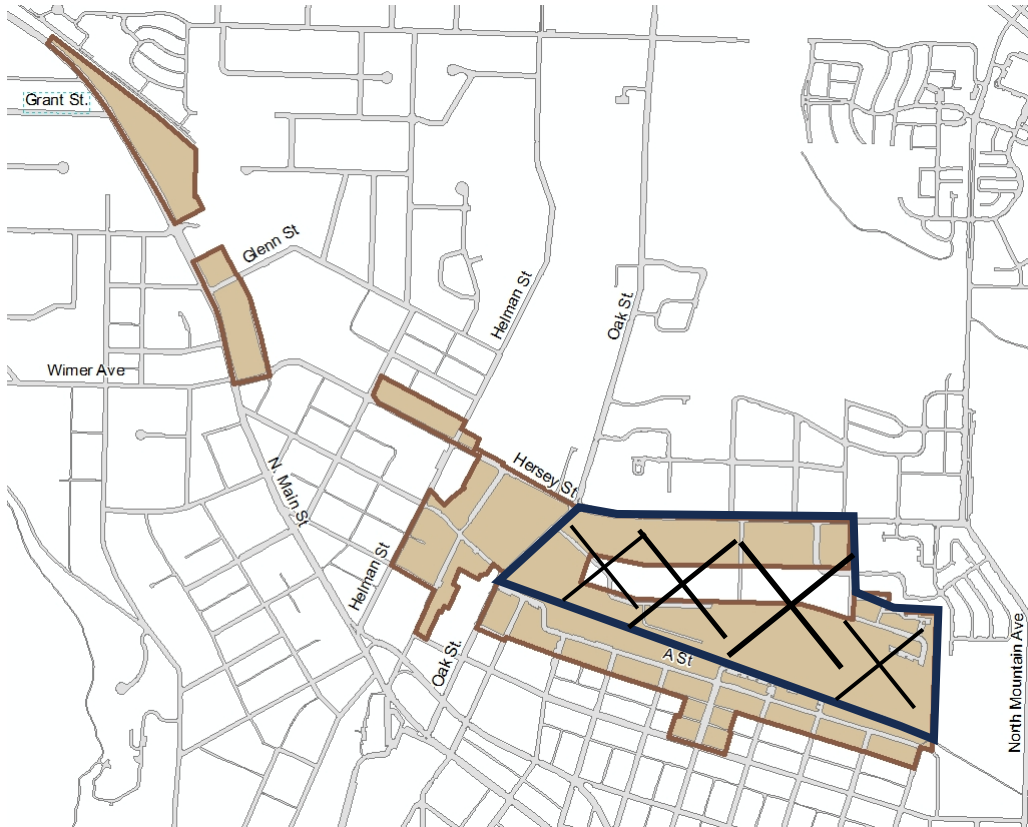
B. Applicability. The Residential overlay applies to all property where 'Residential Overlay' (R) is indicated on the Zoning map.

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.**

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. 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 E-1 District.



SECTION 8. Section 18.4.2.040.C [Detailed Site Review Standards] of the Ashland Land Use Ordinance is hereby amended to incorporate revised Detail Site Review overlay maps as follows:

C. Detailed Site Review Standards. Development that is within the Detail Site Review overlay shall, in addition to complying with the standards for Basic Site Review in subsection [18.4.2.040.B](#), above, conform to the following standards. See conceptual site plan of detail site review development in Figure [18.4.2.040.C.1](#) and maps of the Detail Site Review overlay in Figures [18.4.2.040.C.2](#) through [5](#).

1. Orientation and Scale.

- a. Developments shall have a minimum Floor Area Ratio (FAR) of 0.50. Where a site is one-half an acre or greater in size, the FAR requirement may be met through a phased development plan or a shadow plan that demonstrates how development may be intensified over time to meet the minimum FAR. See shadow plan example in Figure [18.4.2.040.C.1.a](#). Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR.

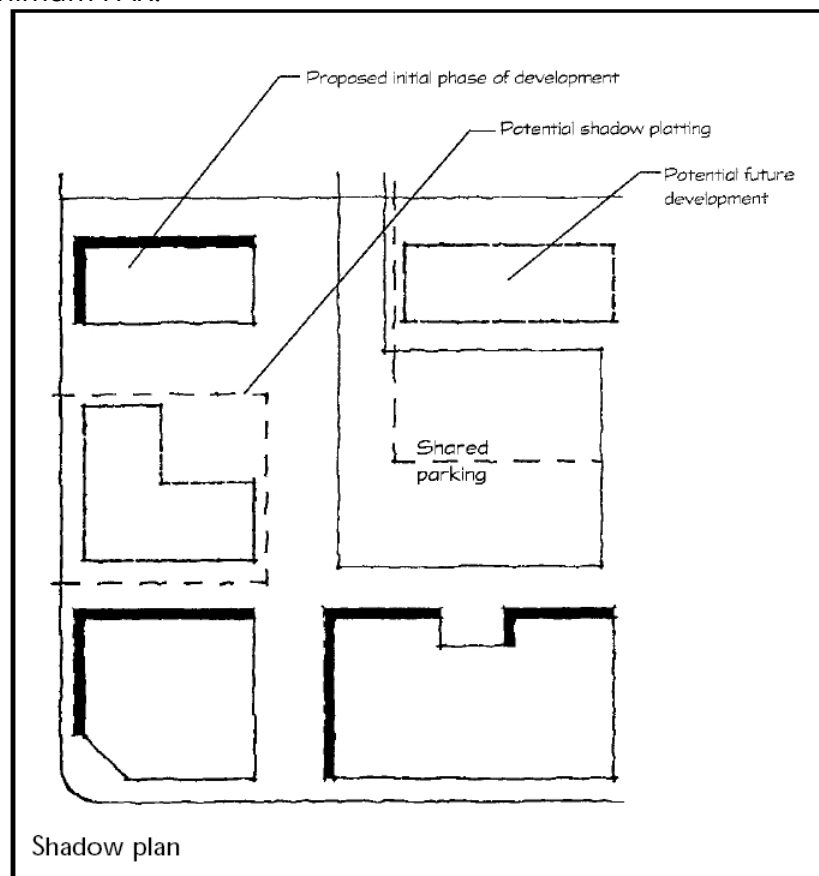


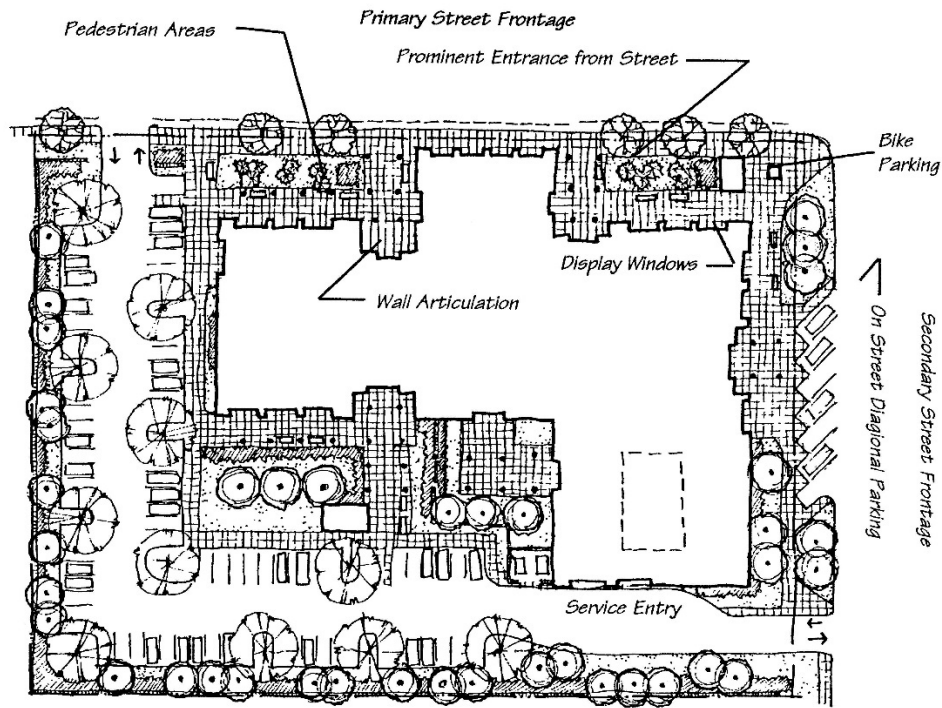
Figure 18.4.2.040.C.1.a. Shadow Plan

- b. Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.

- c. Any wall that is within 30 feet of the street, plaza, or other public or common open space shall contain at least 20 percent of the wall area facing the street in display areas, windows, or doorways. Windows must allow view into working areas, lobbies, pedestrian entrances, or display areas. Blank walls within 30 feet of the street are prohibited. Up to 40 percent of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.
 - d. Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to entrances.
 - e. Infill or buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.
 - f. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.
2. Streetscape.
- a. Hardscape (paving material) shall be utilized to designate “people” areas. Sample materials could be unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
 - b. A building 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. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65 percent of the aggregate building frontage shall be within five feet of the sidewalk.
3. Buffering and Screening.
- a. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.
 - b. Parking lots shall be buffered from the main street, cross streets, and screened from residentially zoned land.
4. Building Materials.
- a. Buildings shall include changes in relief such as cornices, bases, fenestration, and fluted masonry, for at least 15 percent of the exterior wall area.
 - b. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

Figure 18.4.2.040.C.1. Detail Site Review Conceptual Site Plan

DETAIL SITE REVIEW CONCEPTUAL SITE PLAN



**Figure 18.4.2.040.C.2. Detail Site Review Overlay
North Main, Historic District and Oak Street**

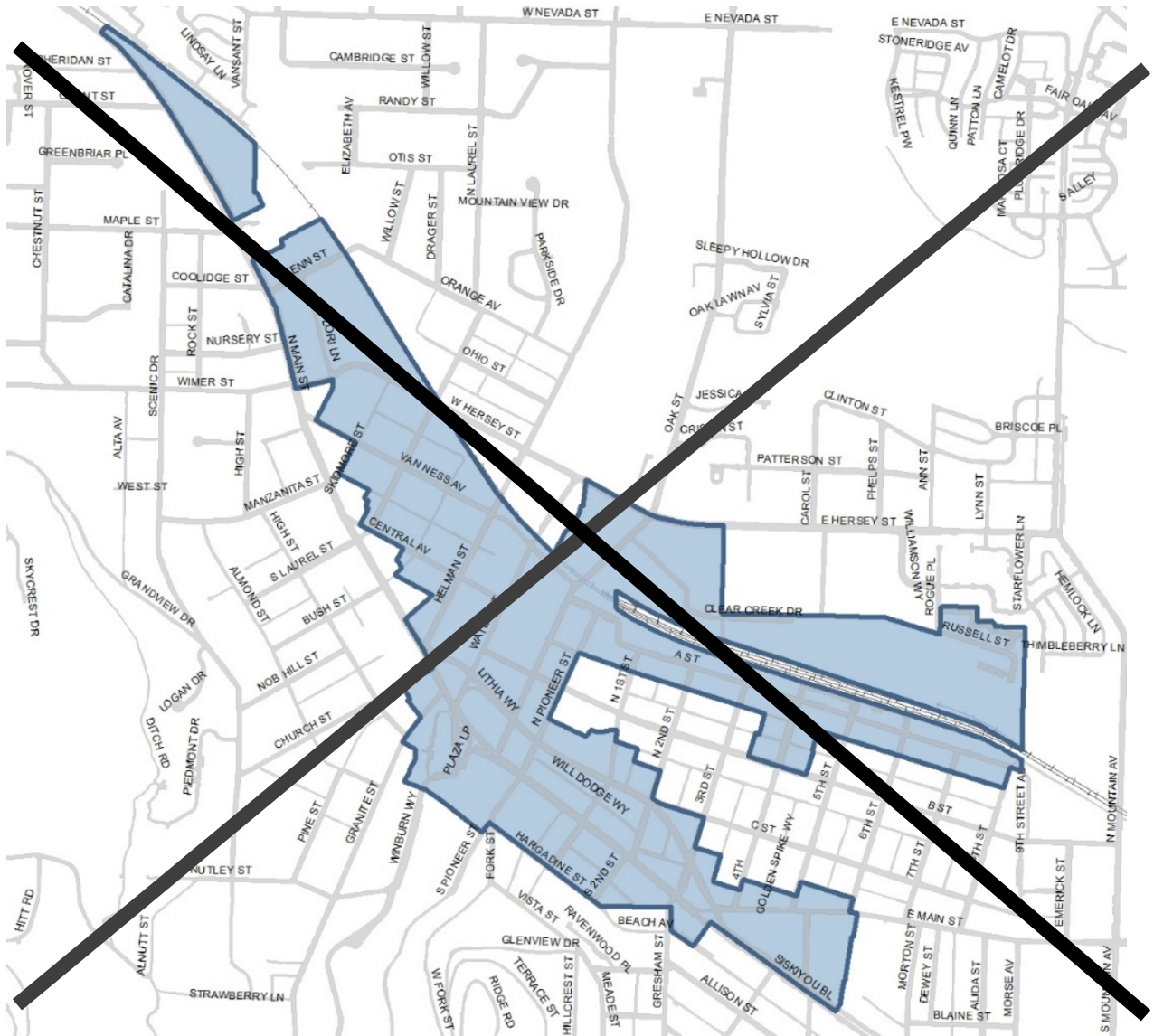


Figure 18.4.2.040.C.2. Detail Site Review Overlay
North Main, Historic District and, Oak Street, and Hersey Street

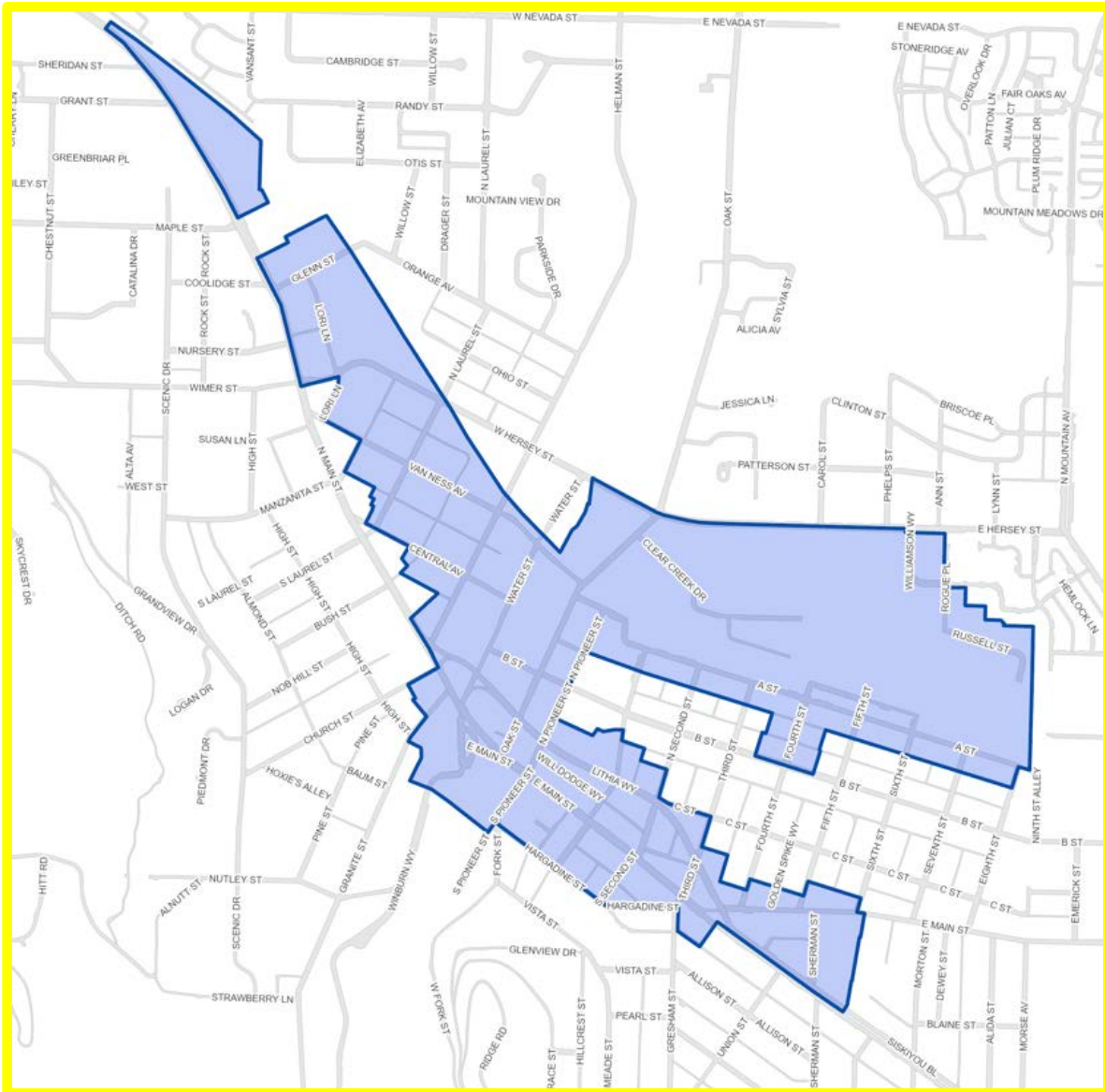
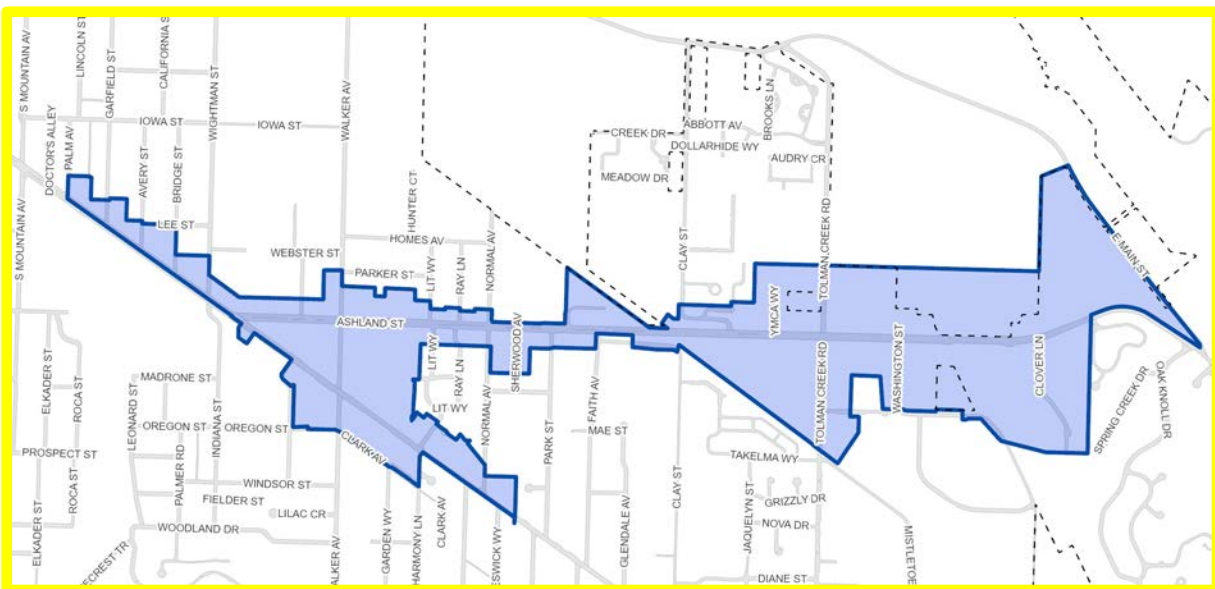
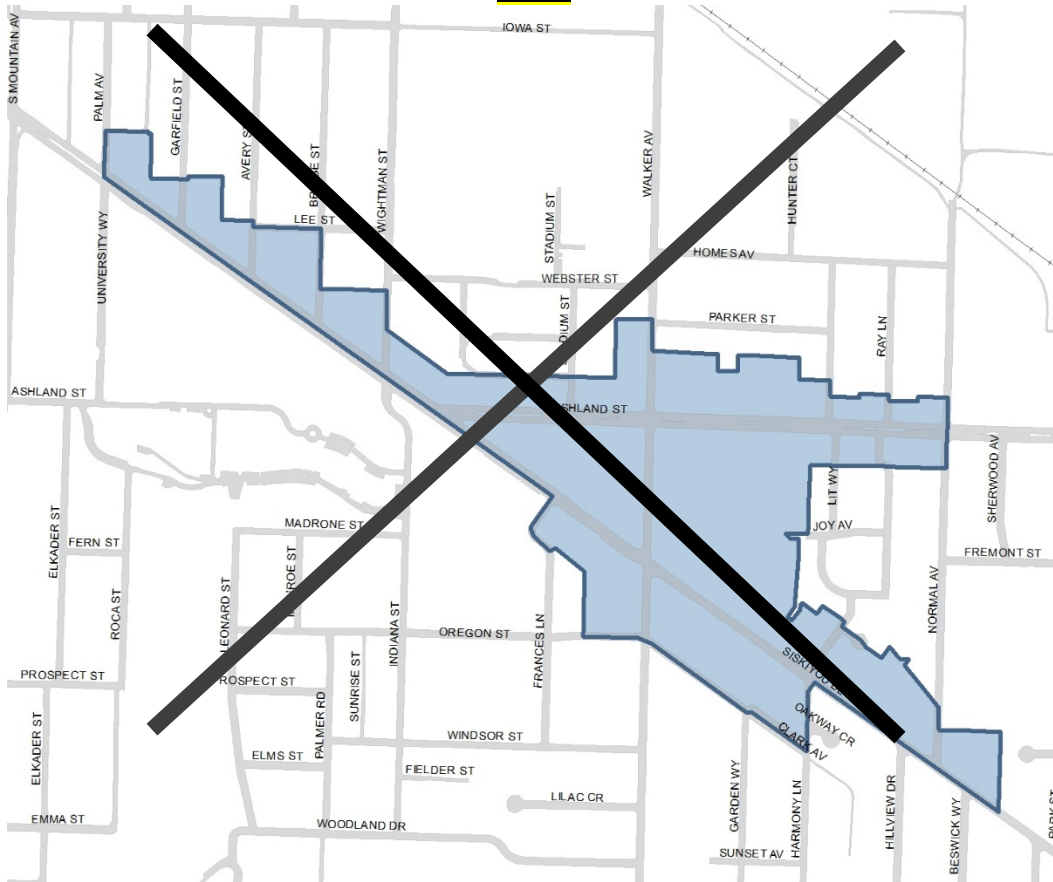
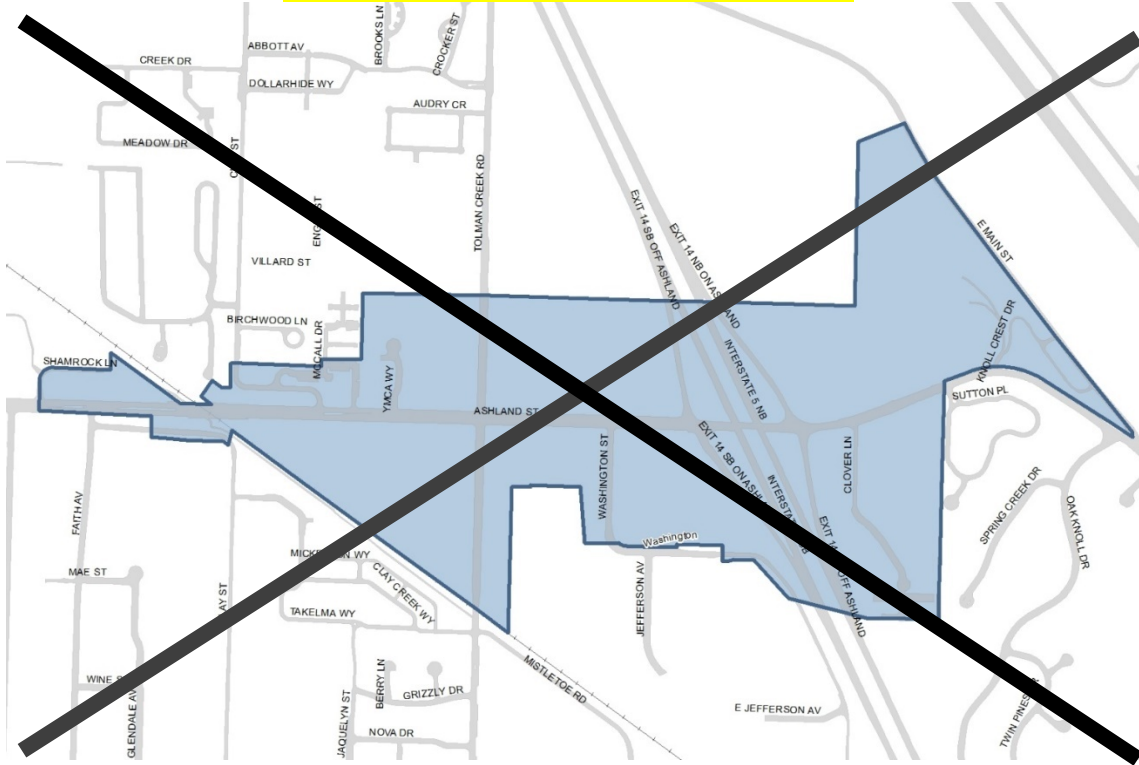


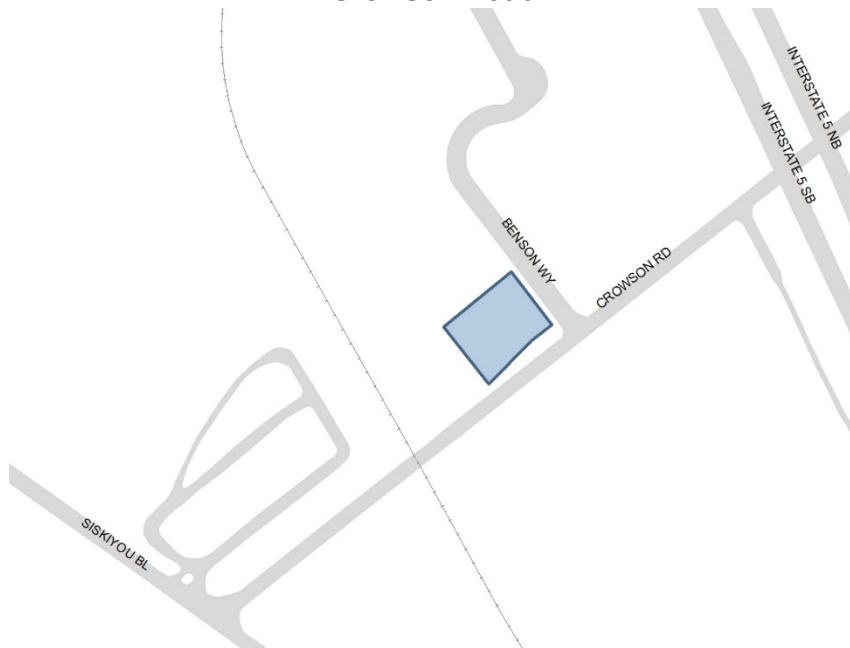
Figure 18.4.2.040.C.3. Detail Site Review Overlay
Siskiyou Boulevard, Ashland Street and Walker Avenue and Tolman Creek Road



**Figure 18.4.2.040.C.4. Detail Site Review Overlay
Ashland Street and Tolman Creek Road**



**Figure 18.4.2.040.C.5.4. Detail Site Review Overlay
Crowson Road**



SECTION 9. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 10. 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, and text descriptions of amendments (i.e., Sections 2-10) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2025, and duly PASSED and ADOPTED this _____ day of _____, 2025.
ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

DRAFT June 3, 2025 DRAFT

Page 160 of 288

site. The site has been planned for a pedestrian-focused mixed-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 approximately 117 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.

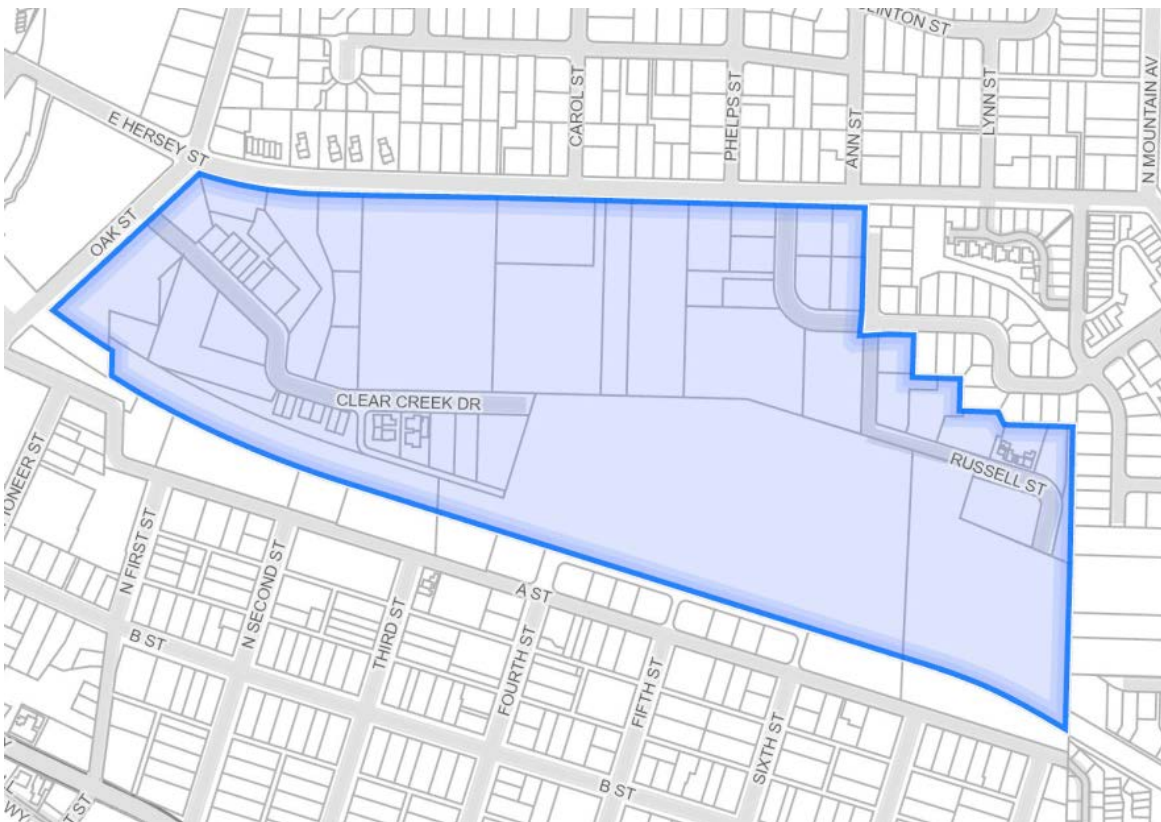


Figure 1: Railroad Property CFA

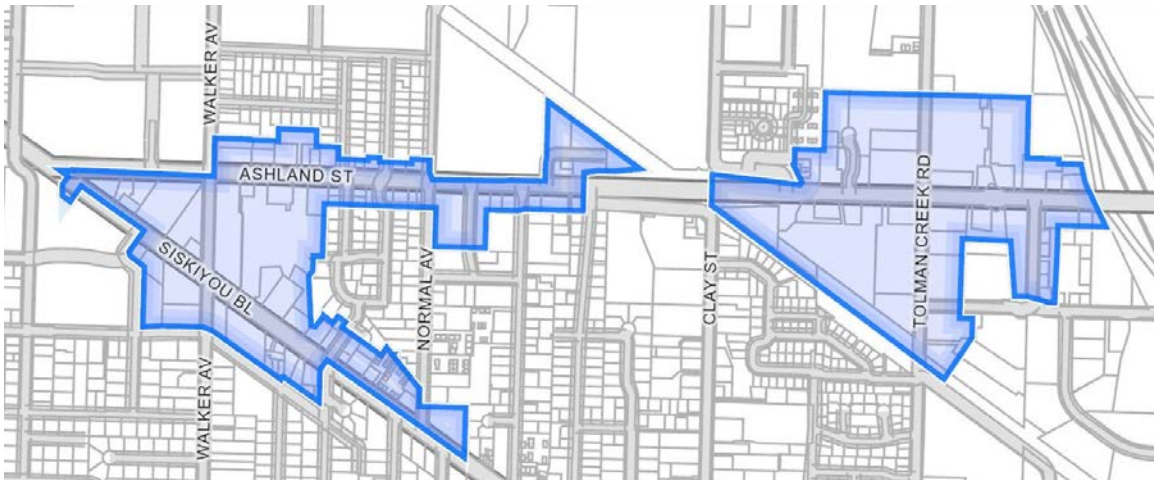


Figure 2: Transit Triangle CFA

Proposed Code Amendments

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

AMC 18.3.14.010, .020, .030	Establish new CF Overlay that applies in addition to and supersedes base zone requirements, to be designated on the Zoning Map.
AMC 18.3.14.040	Revise use standards in underlying zones: • 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	• 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: • Affordable housing projects, as required by state law. • Buildings developed with ‘commercial-ready’ ground floor space.
AMC 18.3.14.050	Supersede dimensional standards in base zones to include: • 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	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.
AMC 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.

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

	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. • 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, streets 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, streets 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 a public hearing on April 29, 2025, and recommended the adoption of the Railroad Property Climate Friendly Area and the Transit Triangle Climate Friendly Area and associated code amendments. 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 or 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 projected 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 5,349 housing units, using the methodology in this section, for a total capacity of 7,575 housing units. (See Housing Capacity Analysis Update in Exhibit E.) 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 B. Exhibit E includes supplemental documentation of the CFAs' housing capacity showing that there is capacity for 7,575 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 F, in response to subsection (6)(b). The Railroad Property is estimated to have 45 existing dwelling units, and the Transit Triangle is estimated to have 270 existing dwelling 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 included here with Exhibit G, 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

Findings of Fact and Conclusions of Law Page 24

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 H, which identifies bicycle, pedestrian and transit opportunities existing and proposed within the CFAs. A highway impacts summary has been prepared and is provided in Exhibit I, 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 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.

Specifically, the Council finds that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance

Findings of Fact and Conclusions of Law Page 32

and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of *Ashland Comprehensive Plan* and other City policies. The Council finds and determines that the proposed amendments are consistent the Oregon Statewide Planning Goals and OAR 660-012-0310 through -0330.

Accordingly, based on the above Findings of Fact and Conclusions of Law, and based upon the evidence in the whole record, the City Council hereby APPROVES the ADOPTION of the following amendments to AMC Title 18 Land Use, to the Zoning and Land Use Controls Map, and to the Site Design Zones Map as reflected in the attached ordinance.

Ashland City Council Approval

Tonya Graham, Mayor

Date

Signature authorized and approved by the full Council this xxst day of June, 2025.

Attest:

Alissa Kolodzinski, City Recorder

Date

Approved as to form:

Johan Pietila, City Attorney

Date

EXHIBITS

- A. Ordinance #3249 amending the Ashland Land Use Ordinance to repeal Chapter 18.3.14 Transit Triangle Overlay and replacing it with a new Chapter 18.3.14 Climate Friendly Overlay (new Chapter 18.3.14 attached as Ordinance Exhibit A).
- B. Ordinance #3250 amending the adopted Zoning Map to add the Climate Friendly (CF) Overlay (new Zoning Map attached as Ordinance Exhibit A).
- C. Ordinance #3251 amending the adopted Site Design Zones Map to align the extent of the Detailed Site Design Review Overlay Zone to include the full extent of two newly proposed Climate Friendly Area Overlay Zones (new Site Design Zones Map attached as Ordinance Exhibit A) .
- D. Ordinance #3263 amending Chapters 18.2.1, 18.2.2, 18.2.3.130, 18.2.6, 18.3.12, 18.3.13 & 18.4.2.040.C of the Ashland Land Use Ordinance to align with the new Climate Friendly Area regulations and ensure implementation of applicable development standards.
- E. Housing Capacity Analysis of the CFAs
- F. Estimates of Existing Dwellings within the CFAs
- G. Housing Production Strategies to promote affordable housing and prevent displacement within the CFAs, ongoing and newly adopted
- H. Multimodal Transportation Gap Summaries
- I. Highway Impacts Summary [To be provided by ODOT]

Climate Friendly Area Ordinance Findings

Exhibit E

Housing Capacity Analysis of the Climate Friendly Areas (CFAs)

The Rogue Valley Council of Governments (RVCOG) Climate Friendly Area (CFA) Study completed in 2023 analyzed the housing capacity of three of the four potential Climate Friendly Areas (CFAs) being considered at the time using the methodology from the Oregon Administrative Rules (OAR) section 660-012-0315(2).

RVCOG looked at the capacity of potential CFAs for the former Croman Mill site, the Transit Triangle Overlay, and the Railroad Property and surroundings. A fourth area, the C-1-D downtown zone was considered as a potential CFA but was not subject to a detailed capacity analysis as the C-1-D zone is largely built-out with only approximately 0.44 acres of vacant land and is a National Register of Historic Places-listed historic district.

After a lengthy public engagement process, the City of Ashland ultimately selected only two of the four CFAs initially considered: the Railroad Property CFA, which was adopted with the same boundaries originally considered by the Rogue Valley Council of Governments in their initial study, and the Transit Triangle CFA, with boundaries amended to remove already-developed High-Density Residential Property along Siskiyou Boulevard near the southeastern portion of the triangle. On January 26, 2025, RVCOG completed a *"Transit Triangle Housing Unit Capacity Recalculation"* based on the updated boundaries.

Both the initial RVCOG Climate Friendly Area Study, which speaks to the Railroad Property CFA's housing unit capacity, and the supplementary *"Transit Triangle Housing Unit Capacity Recalculation"* based on adjusted Transit Triangle boundaries are incorporated herein by reference and made a part of the record in support of these findings and the adoption of the proposed zoning and land use amendments. The housing unit capacity for each CFA is discussed in more detail below, based on the final boundaries selected by the City Council.

Climate Friendly Area Ordinance Findings

Exhibit E

Transit Triangle Climate Friendly Area (CFA)

Subsequent to the January 26, 2025 recalculation by RVCOG, areas zoned R-1-5, R-1-7.5, R-3 and SO were removed from the final boundaries of the Transit Triangle CFA, as well as removing Mountain View Cemetery and adjacent Normal Avenue right-of-way. With those adjustments, the Transit Triangle CFA as adopted includes 116.64 gross acres along the major transit corridors on Siskiyou Boulevard and Ashland Street. 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). A revised zoning calculation breakdown is provided below:

Figure 1. Transit Triangle CFA Final Zoning Calculation Breakdown

Zoning	Gross Acres	Net Block Area	Housing Unit Capacity
C-1	98.63	78.9	4582.61
E-1	12.31	9.85	571.84
R-2	5.7	3.35	194.62
TOTAL	116.64	92.1	5349.07

Railroad Property Climate Friendly Area (CFA)

The Railroad Property CFA includes approximately 57 acres in the center of the city, just a few blocks north of downtown. The site is zoned Employment (E-1). The housing unit capacity as originally calculated by RVCOG is presented in Figure 2 below.

Figure 2. Railroad Property CFA Final Zoning Calculation Breakdown

Zoning	Acres	Net Block Area	Housing Unit Capacity
E-1	57.27	38.34	2,226.8
TOTAL	57.27	38.34	2,226.8

Conclusion

The proposed Railroad Property CFA has been shown to have capacity to accommodate 2,226 housing units. The proposed Transit Triangle CFA has been shown to have capacity to accommodate **5,349** housing units, using the methodology in this section, for a total capacity of 7,575 housing units. This exceeds the projected needed housing withing CFAs of 3,469 housing units.

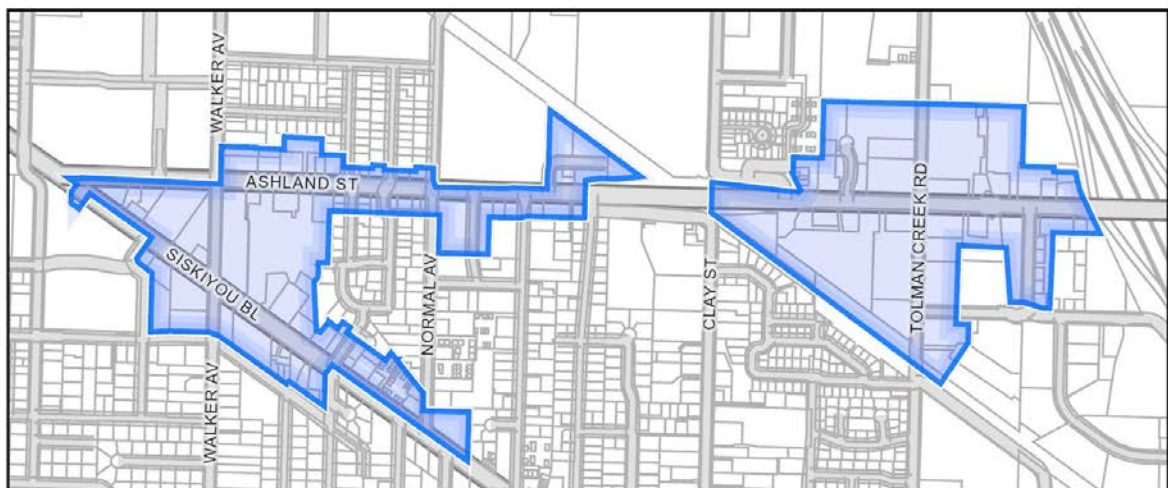
Climate Friendly Area Ordinance Findings

Exhibit F – Estimate of Existing Dwellings within the CFAs

Transit Triangle Climate Friendly Area (CFA)

The Transit Triangle CFA includes approximately 117 acres along the major transit corridors on Siskiyou Boulevard and Ashland Street, as illustrated in Figure 1 below. The site is zoned a mix of Commercial (C-1), Employment (E-1) and a small amount of Residential Low-Density Multi-Family (R-2). Using the methodology of Oregon Administrative Rules (OAR) section 660-012-0315(2), the proposed Transit Triangle CFA has been shown to have capacity to accommodate 5,349 housing units.

Figure 1. Transit Triangle CFA Boundaries



Existing dwelling unit counts within the boundaries of the proposed Transit Triangle CFA are detailed in Figure 2 below. There are 270 existing dwelling units within this CFA, and a total of 76 of these are deed-restricted affordable housing units.

Climate Friendly Area Ordinance Findings

Exhibit F – Estimate of Existing Dwellings within the CFAs

Figure 2. Estimate of Existing Dwelling Units within the Transit Triangle Climate Friendly Area

Address	Existing Dwelling Units	Affordable Units	Zoning
1651-75 Ashland St	29	28	C-1
2205 Ashland St	32	8	C-1
2255 Ashland St	2		C-1
1621 Clark Ave	3		C-1
1631 Clark Ave	3		C-1
1641 Clark Ave	3		C-1
1661 Clark Ave	1		C-1
1671-1673 Clark	2		C-1
677 Harmony Ln	1		C-1
1710 Harmony Cir	1		C-1
555 Lit Way	1		C-1
545 Normal Ave	1		C-1
1565 Oregon St	20		C-1
550 Ray Ln	1		C-1
1520 Siskiyou Blvd	24		C-1
1565 Siskiyou Blvd	52		C-1
1665 Siskiyou Blvd	20		C-1
1675 Siskiyou Blvd	1		C-1
1731-1741 Siskiyou Blvd	9		C-1
1749 Siskiyou Blvd	15		C-1
455 Tolman Creek Road	1		(County)
500 YMCA Way	40	40	C-1
498 Walker Avenue	8		C-1
Total Existing Dwelling Units	270	76	

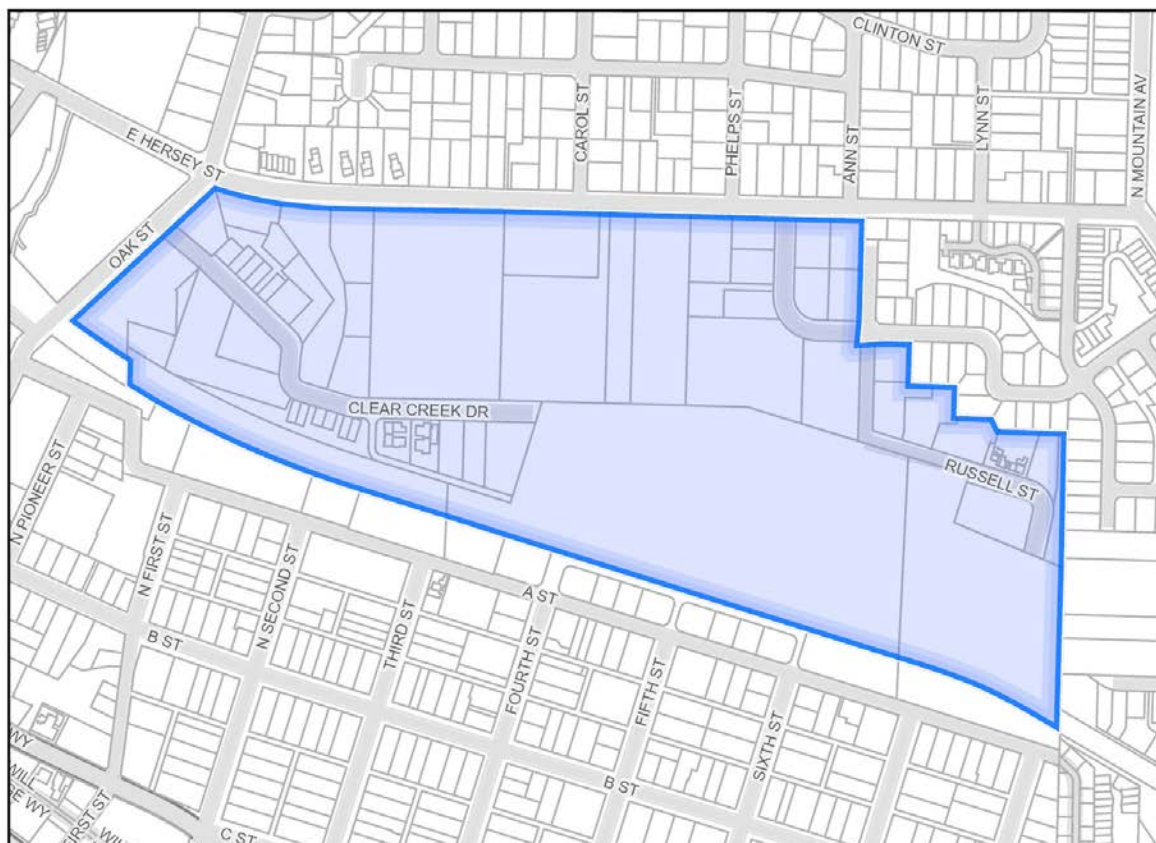
Climate Friendly Area Ordinance Findings

Exhibit F – Estimate of Existing Dwellings within the CFAs

Railroad Property Climate Friendly Area (CFA)

The Railroad Property CFA includes approximately 57 acres in the center of the city, just a few blocks north of downtown as illustrated in Figure 3 below. The site is currently zoned Employment (E-1), with a Residential (-R) Overlay in place for the majority of the site. The site has been planned as a pedestrian-focused mixed-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. Using the methodology of Oregon Administrative Rules (OAR) section 660-012-0315(2), the proposed Railroad Property CFA has been shown to have capacity to accommodate 2,226 housing units.

Figure 3. Railroad Property CFA Boundaries



Climate Friendly Area Ordinance Findings

Exhibit F – Estimate of Existing Dwellings within the CFAs

Existing dwelling unit counts within the boundaries of the proposed Railroad Property CFA are detailed in Figure 4 below. There are 45 existing dwelling units within this CFA. None of these are deed-restricted affordable housing units, although one currently-vacant property within the CFA has obtained land use approval to construct four deed-restricted affordable housing units.

Figure 4. Estimate of Existing Dwelling Units within the Railroad Property Climate Friendly Area

Address	Existing Dwelling Units	Affordable Units	Zoning
200 Clear Creek	1		E-1
184 Clear Creek (3,4,5,6)	4		E-1
180 Clear Creek (201-203)	3		E-1
172 Clear Creek (201)	1		E-1
164 Clear Creek (201)	1		E-1
153 Clear Creek (201)	1		E-1
151 Clear Creek (201)	1		E-1
149 Clear Creek (201-203)	3		E-1
146 Clear Creek (201)	1		E-1
127 Clear Creek	1		E-1
123 Clear Creek (201, 202)	2		E-1
121 Clear Creek (201, 202)	2		E-1
109 Clear Creek (301, 302)	2		E-1
108 E Hersey St	1		E-1
394 E. Hersey	1		E-1
496 Oak Street	1		E-1
498 Oak Street	2		E-1
479 Russell (201-205)	5		E-1
474 Russell (201-204)	4		E-1
478 Russell (201-205, 207)	6		E-1
441 Williamson	1		E-1
443 Williamson	1		E-1
Total Dwelling Units	45		

Climate Friendly Area Ordinance Findings

Exhibit G

Anti-Displacement Evaluation

In accordance with the Climate-Friendly and Equitable Communities (CFEC) rule requirements, the City of Ashland evaluated potential displacement risks associated with the designation of Climate Friendly Areas (CFAs). Using the Oregon Department of Land Conservation and Development's (DLCD) Anti-Displacement Toolkit as a guide, the evaluation focused on minimizing impacts to existing vulnerable populations while promoting equitable development opportunities. The Railroad Property CFA and the Transit Triangle CFA were in part selected based on a spatial analysis of neighborhood vulnerability, with additional refinements made to avoid stable residential areas at risk of displacement.

Ashland's CFA implementation strategy prioritizes development on underutilized commercial (C-1) and employment (E-1) lands, where increased building heights (up to 50 feet outright and 60 feet for affordable housing) and the elimination of maximum density caps create new opportunities for housing and mixed-use redevelopment. These zoning adjustments, combined with citywide elimination of minimum off-street parking requirements and targeted affordable housing incentives, align with anti-displacement best practices. This approach is particularly important given many of Ashland's neighborhoods are experiencing "late-stage gentrification" where housing pressures are increasing as noted in the Council approved RVCOG Climate Friendly Area Study. The RVCOG Climate Friendly Area (CFA) Study, including the Anti-Displacement Analysis and associated spatial equity evaluation, is incorporated herein by reference and made a part of the record in support of these findings and the adoption of the proposed zoning and land use amendments.

By designating CFA areas within where significant redevelopment opportunities still exist along targeted commercial corridors, and excluding stable residential neighborhoods, Ashland aims to promote equitable growth while reducing the risk of involuntary displacement of existing residents.

Spatial Analysis and Neighborhood Typologies

A spatial analysis of housing inequities and neighborhood typologies across Ashland was conducted at the census tract level as part of the Ashland CFA Study. The analysis evaluated five key indicators—income vulnerability, the presence of historically disadvantaged populations, precarious housing conditions, housing market activity, and demographic change—to assess varying levels of vulnerability across different neighborhoods.

Climate Friendly Area Ordinance Findings

Exhibit G

Neighborhoods were then compared against Jackson County averages and classified into typologies reflecting different degrees of housing insecurity and susceptibility to market-driven pressures.

The selected CFAs—Railroad Property and Transit Triangle—were identified as having relatively low residential vulnerability and classified as "emerging opportunity" areas in the RVCOG study. These areas are characterized by underutilized commercial and employment lands rather than concentrations of precarious housing. To further minimize displacement risk, the final boundaries of the Transit Triangle CFA were adjusted to exclude R-2 and R-3 residentially zoned areas along Siskiyou Blvd., containing existing stable residential neighborhoods with limited redevelopment opportunities. This deliberate exclusion prevents the imposition of new minimum densities or heightened redevelopment pressures on established residential communities. As a result, the CFA implementation supports compact, walkable growth along transit corridors without exacerbating housing insecurity in vulnerable areas.

Ashland Housing Production Strategy (HPS)

In implementing Climate Friendly Areas (CFAs) consistent with Oregon Administrative Rule (OAR) 660-012-0400, the City of Ashland recognizes the critical importance of ensuring equitable access to housing opportunities while minimizing displacement risks for existing residents. Building upon the adopted 2023 Housing Production Strategy (HPS), this exhibit identifies targeted actions and policy tools to promote the development and retention of affordable housing within CFAs. These strategies focus on expanding housing choice and implementing anti-displacement measures. The goal is to align Ashland's CFA implementation with the City's broader housing affordability, equity, and sustainability objectives, ensuring that all residents — particularly lower-income and historically underserved populations — can benefit from the opportunities CFAs are intended to create. In May 2023, the City of Ashland adopted its Housing Production Strategy (HPS), which identifies specific actions and implementation steps to address housing affordability, promote a diverse range of housing types, and support the preservation of existing affordable housing. The HPS outlines a coordinated strategy to expand partnerships with affordable housing developers, encourage new development opportunities, and strengthen housing stability for Ashland residents.

Climate Friendly Area Ordinance Findings

Exhibit G

The implementation of Climate Friendly Areas (CFAs) — specifically the Railroad Property CFA and Transit Triangle CFA — directly advances several key strategies identified in the HPS. The actions outlined below describe how the proposed CFA adoption supports the City's broader housing goals as identified in the adopted HPS.

HPS Strategy F

Evaluate Increasing Allowances for Residential Dwellings in Commercial and Employment Zones: *“The City could evaluate increasing allowances for residential dwellings in commercial and employment zones, such as removing residential density caps and allowing an increased amount of residential uses in ground floor commercial spaces. [This strategy] Encourages the development of more dense multifamily housing in commercial and mixed-use zones.”*

Although the Housing Production Strategy ‘F’ does not directly create new housing units, it establishes critical zoning changes that expand opportunities for residential development within commercial and employment zones. The Strategy was developed in recognition that traditional zoning practices, which often limited or discouraged residential uses in these areas, contributed to constraints on housing supply and affordability. By allowing greater residential use, removing density caps, and encouraging mixed-use development, Strategy F helps create more flexible land use patterns that accommodate a broader range of housing types. This approach not only supports increased housing production but also promotes more vibrant, walkable neighborhoods where housing, jobs, and services are integrated, further advancing the City’s goals for sustainable and equitable growth.

CFA Implementation Actions:

- Building Height Increases:
 - o 50 feet allowed outright in CFAs; up to 60 feet for affordable housing.
- Elimination of Maximum Density Standards:
 - o No maximum density within CFAs
 - o No maximum densities in C-1 and E-1 (with Residential Overlay) zones citywide.
- Minimum Residential Densities Established within CFAs:
 - o 15 du/ac in R-2 zones, 20 du/ac in E-1, and 25 du/ac in C-1.
- Removal of Off-Street Parking Requirements:
 - o Eliminated citywide in 2023.

Climate Friendly Area Ordinance Findings

Exhibit G

- Expanded Permitted uses in Downtown C-1-D Zone (not in a CFA):
 - o Multifamily development permitted outright at 30 du/ac minimum density with commercial-ready ground floor standards
 - o Height increased from 40 feet to 50 feet (60 feet conditionally).

HPS Strategy F Linkages:

- Facilitates development of multifamily and mixed-use projects by removing density caps and newly permitting single use residential consistent with CFA density minimums.
- Reduces construction costs and land consumption by removing parking mandates.
- Enables more residential development along transit-served corridors and in walkable centers.

Anti-Displacement Measures Linked to Strategy F

- Reduced Regulatory Barriers: Lowering density restrictions and parking requirements supports development of smaller, more affordable units, mitigating economic displacement pressures.
- Height Bonuses for Affordable Housing: Encouraging taller affordable projects can maintain affordability levels in high-demand areas, consistent with DLCD's Anti-Displacement Toolkit.
- Preservation of Mixed-Income Communities: Allowing standalone residential projects at minimum densities without requiring ground floor commercial use helps ensure affordable housing production is feasible even in higher-cost zones.

HPS Strategy H

Increase Development Capacity of Multifamily Residential (MFR) Dwellings through Changes to the Land Use Ordinance: *"The City could amend the Land Use Ordinance to allow for a wider range of development. Zoning changes could include increased density, increased allowable height, and reduced parking requirements. [This strategy] Allows for a wider range of development will help ensure there are development opportunities for needed housing type."*

Housing Production Strategy 'H' focuses on increasing the development capacity for multifamily housing by amending land use regulations to allow greater height, density, and flexibility. Recognizing that restrictive zoning can limit the supply of needed housing types, the

Climate Friendly Area Ordinance Findings

Exhibit G

changes implemented under Strategy H remove barriers to multifamily development and encourage more efficient use of urban land. By enabling higher-density residential projects, particularly in areas with existing infrastructure and transit access, Strategy H directly supports Ashland's efforts to address housing affordability and meet future housing needs.

CFA Implementation Actions:

- Building Height and Density Flexibility:
 - o 50 feet allowed, 60 feet for affordable projects.
 - o No maximum density citywide for C-1, E-1, and C-1-D zones.
- New Minimum Residential Densities:
 - o 15–25 du/ac depending on zoning designation.
- Reduced Parking Requirements:
 - o Full elimination citywide, reducing land costs and barriers for multifamily projects.
- Permitted Residential Development in Downtown (not in aCFA):
 - o Standalone multifamily housing allowed outright with minimum density and commercial-ready ground floor standards.
- Enhanced Walkable Design Standards:
 - o Application of Detail Site Review Overlay to entire CFA areas. Detail Site review includes pedestrian orientation requirements and design standards.
 - o An ordinance amendment relating to Walkable Design Standards is a separate project presently underway, to be implemented City wide.

HPS Strategy H Linkages:

- Increases overall site capacity for multifamily housing types.
- Lowers barriers for affordable housing developers by reducing minimum parking standards.
- Encourages pedestrian-oriented development that supports smaller, less auto-dependent households

Anti-Displacement Measures Linked to Strategy H

- Incentives for Affordable Development: Height bonuses and removal of density caps provide cost advantages critical to nonprofit and mission-driven housing providers.

Climate Friendly Area Ordinance Findings

Exhibit G

- Expanded Housing Opportunities in Transit Areas: By enabling affordable multifamily near transit, Ashland increases access for low-income and historically marginalized populations.
- Walkable, Amenity-Rich Neighborhoods: Mixed-use zoning with expanded housing types can reduce long-term housing cost burdens and stabilize communities vulnerable to gentrification.

HPS Strategy L

Evaluate Opportunities to Improve Energy Efficiency and Reduce Greenhouse Gas (GHG)

Emissions During Housing Development: *“The City can evaluate opportunities to incorporate elements of the Climate and Energy Action Plan CEAP into housing developments. The City could also facilitate access to energy efficiency incentives available from the federal and state government, particularly for development of affordable housing. Helps the City meet its CEAP goals and can lower-long term energy costs.”*

Although the adoption of CFAs and associated code changes does not directly regulate greenhouse gas (GHG) emissions during the construction of housing, it supports broader climate goals by influencing land use and transportation patterns. The Climate-Friendly & Equitable Communities (CFEC) rules were established in response to Oregon’s recognition that it was falling behind in meeting its 2050 GHG reduction commitments. Because a significant portion of Oregon’s GHG emissions are tied to transportation choices, land use decisions that promote compact, mixed-use development can directly reduce emissions. By creating development patterns where more residents can meet their housing, employment, and recreational needs within a walkable distance or through access to transit, reliance on single-occupancy vehicles decreases, thereby contributing to meaningful GHG emission reductions.

CFA Implementation Actions:

- Transit-Oriented Development Focus:
 - CFAs located along existing high-frequency bus lines (RVTD Lines 1X, 10, and 17).
- Compact Development Standards:
 - Minimum densities, reduced parking, and vertical mixed-use promoted to lower carbon footprints.
- Mixed-Use Development Encouraged:

Climate Friendly Area Ordinance Findings

Exhibit G

- o Residential, retail, civic, and employment uses all permitted, reducing transportation emissions through proximity.
- Affordability Incentives:
 - o Height bonuses linked specifically to affordable housing creation.

HPS Strategy L Linkages:

- Supports CEAP-aligned compact development, reducing transportation-related GHG emissions.
- Promotes energy-efficient, higher-density housing typologies (attached and multifamily units).
- Reduces household transportation costs and energy burdens for low-income residents.

Anti-Displacement Measures Linked to Strategy L

- Neighborhood Stability through Energy Efficiency: Lower long-term utility costs for residents support financial stability for low-income households.
- Proximity to Transit and Services: Facilitating access to employment, education, and services without vehicle dependence reduces displacement risks tied to transportation costs.
- Focus on Climate Justice: Compact, equitable development patterns explicitly support climate resilience for vulnerable populations per DLCDC Anti-Displacement Guidance.

Conclusion

The City of Ashland's Climate Friendly Area adoption advances key Housing Production Strategies while aligning with the DLCDC Anti-Displacement Toolkit recommendations. Through regulatory changes that promote housing affordability, expand housing options near transit, and incentivize compact, mixed-use development, the City is proactively working to mitigate displacement pressures, promote equitable access to housing opportunities, and support a sustainable future for all Ashland residents.



Climate Friendly Area Ordinance Findings Exhibit H

City of Ashland

Railroad Climate Friendly Area

Multimodal GAP Summary

*Produced by the Rogue Valley Council of Governments,
in collaboration with the City of Ashland*

2024



Contents

Multimodal GAP Summary	3
A. Workplan.....	3
B. Ashland Railroad CFA	3
1. Existing Conditions	4
i. Street Network	4
ii. Pedestrian Network	4
iii. Bicycle Network.....	4
iv. Transit.....	4
2. GAP Summary	5
i. Sidewalk	5
ii. Bike	5
iii. Intersection	5
C. Planned Projects	5
Maps	6



Multimodal GAP Summary

“A multimodal gap summary must be prepared when a new Climate Friendly Area (CFA) is created or an expansion to a CFA is adopted. The gap summary will implement OAR 660-012-0325 (4), which requires local governments to perform a Multimodal Transportation Gap Summary with the adoption of a CFA.

The gap summary includes:

- a. A summary of the existing multimodal transportation network within the climate-friendly area;
- b. A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;
- c. If applicable as provided in section (2), a highway impacts summary as provided in section (5); and
- d. A list of proposed projects to fill multimodal network gaps identified in subsection (b).”

A. Workplan

The Oregon Department of Transportation has committed to providing an initial highway impact summary if required. A highway impact summary for the Railroad CFA is not required.

Vehicular (local street connectivity), pedestrian (sidewalks and multiuse pathways), bicycle (lanes, routes, multiuse pathways), and public transit (routes, stations, transit stops, supporting infrastructure facilities) inventory information on all classified (local street and higher) facilities. This data may be extracted/derived from existing planning documents such as TSPs, facility plans, sub-area plans, and transit plans, with field verification as needed.

Summary of gaps in the pedestrian network on all classified (local and higher) facilities and state highways, as applicable. Summary of gaps in the bicycle network on all collector and higher roadways and state highways, as applicable. Summary of the general condition of sidewalks, major impediments on the sidewalk network that limit the mobility for people with disabilities (e.g., utility pinch points, sidewalks without curb ramps at major intersections, accessible pedestrian push buttons etc.).

A pedestrian and bicycle project list extracted/derived from existing planning documents such as TSPs, facility plans, sub-area plans, or transit plans. In the absence (or in addition to) of planned project lists, a preliminary list of pedestrian and bicycle projects to fill identified gaps on the infrastructure network.

B. Ashland Railroad CFA

The Ashland Railroad CFA is approximately 57 acres with 16+ acres undeveloped. A master plan was developed for the Ashland Railroad property in 2001 with a Transportation and Growth Management program grant. Once designated a CFA, the City of Ashland plans to designate the entire CFA Residential Overlay (Land Use Ordinance, Chapter 18.3.13) or eliminate the overlay and make residential a permitted use.



The CFA includes the railyard parcel currently owned by Union Pacific. A portion of the railyard parcel is being cleaned up by Union Pacific with some oversight from Oregon's Department of Environmental Quality (DEQ). Restrictions for single family residential will exist on part of the railyard parcel. (See <https://www.oregon.gov/deq/Programs/Pages/Ashland-Railroad-Yard.aspx>)

1. Existing Conditions

With a population over 10,000, Ashland is subject to the requirements of OAR 660-012-0310, Climate-Friendly Areas, OAR-660-012-0315, Designation of Climate-Friendly Areas and OAR-660-012-320, Land Use Requirements in Climate-Friendly Areas. To meet the requirements, the City of Ashland is adopting prescriptive standards which include a minimum residential density of 15 dwelling units per net acre and maximum building height of no less than 50 feet. Ashland has designated multiple CFAs to accommodate the required 30% of their current and projected housing.

i. Street Network

The Railroad CFA is bounded on the north by E Hersey Street, the west by Oak Street and on the south by the Union Pacific railroad. The CFA can be accessed off E Hersey Street by turning south on Williamson Way. Williamson Way intersects with Rogue Place and becomes Russell Street. Russell Street ends at the Union Pacific railyard property. The CFA can also be accessed off Oak Street by turning east on Clear Creek Drive.

The E Hersey Street and Oak Street intersection, adjacent to the northwest corner of the CFA, is an all-way stop with marked crosswalks and curb ramps. The Oak Street and Clear Creek Drive intersection has unmarked crosswalks and curb ramps. The E Hersey Street and Williamson Way intersection has a marked crosswalk, an unmarked crosswalk and curb ramps.

ii. Pedestrian Network

The Central Ashland Bikeway (CAB) or Creek to Crest multiuse trail runs along the railroad to the south. Another multiuse trail starts at a mid-block crosswalk on East Hersey Street. It travels south where it intersects with Clear Creek Drive before turning east and ending at the railyard property. The north side of East Hersey Street and both sides of Oak Street have sidewalk. Clear Creek Drive has sidewalk on both sides. Williamson Way has sidewalk on its eastern side and along a portion of its west.

iii. Bicycle Network

The Central Ashland Bikeway (CAB) or Creek to Crest multiuse trail runs along the railroad on the southern boundary. Another multiuse trail starts at a mid-block crosswalk on East Hersey Street. It then travels south where it intersects with Clear Creek Drive before turning east and ending at the railyard property. E Hersey Street has bike lanes in both directions. Oak Street has a shared bike lane.

iv. Transit

The Ashland Circulator, Rogue Valley Transit District (RVTB) Route 17, provides hourly transit service along E Hersey Street on the northern boundary of the Railroad CFA. The Ashland Circulator also provides hourly service along N Mountain Avenue and Clear Creek Drive near the eastern side of the CFA.



2. GAP Summary

A summary of the gaps in the current pedestrian and bicycle network, including gaps that need to be filled for people with disabilities.

Table 1- Sidewalk Details

Sidewalk		
Street	Side (linear foot)	
<i>E Hersey Street</i>	<i>South</i>	
	1,125	
<i>Williamson Way</i>	<i>West & South</i>	<i>North</i>
	170	105
<i>Rogue Place</i>	<i>West</i>	<i>East</i>
	625	275
<i>Russell Street</i>	<i>South</i>	<i>North</i>
	325	325
<i>Clear Creek Drive</i>	<i>North</i>	
	125	

Table 2 – Bike Project Details

Bike Lane/Shared Lane Marking	
Street	Length (linear foot)
<i>Clear Creek Drive</i>	1,350
<i>Williamson Way</i>	560
<i>Rogue Place</i>	565
<i>Russell Street</i>	700

Intersection

Williamson Way and Rogue Place have unmarked crosswalks and only 1 completed curb ramp on the northeast corner.

C. Planned Projects

The planned projects listed in the Transportation System Plan are below. Note that a large portion of the CFA is subject to the residential overlay. Also, development on portions of the railyard parcel may be restricted.

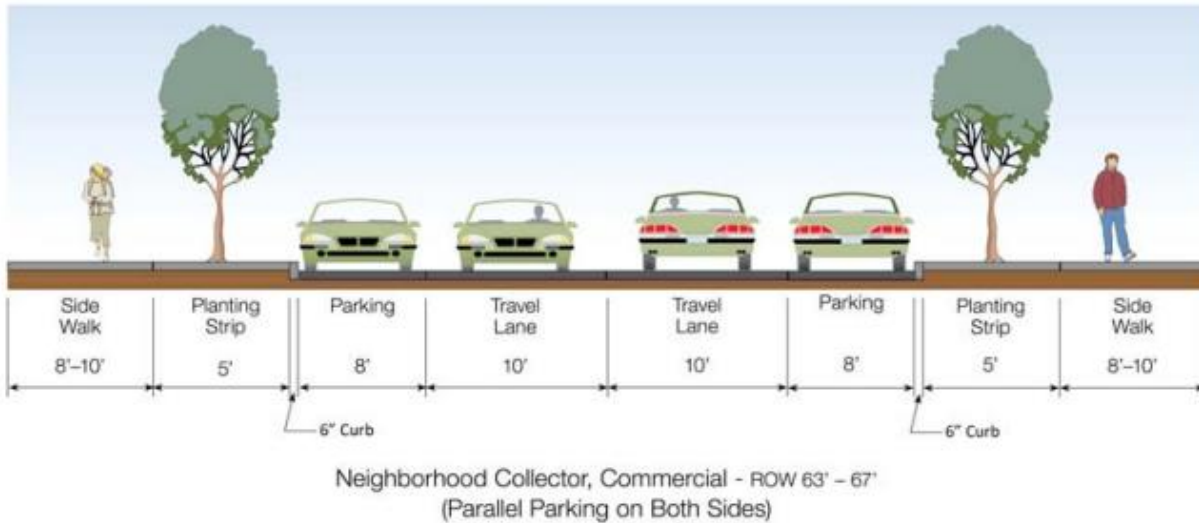
Table 3 - Railroad CFA Planned Projects

Railroad CFA Ashland TSP Projects			
Project # - Name	Description	Priority	Cost (2012)
<i>R24 – Clear Creek Drive Extension</i>	<i>Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak St and N Mountain Avenue</i>	<i>Development & Access Management Driven</i>	<i>\$2,505,000</i>
<i>R34 – Railroad Property Development</i>	<i>Extend existing adjacent streets to provide connectivity within, to and from the property</i>	<i>Development Driven</i>	<i>Developer responsibility</i>
<i>TR1 – Northside Trail</i>	<i>Multi-use path – From Orchid Avenue to Tolman Creek Road (Partially constructed. Estimate is for entire trail including portion outside RR CFA)</i>	<i>High 0 -5 years</i>	<i>\$2,000,000</i>
<i>TR3 – New Trail</i>	<i>Multi-use Path – From new trail to Hersey Street (Partially constructed within new development)</i>	<i>Development Driven</i>	<i>\$220,000</i>

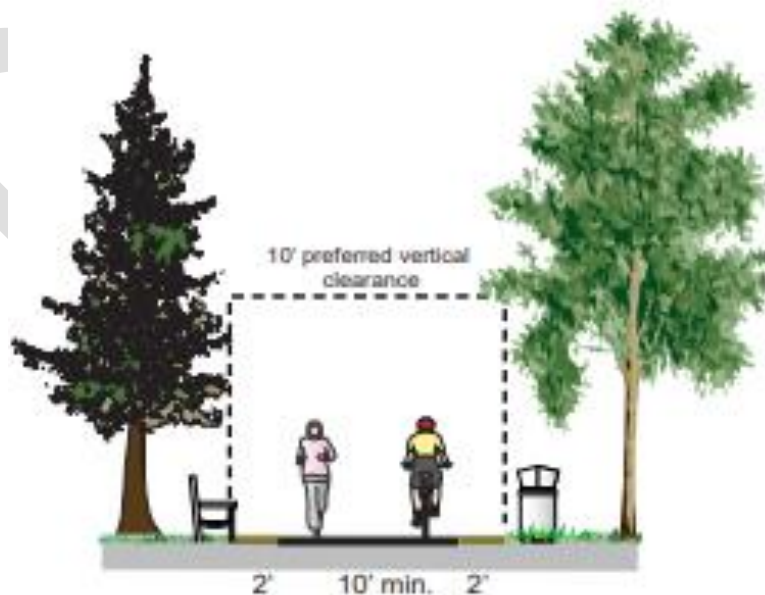
TR4 – New Trail	Multi-use Path – From A Street to Clear Creek Drive Extension	Development Driven	\$110,000
B35 – Railroad Property	Bike Lane – From proposed bike path to N Mountain Avenue	Low (15-25 years)	\$40,000
X1 – 4 th Street at-grade railroad crossing	Pursue a new at-grade ped/bike railroad crossing at 4 th Street. Coordinate with Project TR4.	Development Driven	\$275,000

Planning level cost estimates are for construction and engineering at grade crossings and do not include right-of-way costs.

Graphic 1 - Clear Creek Drive Extension



Graphic 2 – Typical Multi-use Trail



D. Maps



CLIMATE FRIENDLY AREA

Ashland
Railroad CFA
Multimodal GAP Analysis

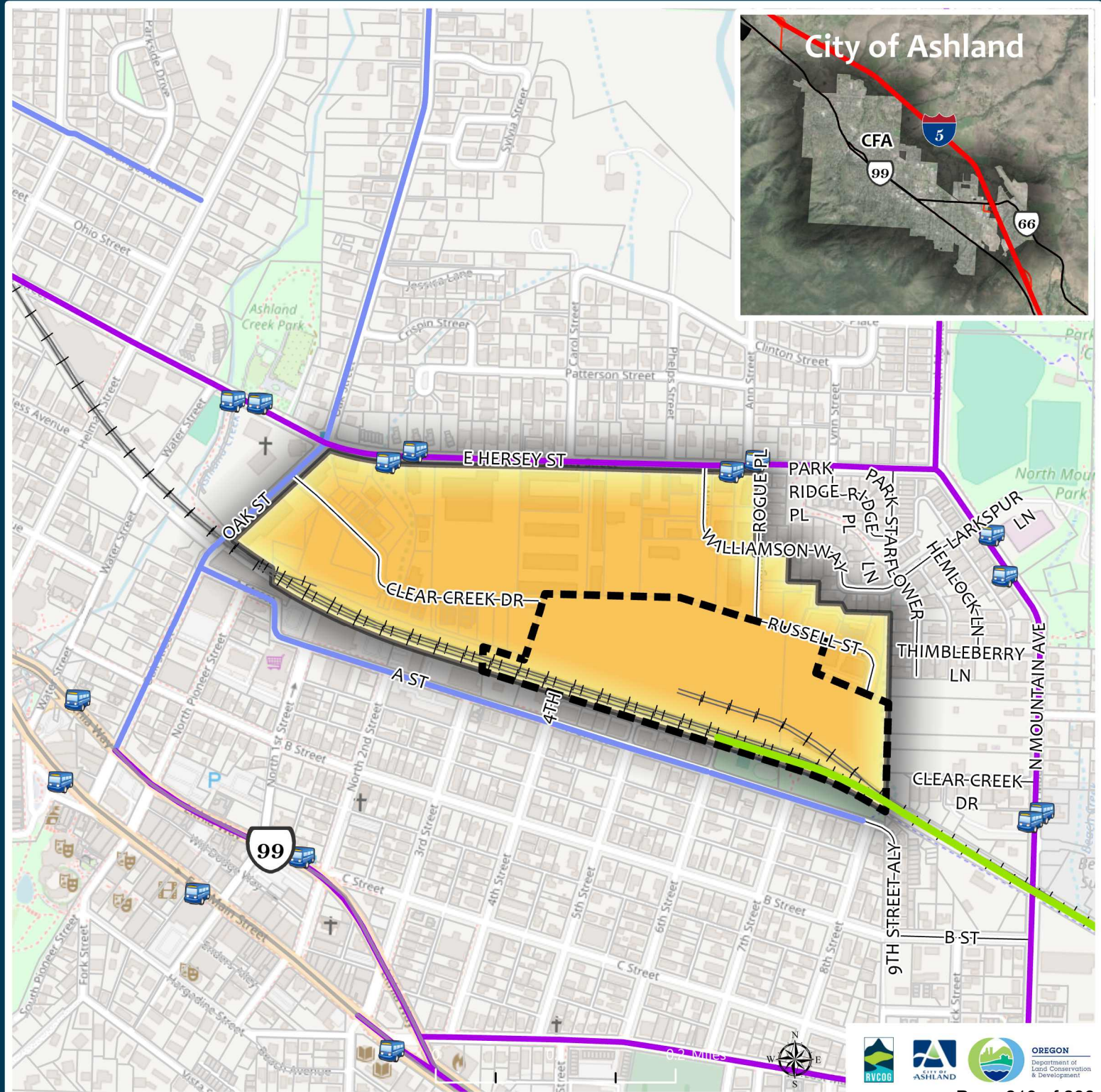
- Railroad CFA
- Railyard Parcel
- Existing Bike Route**
 - Bike Lane
 - Sharrow
 - Shared Lane
 - Multi-use (Greenway)
- RVTD Stop
- Rail Network



This map product is for planning purposes only and has not been prepared for, nor is suitable for legal, engineering, or surveying purposes.

Data: (C) OpenStreetMap and contributors, CC-BY-SA, Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Team. Jackson County, State of Oregon, ODOT, ESRI.

Created: J. Stump, RVCOG, 2024



OREGON
Department of
Land Conservation
& Development

CLIMATE FRIENDLY AREA

Ashland
Railroad CFA
Multimodal GAP Analysis

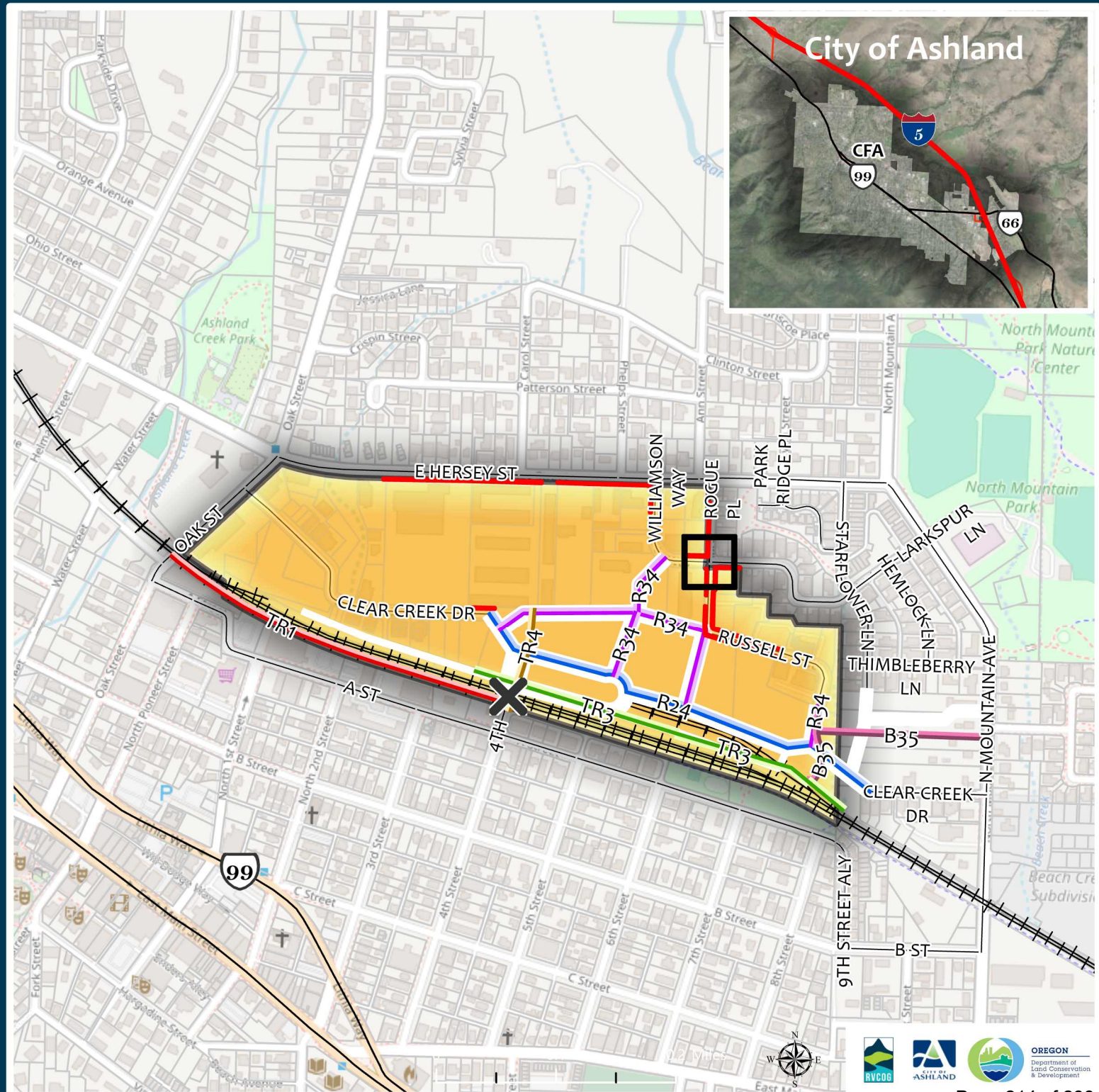
- Railroad CFA
- Sidewalk Gap
- R24 - Clear Creek Drive Extension
- R34 - Railroad Property Development
- B35 - Railroad Property Bike Lane
- TR1 - Northside Trail - Multi-use Path
- TR3 - New Trail - Multi-use Path
- TR4 - New Trail - Multi-use Path
- Intersection Improvement
- Railroad Crossing
- Rail Network



This map product is for planning purposes only and has not been prepared for, nor is suitable for legal, engineering, or surveying purposes.

Data: (C) OpenStreetMap and contributors, CC-BY-SA, Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Team. Jackson County, State of Oregon, ODOT, ESRI.

Created: J. Stump, RVCOC, 2024



OREGON
Department of
Land Conservation
& Development



Climate Friendly Area Ordinance Findings Exhibit H

City of Ashland

Transit Triangle Climate Friendly Area

Multimodal Gap Summary

*Produced by the Rogue Valley Council of
Governments, in collaboration with the City
of Ashland*



Contents

Multimodal Gap Summary	3
A. Workplan.....	3
B. Ashland Transit Triangle CFA	4
1. Existing Conditions	4
2. Gap Summary	5
C. Planned Projects.....	6
D. Maps	7



Multimodal Gap Summary

Transportation Review in Climate-Friendly Areas and Centers, OAR 660-012-0325.

(4) A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:

- (a) A summary of the existing multimodal transportation network within the climate-friendly area;
- (b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;
- (c) If applicable as provided in section (2), a highway impacts summary as provided in section (5); and
- (d) A list of proposed projects to fill multimodal network gaps identified in subsection (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.

(5) A highway impacts summary must identify how the transportation system may be affected by implementation of the climate-friendly area. The highway impacts summary must include:

- (a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations;
- (b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and
- (c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.

A. Workplan

Vehicular (local street connectivity), pedestrian (sidewalks and multiuse pathways), bicycle (lanes, routes, multiuse pathways), and public transit (routes, stations, transit stops, supporting infrastructure facilities) inventory information on all classified (local street and higher) facilities. This data may be extracted/derived from existing planning documents such as TSPs, facility plans, sub-area plans, and transit plans, with field verification as needed.

Summary of gaps in the pedestrian network on all classified (local and higher) facilities and state highways, as applicable. Summary of gaps in the bicycle network on all collector and higher roadways and state highways, as applicable. Summary of the general condition of sidewalks, major impediments



on the sidewalk network that limit the mobility for people with disabilities (e.g., utility pinch points, sidewalks without curb ramps at major intersections, accessible pedestrian push buttons etc.).

A pedestrian and bicycle project list extracted/derived from existing planning documents such as TSPs, facility plans, sub-area plans, or transit plans. In the absence (or in addition to) of planned project lists, a preliminary list of pedestrian and bicycle projects to fill identified gaps on the infrastructure network.

B. Ashland Transit Triangle CFA

The Transit Triangle (TT) Climate Friendly Area is 169 acres located in southern Ashland between Southern Oregon University and the Croman Mill CFA. The TT has significant existing transit, bicycle and pedestrian infrastructure. The Transit Triangle overlay, Chapter 18.3.14 of the Ashland Municipal Code, guides future development. The Pedestrian Place site development and design overlay, Chapter 18.3.12.060, as well, provides multiple concept plans encouraging neighborhood centers that focus on bicycle, pedestrian and transit. Approximately ~5 acres of TT fall within the Southern Oregon University zone where student housing is planned.

1. Existing Conditions

With a population over 10,000, Ashland is subject to the requirements of OAR 660-012-0310, Climate-Friendly Areas, OAR-660-012-0315, Designation of Climate-Friendly Areas and OAR-660-012-320, Land Use Requirements in Climate-Friendly Areas. To meet the requirements, the City of Ashland is adopting prescriptive standards which include a minimum residential density of 15 dwelling units per net acre and maximum building height of no less than 50 feet. Ashland has designated multiple CFAs to accommodate the required 30% of their current and projected housing.

i. Street Network

Ashland Street, Siskiyou Boulevard, and Tolman Creek Road form the 3 sides of the Transit Triangle. Ashland Street (Highway 66) is an east/west arterial intersecting Interstate 5, exit 14 east of the Transit Triangle. From I-5, Ashland Street travels west through Transit Triangle intersecting with Siskiyou Boulevard. The Siskiyou Boulevard (Highway 99) intersection forms the western point of the Transit Triangle. The Transit Triangle follows the Siskiyou Boulevard arterial southeast to its intersection with Tolman Creek Road. The Tolman Creek Road intersection is the southeastern tip of Transit Triangle. Tolman Creek Road is a major north/south collector which travels north to intersect with Ashland Street. Walker Avenue, also a major north/south collector, is 1 block east of the Ashland Street and Siskiyou Boulevard intersection.

ii. Pedestrian Network

Ashland Street has quality sidewalks with ADA-compliant curb ramps. Recent mid-block pedestrian islands with ramps, stop bars, and signage have improved street crossing along Ashland Street. Siskiyou Boulevard has quality sidewalks with ADA compliant curb-ramps on the southwest. Recent mid-block crosswalks, ramps and signage along Siskiyou Boulevard have improved street crossing. Tolman Creek Road has quality sidewalks, ADA compliant curb-ramps and street crossings. Walker Avenue has sidewalks along the east side and ADA compliant ramps

iii. Bicycle Network

Ashland Street, Siskiyou Boulevard, Tolman Creek Road and Walker Avenue all have bike lanes. The Ashland Bike Trail runs through Transit Triangle along the railroad tracks parallel to Siskiyou Boulevard and intersecting Ashland Street and Tolman Creek Road.

iv. Transit

The Rogue Valley Transit District (RVT) Route 10 provides service every 30 minutes along Ashland Street, Siskiyou Boulevard, and Tolman Creek Road. The RVT Ashland Circulator, Route 17, provides hourly service on Ashland Street as does RVT Medford Ashland Express, Route 1x.

2. Gap Summary

The Gap summary identifies the gaps in the current pedestrian and bicycle network, including gaps that need to be filled for people with disabilities. A large part of the CFA enjoys a significant pedestrian and bicycle network; however, TT does cover more than 3 miles so gaps do exist.

i. Pedestrian

Table 1 - Sidewalk Gaps

Siskiyou Boulevard (Northeast Side)	
Cross-streets	Length (linear foot)
Walker Avenue to Harmony Lane	836
Harmony Avenue to Normal Avenue	568
Normal Avenue to Park Street	394
Faith Avenue to Glendale Avenue	220
Glendale Avenue to Clay Street	337
Clay Street to Blackberry Lane	306
Blackberry Lane to Bellview Avenue	193
Siskiyou Blvd Total	2,854

Walker Avenue (West Side)	
Cross-streets	Length (linear foot)
Siskiyou Blvd to Ashland St	241

Harmony Lane	
Cross-streets	Length (linear foot)
Siskiyou Blvd to Harmony Cir (NW Side)	214
Siskiyou Blvd to Harmony Cir (SW Side)	211

Normal Avenue (West Side)	
Cross-streets	Length (linear foot)
Siskiyou Blvd	221

Glendale Ave (West Side)	
Cross-streets	Length (linear foot)
Siskiyou Blvd	143

Lit Way (West Side)	
Cross-streets	Length (linear foot)
Ashland St	157

Clay Street	
Cross-streets	Length (linear foot)
Siskiyou Boulevard (W Side)	330
Siskiyou Boulevard (E Side)	181

ii. Bike

Ashland Street, Siskiyou Boulevard, Tolman Creek Road and Walker Avenue all have bike lanes. The Ashland Bike Path is a multi-use path that intersects Ashland Street and Tolman Creek Road.

iii. Intersection

Siskiyou Boulevard does have intersections which require ADA accessible ramps. The intersections coincide, largely, with the sidewalk gaps.

Table 2 Intersection Gaps

Intersections
Siskiyou Boulevard & Harmony Lane
Siskiyou Boulevard & Normal Avenue
Siskiyou Boulevard & Glendale Avenue
Siskiyou Boulevard & Clay Street
Siskiyou Boulevard & Blackberry Lane

C. Planned Projects

Projects planned for the City of Ashland Transit Triangle.

Table 3 Transit Triangle Planned Projects

Ashland Transportation System Plan (TSP), October 2012			
Project # - Name	Description	Priority	Cost (2012)
B26 – Normal Ave	Bike Lane – East Main St to Siskiyou Blvd	High	\$40,000
B28 - Clay Street	Bicycle Blvd from rail line to Siskiyou Blvd	Low	\$50,000
B29 - Walker Avenue	Bicycle Blvd from Siskiyou Blvd to Peachey Rd	High	\$40,000
P37 - Clay Street	Sidewalk from Faith Ave to Siskiyou Blvd	Medium	\$1,000,000
P65 - Faith Avenue	Sidewalk from Ashland St to Siskiyou Blvd	High	\$350,000
P70 - Park Street	Sidewalk from Ashland St to Siskiyou Blvd	High	\$650,000
P81 - Bellview Ave	Sidewalk Greenmeadows Way to Siskiyou Blvd	Medium	\$250,000
R13 – Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Development Driven	\$296,000
R14 – Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue	Realign Terra Avenue approach to eliminate offset	Development Driven	\$216,000
R38 – Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Walker Avenue intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Medium	\$1,100,000
R39 – Ashland Street Streetscape Enhancements (Walker Avenue to Normal Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters	Development Driven	\$1,300,000
R40 – Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street construction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID stormwater facilities and ornamental lights	High	\$780,000
R41 – Ashland Street/Tolman Creek Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Tolman Creek Road intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Development Driven	\$1,500,000

Planning level cost estimates are for construction and engineering at grade crossings and do not include right-of-way costs.



D. Maps

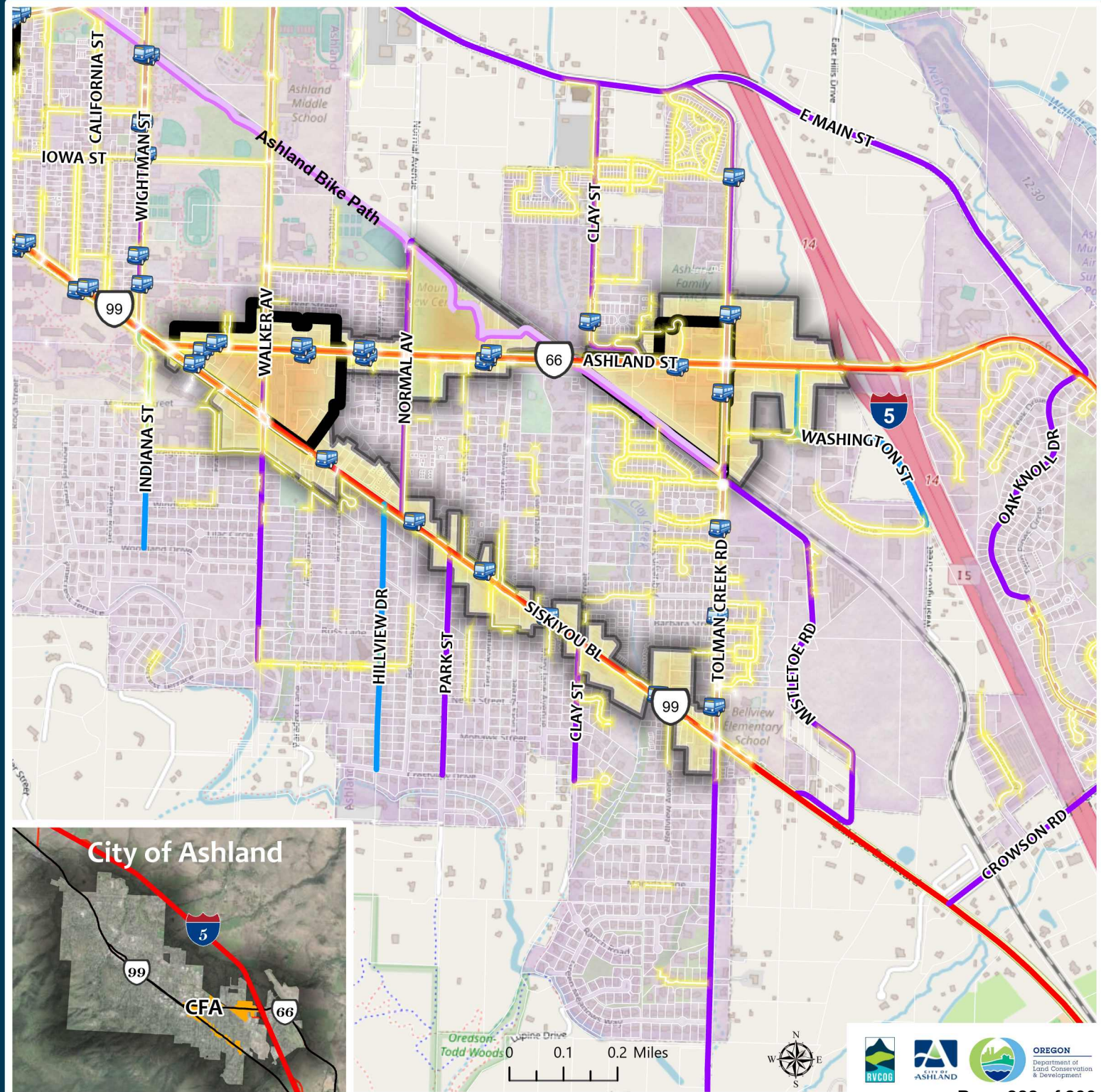
Below, Map 1 displays existing conditions in the Transit Triangle area. Transit Triangle is shown in light orange and follows the main arterials, Ashland Street and Siskiyou Boulevard which are shown in red. Tolman Creek Road, shown in purple, is a major collector that forms the eastern north/south edge of Transit Triangle. Map 2 indicates the existing bicycle facilities, gaps in the pedestrian network, the proposed trails, and the intersections requiring additional ADA (American with Disabilities Act) improvements.

DRAFT

CLIMATE FRIENDLY AREA

Ashland
Transit Triangle
Multimodal GAP Summary

- ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- Pedestrian Place
- Sidewalk
- Crosswalk
- Trails and Paths
- City Limits
- Transit Triangle CFA



This map product is for planning purposes only and has not been prepared for, nor is suitable for legal, engineering, or surveying purposes.

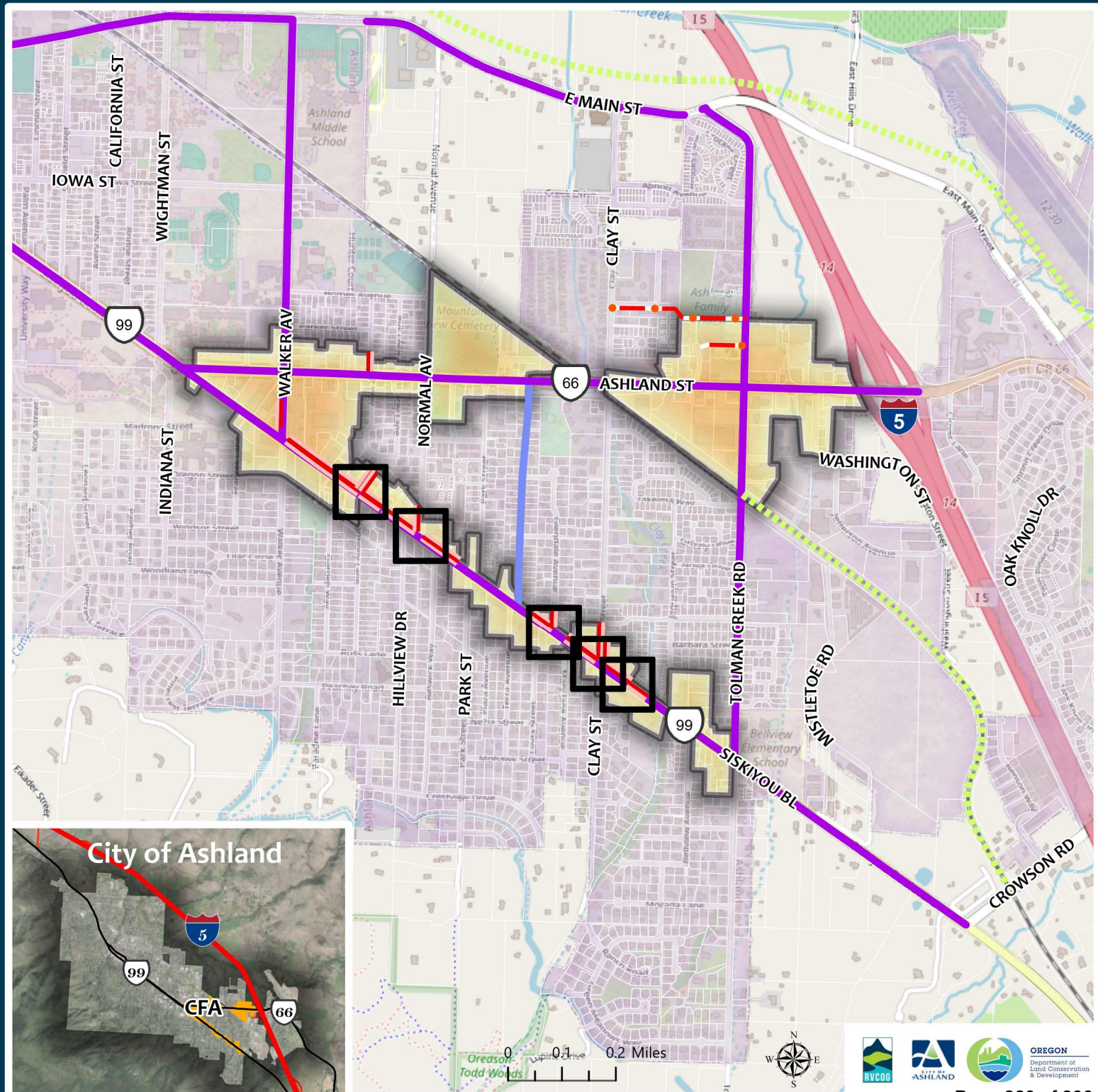
Data: (C) OpenStreetMap and contributors, CC-BY-SA, Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Team. Jackson County, State of Oregon, ODOT, ESRI.

Created: J. Stump, RVCOG, 2024

CLIMATE FRIENDLY AREA

Ashland
Transit Triangle
Multimodal GAP Summary

- Bike Lane
- Sharrow
- Shared Lane
- Proposed Trails
- - - Regional (Greenway), Planned
- Pedestrian Gaps
- Intersection Improvement
- Transit Triangle CFA
- City Limits



This map product is for planning purposes only and has not been prepared for, nor is suitable for legal, engineering, or surveying purposes.

Data: (C) OpenStreetMap and contributors, CC-BY-SA, Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Team. Jackson County, State of Oregon, ODOT, ESRI.

Climate Friendly Area Ordinance Hearings

Written Comments Received

To: Ashland Planning Commission

From: Gary Shaff

Date: April 25, 2025

RE: April 29, Public Hearing, Climate Friendly Areas - Agenda Item IV

Solving Problems

We can't, as a community, keep doing the same things in the same way if we are to solve the housing, climate, and affordability crisis. The CFEC Rule requires the city to provide greater zoning flexibility in selected areas of the city (i.e. CFA's). That's a good start but Ashland can do better

The housing shortage and affordability crisis is a crisis of political leadership.

Ashland cannot be a city "...of working families when the places you govern are places working families cannot afford to live. This is the policy failure. It has become too hard to build, and too expensive to live" here. "The problem isn't technical: We know how to build apartment complexes... The problem is the rules and the laws and political cultures that govern construction". (New York Times, [There is a Liberal Answer to the Trump-Musk Wrecking Ball](#), Ezra Klein, 3/9/25) These observations are applicable to Ashland.

Kudos

Modifying the zoning in Downtown to allow similar zoning flexibility to that of designated CFA's is spot-on. That flexibility will give landowners and developers more options and, potentially, increase investment in the Downtown.

What Else is Needed in the Downtown

Unlike the other proposed, city designated CFA's, there is little vacant land in the Downtown. Consequently, it is unlikely that the change in zoning will result in much, if any, new residential development.

Planners and urbanists recognize the fundamental benefits of mixing residential, retail and service uses. Ashland needs to modify the zoning around the Downtown, where there is abundant opportunity for redevelopment, to create this mix of land uses.

How to Boost Downtown's Economy

It is simple. Modify the zoning on lands north of Downtown, between "A" Street and Lithia Way, to allow outright the construction of residential buildings at densities up to 20 units per acre and as tall as four or five stories. In this way, the city can reinvigorate the neighborhood between "A" Street and Lithia Way and, in this way, support a robust and vital Downtown and boost patronage of the businesses along A" Street.

What other cities are doing to address the housing crisis

"Cambridge, Massachusetts has passed a dramatic housing reform, allowing property owners and developers to build up to four stories, with an option for an additional two stories, citywide. The expected results will result in the construction of 4,880 new units, a significant increase from the 350

units previously expected to be built over the next 15 years. (Bloomberg, [How Upzoning in Cambridge Broke the YIMBY Mold](#), 3/05/2025),

Minneapolis “revised existing zoning regulations, prioritized more housing units on residential lots, set minimum building height standards in high-density areas, and legalized duplexes and triplexes in residential districts.”

Salt Lake City changed its zoning regulations so “that duplexes, triplexes, fourplexes, and row houses are now permitted in all residential neighborhoods, including on single-family lots where they were previously not allowed. Moreover, the zoning reform enables an increase in building height by 1-3 stories in multi-family housing, streamlining approval processes for housing projects to reduce time and costs, expanding the types of multifamily housing allowed in commercial areas, and reducing minimum parking requirements.”

Houston provides “opportunities to increase affordable housing by allowing for an increase in the number of multi-family buildings with 3-8 units as well as expanding ADUs. Additionally, the plan introduces a unique housing typology—courtyard-style developments, which allows for the construction of several units around a central courtyard without minimum lot size or maximum density restrictions.”

(Source:

<https://rpa.org/work/reports/how-six-cities-are-creating-missing-middle-housing#:~:text=By%20promoti ng%20the%20construction%20of,reducing%20reliance%20on%20excessive%20parking>)

What Else Could be Done to Address the Construction of Middle Housing

ORS 197.758(3) requires Ashland to allow duplexes in its single family residential (SFR) zoning districts. In contrast, subsection (2) of that statute requires communities with a population of more than 25,000 people to also allow tri-plexes and four-plex’s in their single-family zoning districts (i.e. middle housing).

Modifying Ashland’s SFR zoning districts, to conform to the requirements for larger cities (as provided by ORS 197.758(2)) can grow our economy and population without expanding our urban growth boundary while increasing housing supply. Ashland can become a YIMBY community.

Conclusion

This should be an easy decision. The Council supports implementing the CEAP, boosting housing supply and affordability, improving the transportation system to make it safe and practical to bicycle or walk for short in-town trips for people of all ages and abilities, and boosting economic development. The Planning Commission should recommend to the City Council (in addition to the staff’s recommendation) the following:

- 1) Amend the zoning on lands north of Downtown, between “A” Street and Lithia Way, to allow outright the construction of residential buildings at densities up to 20 units per acre and as tall as four or five stories, (excluding townhouses) and**
- 2) Amend the Development Code to allow tri-plexes and four-plexes in single-family zoning districts throughout the city.**

One fact which is relevant to this discussion is the cost of auto ownership, which now stands at \$1,025 per month. Modifying the city's zoning code, as above, to make Ashland a place where people don't have to own a car will have profound and positive impacts on our community, and existing and future residents.

Thank you for your commitment to making Ashland a better place to live and visit,
Gary Shaff



Council Business Meeting

Date: May 6, 2025

Agenda Item	Second Reading ORD 3258 An Ordinance Amending AMC Chapter 10.30 to Prohibit Hazardous Fire Use
Department	Police
From	Tighe O'Meara, Police Chief

TIME ESTIMATE

CATEGORY

Ordinance

SUMMARY

SUMMARY

This ordinance amends AMC Chapter 10.30 by establishing a municipal offense for Hazardous Fire Use—unauthorized fire behavior that creates a substantial risk to persons or property but does not meet the threshold for reckless burning under state law (ORS 164.335).

At the first reading on April 1, 2025, the Council approved redlined changes recommended by staff. These changes clarified that:

- The use of portable cooking devices is not prohibited in designated areas unless fire restrictions apply.
- Campfires and cooking fires authorized under AMC 10.30.010 and 10.30.020 are exempt from the ordinance's general prohibitions on ignition sources in restricted areas.

In addition to incorporating those redlined edits, this final version includes two clarifying, non-substantive revisions made by legal staff after the first reading:

1. **Section 10.30.060(A)(1):**

The list of fire-related risks now includes an "or" before the last item to clarify that each listed risk (escape, endangerment, or spread) is individually sufficient to constitute a violation. This avoids ambiguity and confirms that all alternatives are enforceable independently.

2. **Section 10.30.060(C):**

An "and" was added to the list of enforcement actions to clarify that the Fire Marshal, Fire Chief, or Police Chief may exercise any one or more of the listed remedies (issuing citations, ordering extinguishment, or taking other action). This does not change enforcement authority but ensures clarity.

These final changes do not alter the substance or scope of the ordinance; they are purely clarifying in nature and ensure that the ordinance reads clearly and enforces as intended.

POLICIES, PLANS & GOALS SUPPORTED

This amendment aligns with Ashland's public safety goals, particularly in addressing increasing wildfire risks. It also complements existing state and local fire regulations while ensuring effective municipal enforcement.

BACKGROUND AND ADDITIONAL INFORMATION

The ordinance is intended to fill an enforcement gap in fire-related laws by allowing municipal prosecution where fires pose a public danger but do not trigger state statutes such as ORS 164.335 (Reckless Burning) or ORS 163.195 (Recklessly Endangering Another Person).

State law generally requires either actual property damage with market value or a specific threat to an individual to establish a criminal offense. This ordinance, by contrast, focuses on the hazardous use of fire itself—allowing the City to intervene when someone creates a serious risk through their conduct, even if no damage or injury has yet occurred.





Council Business Meeting

In short, the ordinance enables the City to respond before harm is done, based on behavior that reflects poor judgment or disregard for safety under hazardous conditions.

The language draws upon models used by other cities—most notably Medford—but is tailored to Ashland's code structure and focuses on integration with AMC Chapter 10.30 (Controls on Open Burning).

FISCAL IMPACTS

- Minimal financial impact: Enforcement will be handled through existing Fire and Police resources.
- Potential cost savings: Preventing uncontrolled fires reduces emergency response and suppression costs.
- Restitution for response costs may be required for offenders under this ordinance.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Staff recommends that the Council approve the ordinance.

Recommended motion: "I move to approve the second reading and adoption of Ordinance No. 3258, as amended."

REFERENCES & ATTACHMENTS

1. Ordinance 3258-Hazardous Burning v2 (04-01-25)
2. Ordinance 3258-Hazardous Burning v2 (04-15-25)



ORDINANCE NO. 3258

AN ORDINANCE AMENDING AMC CHAPTER 10.30 TO PROHIBIT HAZARDOUS FIRE USE

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~bold-lined through~~, and additions are **bold underlined**.

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 City of Ashland recognizes the increasing fire danger posed by unauthorized or hazardous fire use, particularly in sensitive areas such as city parks, open spaces, and the Ashland watershed; and; and

WHEREAS, Existing state laws addressing reckless burning (ORS 164.335) require actual property damage of ascertainable market value, limiting enforcement in cases where a fire creates a serious risk but has not yet caused harm; and

WHEREAS, Oregon’s endangerment statutes (e.g., ORS 163.195) require proof of substantial risk of serious physical injury to a specific person, which may not apply in fire-related incidents that endanger the general public, property, or natural resources; and

WHEREAS, Unauthorized small fires—especially in greenways, parks, and wildfire-prone areas—pose significant risks even before damage occurs; and

WHEREAS, The City Council finds that this ordinance is necessary to provide a municipal enforcement tool allowing for misdemeanor prosecution of hazardous fire use before it escalates to reckless burning or arson, therefore,

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

SECTION 1. Amendment to AMC Chapter 10.30

AMC Chapter 10.30 **Controls on Open Burning** is hereby **amended at 10.30.005 Definitions**, to read as follows:

10.30.005 Definitions

The following words and phrases whenever used in this chapter shall be construed as defined in this section unless from the context a different meaning is intended.

- A. “Fire Chief” means the City of Ashland Fire Chief or the Chief’s representative.
- B. “Campfire” means any fire for cooking located outside of a building or recreational vehicle.

- C. "Outdoor fire" includes any fire except a fire for cooking.
- D. "Person in charge" means a person or a representative or an employee of a person who has lawful control of the site of the fire by ownership, tenancy, official position or other legal relationship.
- E. "Ventilation index" means the National Weather Service's indicator of the relative degree of air circulation in the Rogue Valley.
- F. "Noxious weed" means any plant classified by the Oregon State Weed Board that is injurious to public health, agriculture, recreation, wildlife, or any public or private property.

For the purposes of this chapter, nothing shall be construed to prohibit the lawful use of portable cooking devices, such as propane stoves or grills, in designated picnic or recreation areas, unless otherwise restricted due to declared fire danger or burn bans.

SECTION 2. Amendment to 10.30.060 – Hazardous Fire Use Prohibited, to read as follows:

10.30.060 Hazardous Fire Use Prohibited

A. Prohibited Conduct

It shall be unlawful for any person to:

- 1. Ignite, maintain, or allow a fire in a manner that creates a substantial risk of:**
 - a. The fire escaping control;**
 - b. Endangering persons, structures, or property;**
 - c. Spreading to public lands, forested areas, or designated fire-prone zones.**
- 2. Fail to take reasonable measures to confine, control, or extinguish an authorized fire before leaving the area.**
- 3. Operate any ignition source, including open flames, spark-producing devices, or heat-generating equipment (such as stoves, heaters, or any device capable of igniting nearby combustible materials) in a prohibited area, except where such use is authorized under this chapter, including but not limited to cooking fires and campfires as permitted under AMC 10.30.010 and 10.30.020. Prohibited areas include, but are not limited to:**
 - a. City-owned parks, open spaces, or wildfire-prone lands**
 - b. Any area subject to a burn ban or emergency restriction, or order of the Fire Chief or Fire Marshal.**
- 4. Burn prohibited materials, including but not limited to:**
 - a. Plastics, chemicals, treated wood, tires, or any material producing toxic emissions.**
 - b. Unauthorized debris or waste without a valid permit.**
- 5. Refuse or fail to comply with an order from the Fire Chief, Fire Marshal, or law enforcement to extinguish or control a fire.**

B. High-Risk Areas and Aggravated Offenses

- 1. A violation of this section shall be considered an aggravated offense subject to enhanced penalties when:**
 - a. The hazardous fire use occurs in city-owned parks, watershed lands, or greenways.**

- b. The offense takes place during a declared fire season or under emergency fire restrictions.
- c. The fire is left unattended and requires an emergency response from the Fire Department.

C. Enforcement and Authority

- 1. The Fire Marshal, Fire Chief, Police Chief, or their designees shall have the authority to:
 - (a) Issue citations;
 - (b) Order the immediate extinguishment of a fire;
 - (c) Take additional enforcement action as necessary.
- 2. Failure to comply with a lawful order to extinguish or control a fire may result in immediate municipal prosecution.

SECTION 3. Amendment to AMC 10.30.050 (Penalties and Schedule)

AMC 10.30.050 Penalties and Schedule is amended as follows:

10.30.050 Penalties and Schedule

A. Any person who violates any provision of this Chapter is subject to Section 1.08.020 of the Ashland Municipal Code.

- 1. Any violation of this section is a Class I Violation.
- 2. Outdoor burning without a permit or a campfire in violation of this chapter is a public nuisance and may be abated per AMC Chapter 1.08 by the Fire Chief, Chief of Police, or their representatives.
- 3. A violation of AMC 10.30.060 (Hazardous Fire Use) shall be enforced as follows:
 - a. Class 1 Violation – A general violation shall be subject to a fine of up to \$500 (AMC 1.08.030B).
 - b. Class B Misdemeanor – An offense in a high-risk area or during fire season, or by a repeat offender, shall be subject to:
 - i. A fine up to \$500.
 - ii. Up to 60 days imprisonment. (Ashland Charter Art IX, Sec 1)
 - iii. Mandatory fire prevention education or community service.
 - iv. Restitution – Offenders may be required to reimburse emergency response costs.

SECTION 4. Remaining Provisions Unaffected. Except as specifically amended herein, all remaining provisions of AMC Chapter 10.30 shall remain in full force and effect.

SECTION 5. Severability. Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

SECTION 6. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word “ordinance” may be changed to “code”, “article”, “section”, “chapter” 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 3-5) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 2nd day of April, 2025, and duly PASSED and ADOPTED this 15th day of April, 2025

PASSED by the City Council this _____ day of April, 2025.

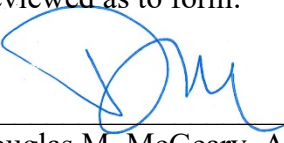
ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of April, 2025.

Tonya Graham, Mayor

Reviewed as to form:



Douglas M. McGeary, Acting City Attorney

ORDINANCE NO. 3258

AN ORDINANCE AMENDING AMC CHAPTER 10.30 TO PROHIBIT HAZARDOUS FIRE USE

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~bold-lined through~~, and additions are **bold underlined**.

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 City of Ashland recognizes the increasing fire danger posed by unauthorized or hazardous fire use, particularly in sensitive areas such as city parks, open spaces, and the Ashland watershed; and; and

WHEREAS, Existing state laws addressing reckless burning (ORS 164.335) require actual property damage of ascertainable market value, limiting enforcement in cases where a fire creates a serious risk but has not yet caused harm; and

WHEREAS, Oregon’s endangerment statutes (e.g., ORS 163.195) require proof of substantial risk of serious physical injury to a specific person, which may not apply in fire-related incidents that endanger the general public, property, or natural resources; and

WHEREAS, Unauthorized small fires—especially in greenways, parks, and wildfire-prone areas—pose significant risks even before damage occurs; and

WHEREAS, The City Council finds that this ordinance is necessary to provide a municipal enforcement tool allowing for misdemeanor prosecution of hazardous fire use before it escalates to reckless burning or arson, therefore,

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

SECTION 1. Amendment to AMC Chapter 10.30

AMC Chapter 10.30 **Controls on Open Burning** is hereby amended at **10.30.005 Definitions**, to read as follows:

10.30.005 Definitions

The following words and phrases whenever used in this chapter shall be construed as defined in this section unless from the context a different meaning is intended.

- A. “Fire Chief” means the City of Ashland Fire Chief or the Chief’s representative.
- B. “Campfire” means any fire for cooking located outside of a building or recreational vehicle.

- C. "Outdoor fire" includes any fire except a fire for cooking.
- D. "Person in charge" means a person or a representative or an employee of a person who has lawful control of the site of the fire by ownership, tenancy, official position or other legal relationship.
- E. "Ventilation index" means the National Weather Service's indicator of the relative degree of air circulation in the Rogue Valley.
- F. "Noxious weed" means any plant classified by the Oregon State Weed Board that is injurious to public health, agriculture, recreation, wildlife, or any public or private property.

For the purposes of this chapter, nothing shall be construed to prohibit the lawful use of portable cooking devices, such as propane stoves or grills, in designated picnic or recreation areas, unless otherwise restricted due to declared fire danger or burn bans.

SECTION 2. Amendment to 10.30.060 – Hazardous Fire Use Prohibited, to read as follows:

10.30.060 Hazardous Fire Use Prohibited

A. Prohibited Conduct

It shall be unlawful for any person to:

1. **Ignite, maintain, or allow a fire in a manner that creates a substantial risk of:**
 - a. **The fire escaping control;**
 - b. **Endangering persons, structures, or property; or**
 - c. **Spreading to public lands, forested areas, or designated fire-prone zones.**
2. **Fail to take reasonable measures to confine, control, or extinguish an authorized fire before leaving the area.**
3. **Operate any ignition source, including open flames, spark-producing devices, or heat-generating equipment (such as stoves, heaters, or any device capable of igniting nearby combustible materials) in a prohibited area, except where such use is authorized under this chapter, including but not limited to cooking fires and campfires as permitted under AMC 10.30.010 and 10.30.020. Prohibited areas include, but are not limited to:**
 - a. **City-owned parks, open spaces, or wildfire-prone lands;**
 - b. **Any area subject to a burn ban or emergency restriction, or order of the Fire Chief or Fire Marshal.**
4. **Burn prohibited materials, including but not limited to:**
 - a. **Plastics, chemicals, treated wood, tires, or any material producing toxic emissions.**
 - b. **Unauthorized debris or waste without a valid permit.**
5. **Refuse or fail to comply with an order from the Fire Chief, Fire Marshal, or law enforcement to extinguish or control a fire.**

B. High-Risk Areas and Aggravated Offenses

1. **A violation of this section shall be considered an aggravated offense subject to enhanced penalties when:**
 - a. **The hazardous fire use occurs in city-owned parks, watershed lands, or greenways.**

- b. The offense takes place during a declared fire season or under emergency fire restrictions.
- c. The fire is left unattended and requires an emergency response from the Fire Department.

C. Enforcement and Authority

- 1. The Fire Marshal, Fire Chief, Police Chief, or their designees shall have the authority to:
 - (a) Issue citations;
 - (b) Order the immediate extinguishment of a fire; and
 - (c) Take additional enforcement action as necessary.
- 2. Failure to comply with a lawful order to extinguish or control a fire may result in immediate municipal prosecution.

SECTION 3. Amendment to AMC 10.30.050 (Penalties and Schedule)

AMC 10.30.050 Penalties and Schedule is amended as follows:

10.30.050 Penalties and Schedule

A. Any person who violates any provision of this Chapter is subject to Section 1.08.020 of the Ashland Municipal Code.

- 1. Any violation of this section is a Class I Violation.
- 2. Outdoor burning without a permit or a campfire in violation of this chapter is a public nuisance and may be abated per AMC Chapter 1.08 by the Fire Chief, Chief of Police, or their representatives.
- 3. A violation of AMC 10.30.060 (Hazardous Fire Use) shall be enforced as follows:
 - a. Class 1 Violation – A general violation shall be subject to a fine of up to \$500 (AMC 1.08.030B).
 - b. Class B Misdemeanor – An offense in a high-risk area or during fire season, or by a repeat offender, shall be subject to:
 - i. A fine up to \$500.
 - ii. Up to 60 days imprisonment. (Ashland Charter Art IX, Sec 1)
 - iii. Mandatory fire prevention education or community service.
 - iv. Restitution – Offenders may be required to reimburse emergency response costs.

SECTION 4. Remaining Provisions Unaffected. Except as specifically amended herein, all remaining provisions of AMC Chapter 10.30 shall remain in full force and effect.

SECTION 5. Severability. Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

SECTION 6. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word “ordinance” may be changed to “code”, “article”, “section”, “chapter” 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 3-5) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 2nd day of April, 2025, and duly PASSED and ADOPTED this 15th day of April, 2025

PASSED by the City Council this _____ day of April, 2025.

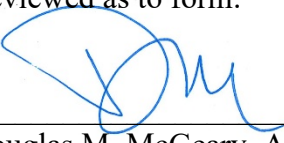
ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of April, 2025.

Tonya Graham, Mayor

Reviewed as to form:



Douglas M. McGeary, Acting City Attorney



Council Business Meeting

Date: May 6, 2025

Agenda Item	Proposed Changes to Enhanced Law Enforcement Area Process
Department	Police
From	Tighe O'Meara, Police Chief

TIME ESTIMATE

CATEGORY

Presentation

SUMMARY

Staff is coming back before Council to seek direction on possible changes to the expulsion process within an Enhanced Law Enforcement Area.

POLICIES, PLANS & GOALS SUPPORTED

N/A

BACKGROUND AND ADDITIONAL INFORMATION

Currently, under Ashland Municipal Code (AMC) 10.30.020, a chronic offender may be expelled from an Enhanced Law Enforcement Area (ELEA) after being convicted of at least three qualifying violations, or after being convicted of two crimes and one qualifying violation, or three crimes. While this framework has been a useful tool since its adoption in 2012, it is slow to respond to actual chronic negative behavior. In practice, it allows harmful behavior to go unaddressed while the offender continues to negatively impact the community. It can take several months for a criminal case to move through the court system, and violation-level offenses often take weeks or even months to reach conviction. Until that time, no expulsion can be sought through the municipal court by the City Attorney's Office.

Other communities have adopted expulsion ordinances that allow officers to issue an exclusion after a single qualifying violation—without waiting for a conviction. While that model may work for other jurisdictions, it is not the right approach for Ashland. At the same time, Ashland's current ordinance does not adequately address ongoing negative behavior that diminishes quality of life and creates an unsafe environment for all.

Staff proposes amending the AMC to allow a law enforcement officer to petition the municipal court judge directly for an expulsion order when the officer is aware of at least three qualifying violations committed within an ELEA, or at least one qualifying crime. The officer would present evidence of the substantiated offenses and affirm that the individual had been advised of the potential consequences of continued negative behavior.

Qualifying violations would include:

- AMC 10.40.030 – Consumption of alcoholic liquors in public places
- AMC 9.16.010 – Dogs, control required
- AMC 10.40.030 – Open containers (of alcohol) prohibited
- ORS 475B.381 – Use of marijuana in public place prohibited





Council Business Meeting

- AMC 9.08.110 – Scattering rubbish
- AMC 9.08.170 – Unnecessary noise

Under the proposed procedure, when an officer issues a citation or makes an arrest for a qualifying offense within an ELEA, the officer would also provide the individual with written notice explaining the potential consequences of continued violations. When the threshold for petitioning the court is met, the officer would submit a request to the municipal court judge, summarizing the prior violations or crimes and confirming that the individual had received the advisory.

If the court issues an expulsion order, the individual would be notified and instructed to leave and not return to the ELEA. The person would have **10 days to appeal** the expulsion order, which would remain in effect unless and until reversed by the court.

The proposed expulsion periods are:

- 60 days for violation-level offenses
- 90 days for misdemeanor-level crimes
- 180 days for felony-level crimes
-

This approach achieves the efficiency that the current system lacks by allowing the City to respond quickly to public safety concerns and chronic behavior—without short-circuiting due process. By placing the decision in the hands of the court, a neutral and independent authority, the proposed process ensures that expulsion is imposed only when the legal threshold is met and that each case is evaluated fairly based on its individual circumstances. It preserves the fundamental rights of the individual while addressing harmful conduct in a timely and responsible manner.

FISCAL IMPACTS

There should not be a financial impact for this change, as the ability to expel a chronic offender already exists. This is a procedural change. There is a perception with some that expulsion order violators are exclusively lodged in jail beds paid for via the City's contract with the County to rent jail beds. This is inaccurate information. Expulsion order violators, like any person arrested for a municipal court misdemeanor, generally do not trigger a rented jail bed.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Staff requests Council give direction on whether proposed changes should be brought back before Council at a later date,

REFERENCES & ATTACHMENTS

1. ELEA 2.19.25
2. Final ELEA 02192025
3. 2024-11-19 Council Meeting
4. ELEA PP



Council Study Session

Date: February 19, 2025

Agenda Item	Enhanced Law Enforcement Area Changes
From	Tighe O'Meara, Police Chief
Contact	tighe.omeara@ashland.or.us

SUMMARY

Staff is bringing forward information to further the discussion around amending the Enhanced Law Enforcement Area (ELEA) ordinance. Council recently authorized the application of the current ELEA framework to the Ashland Street business corridor. Staff is bringing information in support of modifying the current ordinance to allow for more flexible response for APD officers to address chronic negative behavior.

Legal staff will also bring forward information on other cities' efforts to offer similar solutions, as well as providing options to allow for more tools to address incidents of reckless/unauthorized burning.

POLICIES, PLANS & GOALS SUPPORTED

NA

BACKGROUND AND ADDITIONAL INFORMATION

The ELEA framework has been part of Ashland Municipal Code since 2012. While this has been an effective tool in addressing chronic negative behavior, it has also proven to have some pitfalls that do not allow for officers to efficiently address chronic negative behavior.

FISCAL IMPACTS

The police department has a contract with the Jackson County Sheriff's Office to rent up to three jail beds at a cost of \$110 per night per bed. However, a person arrested under this ordinance is not automatically placed a jail bed pursuant to that contract. An arrest that does not fall under that contract does not incur any additional cost for the City.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Staff is seeking Council direction on how to proceed, if at all, on changes to the ELEA and other related ordinances.

REFERENCES & ATTACHMENTS

None



Enhanced Law Enforcement Area

Chief Tighe O'Meara
February 19, 2025

Today's conversation

Crime Data

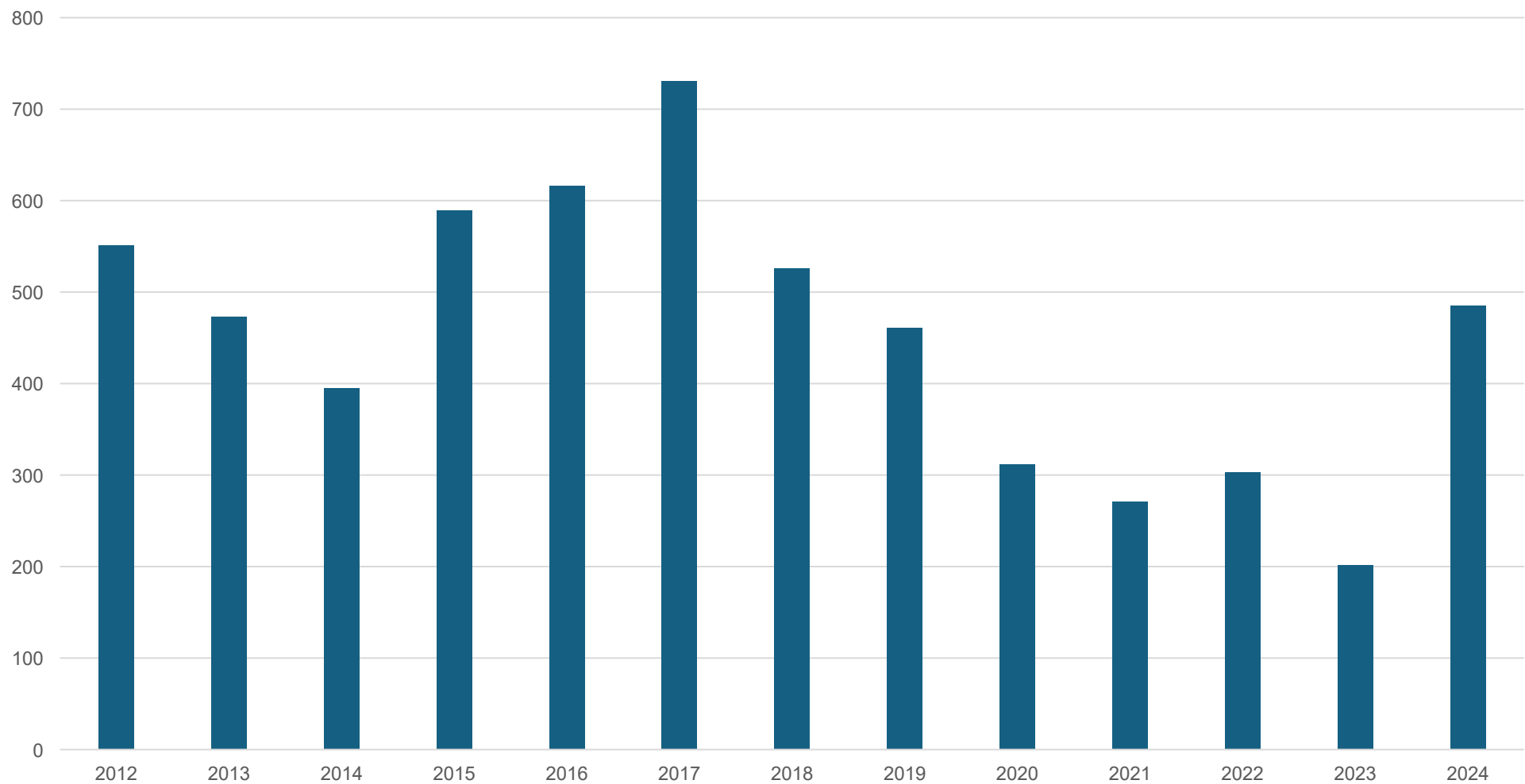
Current Issues with ELEA+potential changes

Legal topics



CAP West Data

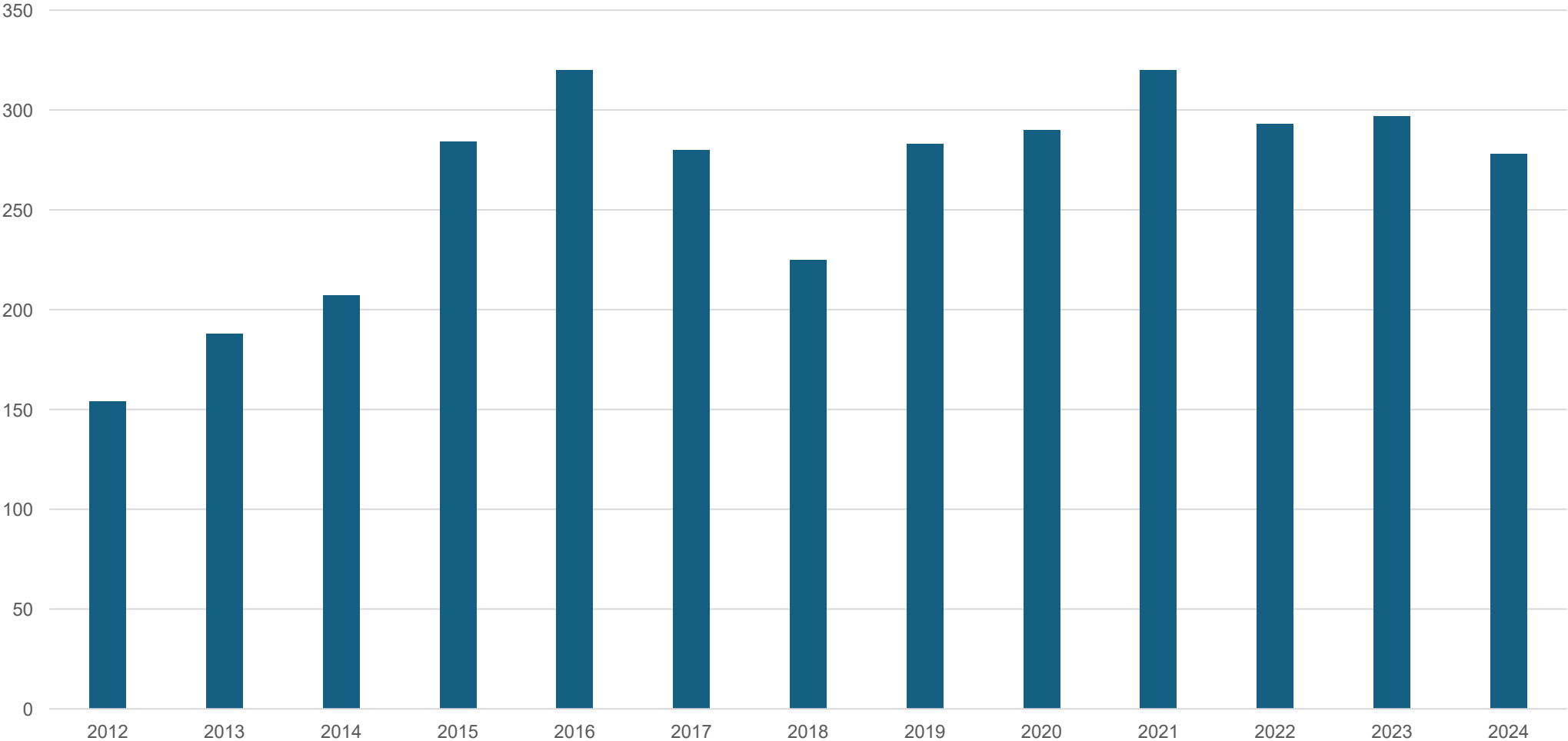
CAP West (Downtown) Assault, DOC, Drug, Harass, LLaWs, Noise, Theft



CAP East Data



CAP East CFS Assault, DOC, Drug, LLaws, Harass, Noise, Theft



Definitions

“Unlawful” does not automatically mean a crime

Crime: something that is unlawful and that might result in a period of incarceration in a jail or prison (e.g. assault, robbery, DUI)

Violation: something that is unlawful that can only result in an administrative sanction (e.g. drinking in public, unnecessary noise, smoking downtown)



Current ord. is based on multiple **convictions**

- 3 or more qualifying violation convictions or at least 2 crime convictions. (Qual. Vio. =scattering rubbish, noise, dogs control, open cont., drinking in public, dog license)
 - This can take at least several weeks, to 2-3 months best case scenario
- There is one person who is chronic offender in the DT area with multiple crime charges pending going back over a year



Current ord. is based on multiple **convictions**

- Examples
 - Person A: if expelled from CAP E in February of 2024 based on an arrest could have avoided 10 additional actions with throughout the rest of 2024
 - Person B: if expelled from CAP E in January of 2024 after 3 qualifying violations could have avoided 11 additional actions throughout the rest of 2024
 - Person C: if expelled from CAP W in January of 2024 after an arrest could have avoided six additional incidents in 2024



Current ord. is based on multiple **convictions**

- Examples
 - Person D: if expelled from CAP E in February of 2024 for an arrest could have avoided 10 additional cases in 2024
 - Person E: if expelled from CAP W in May 2024 after 3 qualifying violation could have avoided eight additional incidents in 2024 including two assault charges
 - Person F: if expelled from CAP E in February of 2024 for an arrest could have avoided eight additional incidents in 2024
 - Person G: if expelled from CAP E in April of 2024 for an arrest could have avoided eight additional incidents in 2024



Proposed changes

- 3 or more violation qualifying charges (violations), expelled on an officer's authority, with an option to appeal to the Judge within 10 days
- 1 or more criminal charges (any court) with option to appeal to the Judge within 10 days

Built in access to shopping, medical, work, services, etc. would only apply if person is "remaining in" and not going to or from

Proposed changes

Officers have had the authority to expel from parks for rules violations for a long time. There has never been a complaint of them targeting anyone or applying that authority inequitably. Like the current and proposed ELEA ord., this authority is reactive to objective behavior witnessed by the officer.

Officers also have the ability to order someone to refrain from stalking a victim, issue a stalking citation which requires an appearance at Circuit Court, and in the meantime prohibits more stalking behavior



Current Appeal



Notice of Expulsion

Warning of Consequences

No person shall knowingly enter or remain in the sleeping area at any time in violation of an expulsion order as issued and served upon the person. Entering the sleeping area in violation of an expulsion order constitutes Criminal Trespass in the Second Degree (ORS 164.245), which is a class C misdemeanor and may result in your arrest.

Appeal Process

The person receiving this notice may appeal within 10 days in accordance with AMC 2.30 to have written notice rescinded or the period shortened. The appeal notice shall include a statement of the nature of the decision being appealed and a short and plain narrative statement, including the reason the original decision is alleged to be incorrect. The written appeal should be delivered to: City Recorder, 20 East Main Street, Ashland, Oregon, 97520.

The Hearing Officer shall uphold the expulsion if, upon de novo review, the preponderance of the evidence convinces the Hearing Officer that, more likely than not, the person in fact committed the crime or violation, and that the expulsion is otherwise in accordance with law.

Unless the basis for the expulsion involves a safety concern, if an appeal of the expulsion is timely filed under AMC 2.30, the effectiveness of the expulsion shall be stayed, pending the outcome of the appeal. If the expulsion is affirmed, the expulsion shall be effective immediately upon issuance of the written decision and then shall commence and run for the specified number of days thereafter.

Expulsion Periods

Any peace officer or city code compliance officer may expel any person who violates any applicable provision of law in the Dusk to Dawn Sleeping Area for a period of up to 30 days but not to exceed six months.





Notice of Expulsion Warning of Consequences

No person shall knowingly enter or remain in any park at any time in violation of a park expulsion order as issued and served upon the person in accordance to AMC 10.68.350. Entering a park in violation of an expulsion order constitutes Criminal Trespass in the Second Degree (ORS 164.245), which is a class C misdemeanor.

Appeal Process

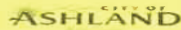
The person receiving this notice may appeal within 10 days in accordance with AMC 2.30 to have written notice rescinded or the period shortened. The appeal notice shall specify the relief sought and the reason for said relief. The written appeal should be delivered to: City Recorder, 20 East Main Street, Ashland, Oregon, 97520.

The Hearing Officer shall uphold the expulsion if, upon de novo review, the preponderance of the evidence convinces the Hearing Officer that, more likely than not, the person in fact committed the crime or violation, and that the expulsion is otherwise in accordance with law. If an appeal of the expulsion is timely filed under AMC 2.30, the effectiveness of the expulsion shall be stayed, pending the outcome of the appeal. If the expulsion is affirmed, the expulsion shall be effective immediately upon issuance of the written decision and then shall commence and run for the specified number of days thereafter.

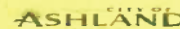
Expulsion Periods

Any peace officer, or park official or city code compliance officer may expel any person who violates any applicable provision of law in a city park from any or all city parks for a period of 30 days for any violation or for a period not to exceed the maximum jail period for any particular criminal offenses. If the person to be expelled from any park has been expelled from a city park on two or more occasions within two years before the date of the present expulsion for criminal offenses, the expulsion shall be for a period not to exceed 180 days.





ASHLAND POLICE DEPT. Tel: 541-482-5211
1155 E. Main St. Fax: 541-488-5381
Ashland, OR 97520 TTY: 800-735-2900



ASHLAND POLICE DEPT. Tel: 541-482-5211
1155 E. Main St. Fax: 541-488-5381
Ashland, OR 97520 TTY: 800-735-2900
www.ashland.or.us

Current AMC and ORS on fires

AMC 10.30.010 Unauthorized Burning-violation

ORS 164.335 Reckless Burning-misdemeanor but can't be charged unless damage to real property has been established



Current AMC and ORS on fires

Elevate AMC 10.30.010 to a Municipal Court misdemeanor



Medford has officer-based expulsions, it has been challenged in federal court and upheld in the case *Bilodeau v. City of Medford*

The same language the federal Judge leaned on to uphold the case has been included in the previous proposed draft.



These cities have some form
of expulsion ordinance in
place

Brookings
Canby
Corvallis
Cottage Grove
Eugene
Gresham
Hillsboro

Lake Oswego
Lincoln City
McMinnville
Medford
Milwaukie
Oregon City

Reedsport
Roseburg
Salem
Silverton
Tigard
Tualatin

Trying to minimize crimes and calls for service for negative behavior in a way that maintains fairness and equity for all, while allowing the police officers flexibility to address ongoing negative behavior concerns



Clarification

Some people have incorrectly conflated the rented jail beds with persistent violator arrests, these are not the same thing.

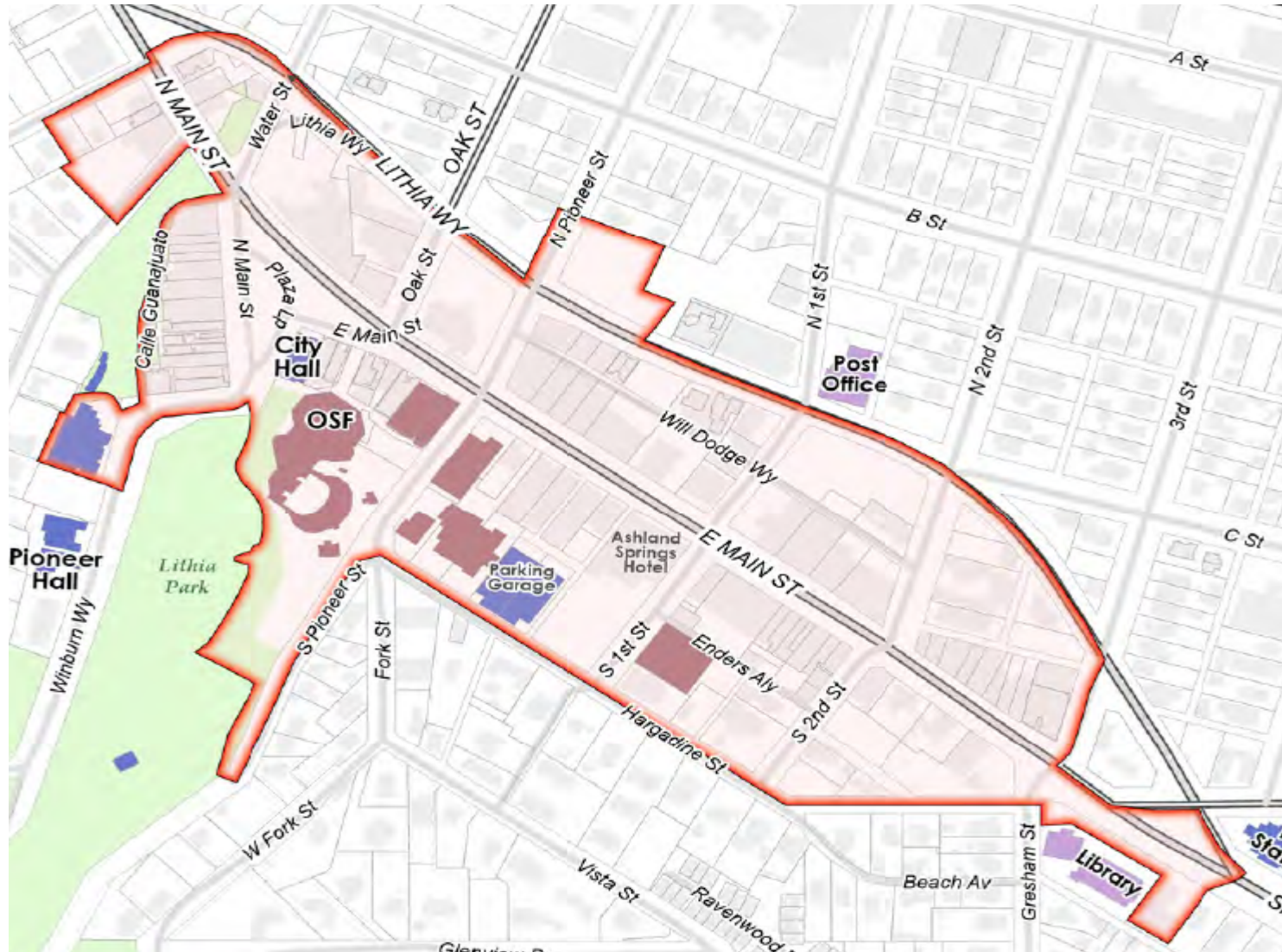


There are four recommendations, which can be taken as a whole or individually:

1. Allow for expulsions on officer's order for 3 or more qualifying violations issued, with judicial review within 10 days if the subject asks for it
open intoxication, drinking in public, marijuana in public, scattering rubbish, unnecessary noise, dogs-control required (note that these are violations anywhere in the City)
2. Allow for crimes charged in an ELEA to lead to expulsion
Misdemeanor 90 days, felony 180 days
3. Elevate unauthorized burning to a municipal court misdemeanor
4. Slight expansion of ELEA West (downtown) area to include the front lawn of the library, and adjacent property, and the park area across the street



Recommended





QUESTIONS?



Council Business Meeting

Date: November 19, 2024

Agenda Item	First Reading ORD 3251 Repealing and replacing AMC Chapter 10.120 – Persistent Violations
From	Tighe O'Meara, Police Chief
Contact	tighe.omeara@ashland.or.us

SUMMARY

This proposed ordinance amends the current "Persistent Violator" ordinance. Right now, in the current ordinance, law enforcement must wait to expel someone from an Enhanced Law Enforcement Area (ELEA) until that person is convicted of multiple violations and convictions prior to asking the Judge for expulsion. This ordinance changes so that a law enforcement officer can expel someone from an ELEA if the officer has probable cause to believe that the offense occurred in that zone. If the person returns after being expelled, and an exception or variance does not apply, then that person is subject to a mandatory arrest via the proposed trespass AMC.

POLICIES, PLANS & GOALS SUPPORTED

Having the ELEA in place downtown has been an invaluable tool for the Ashland Police Department. Since its inception in 2012, the ELEA has allowed APD to mitigate chronic negative behavior downtown. This negative behavior peaked in 2017 and has been steadily declining since. Since 2017 there have been 1,063 qualifying violations in the downtown area, leading to the expulsion of 46 individuals.

While the current ELEA ordinance has been an invaluable tool, it is not without its obstacles. The current ordinance requires that individuals exhibit repeated negative behavior in the downtown area, and be convicted on those charges, before the expulsion process can be initiated and make its way through the municipal court. The new ordinance allows officers to recognize chronic negative behavior individuals as the violations are occurring and expel them from the area, with the threat of additional charges if they return. This process allows members of the Ashland Police Department to be much more responsive and problem-solving oriented to chronic negative behavior from individuals.

BACKGROUND AND ADDITIONAL INFORMATION

Section 10.120.020 allows officers to expel individuals from designated Enhanced Law Enforcement Areas (ELEAs) for offenses committed within those areas. The two primary ELEAs are shown on the proposed maps (Exhibits A and B). Additionally, an officer can expel someone from city-owned or managed property if the officer has probable cause to believe that a crime or violation listed in 10.120.020 occurred on city-owned or managed property. A court can also expel someone from an ELEA in a court order.

As listed in Section 10.120.020, expulsion durations vary. Those variations correlate to the severity of the behavior. For example, someone can be expelled from an ELEA for 30 days for the listed non-criminal violations. In these cases, if someone fails to appear to court for their underlying offense, the offender is subject to an additional 30-day expulsion. For misdemeanors, an offender is subject to a 90-day expulsion and 180 days for felonies.

Re-entry into an ELEA without valid exception (10.120.040) constitutes criminal trespass (a B misdemeanor, AMC 10.56.020.D), resulting in a minimum 3-month, maximum 1-year expulsion.

Section 10.120.040 details exceptions allowing re-entry for essential activities (groceries, medical care, employment), travel, or granted variances. In other words, even if someone was expelled, that person is nonetheless permitted to be in an ELEA for one of those listed exceptions or by a court variance.

The ordinance incorporates several due process protections (10.120.030, 10.120.050). Expulsion orders will be issued in writing, outlining the individual's rights, consequences, and appeal process, including variance requests. If this ordinance passes, these procedures will be provided in a user-friendly format to ensure citizens have accurate information on the expulsion and their appeal rights.





Council Business Meeting

FISCAL IMPACTS

None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

If this ordinance passes, it will also create an ELEA in the south end of town, which has been a request by citizens and council. Not passing this ordinance will keep its existing structure.

Motion

"I move to approve the first reading of Ordinance Number 3251, repealing and replacing AMC Chapter 10.120 – Persistent Violations with AMC Chapter 10.120 Civil Expulsions."

REFERENCES & ATTACHMENTS

1. ORD 3251 Repealing Replacing AMC 10.120 with AMC 10.120 Civil Expulsions
2. EAST CAP
3. West CAP



Ashland Police Department City of Ashland Legal Department Enhanced LEA

November 19, 2024

ELEA in place since 2012 to address chronic negative behavior

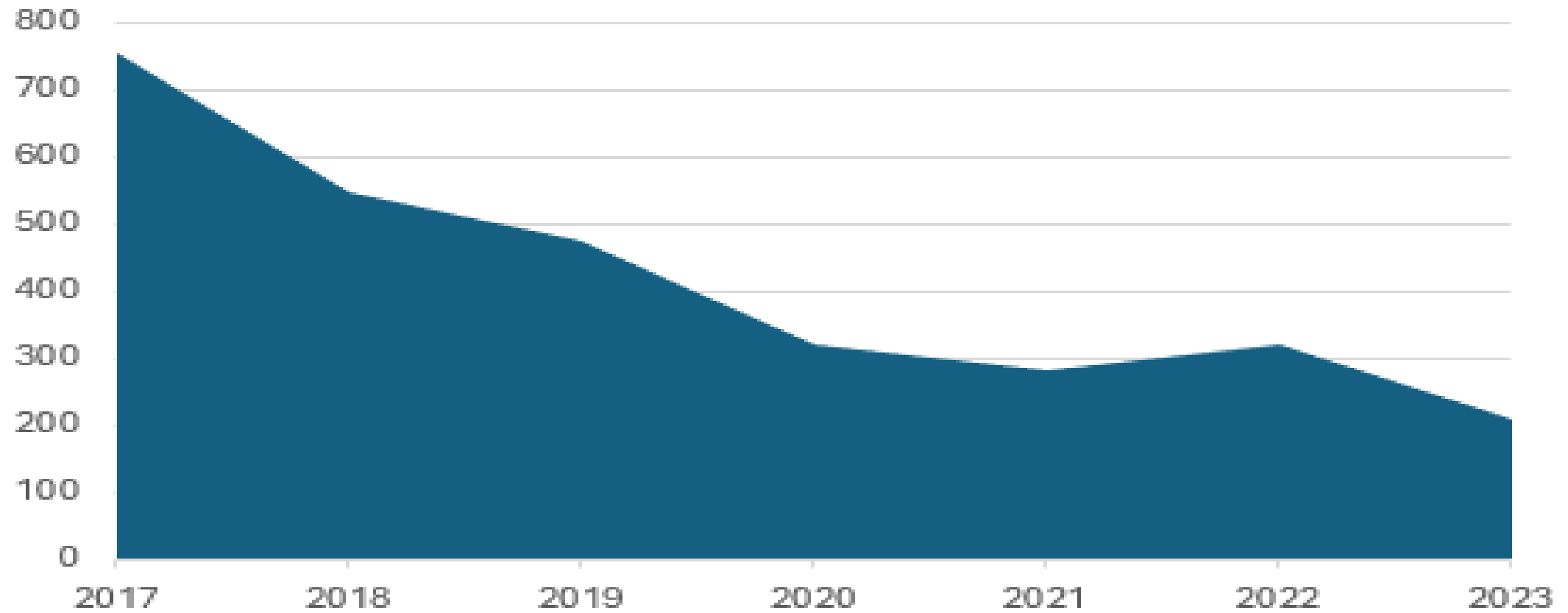
Muni court crim. convictions
scattering rubbish
Unnecessary noise
Drinking in public
Open Container
Smoking MJ in public
Dogs control and license
Camping-NOT included

Big Hole in the original (current) law-doesn't include Circuit Court
matters

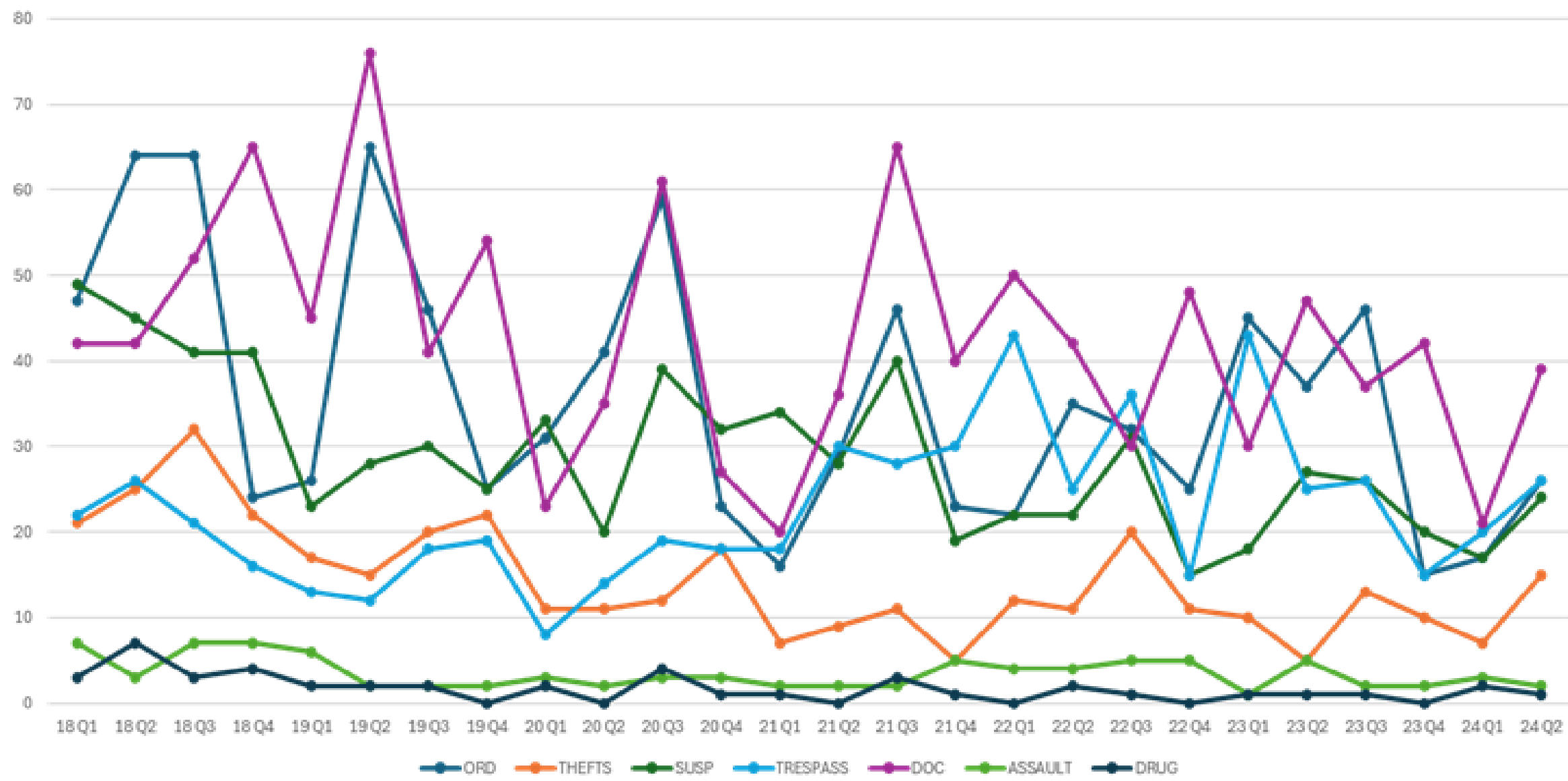
CAP (West) Qualifying Convictions/Exp

- 2023 105 violations led to nine expulsions
- 2022 79 violations led to one expulsion
- 2021 56 violations led to three expulsions
- 2020 109 violations led to four expulsions
- 2019 140 violations led to eight expulsions
- 2018 215 violations led to six expulsions
- 2017 359 violations led to 15 expulsions

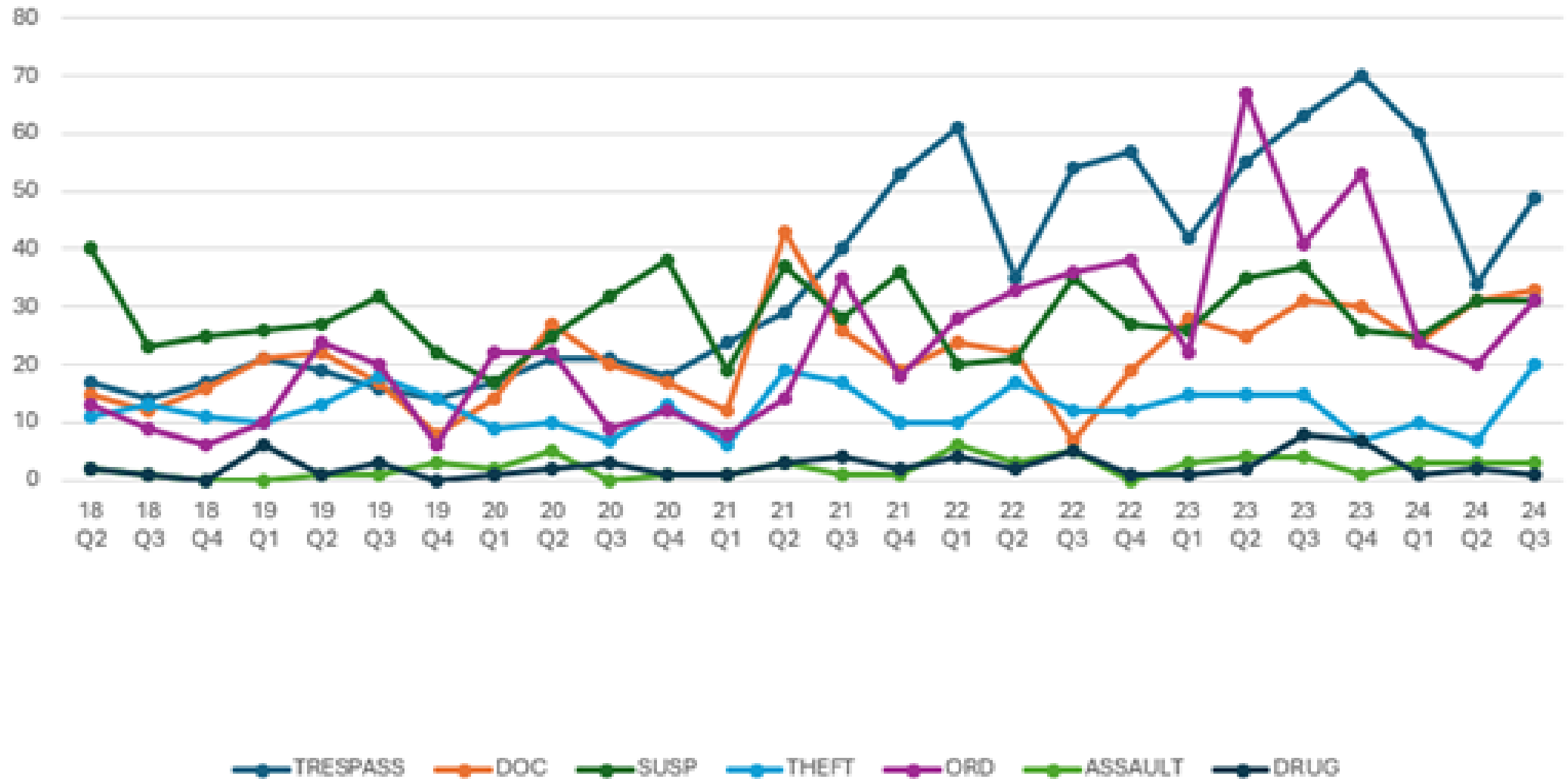
CFS CAP West-Downtown

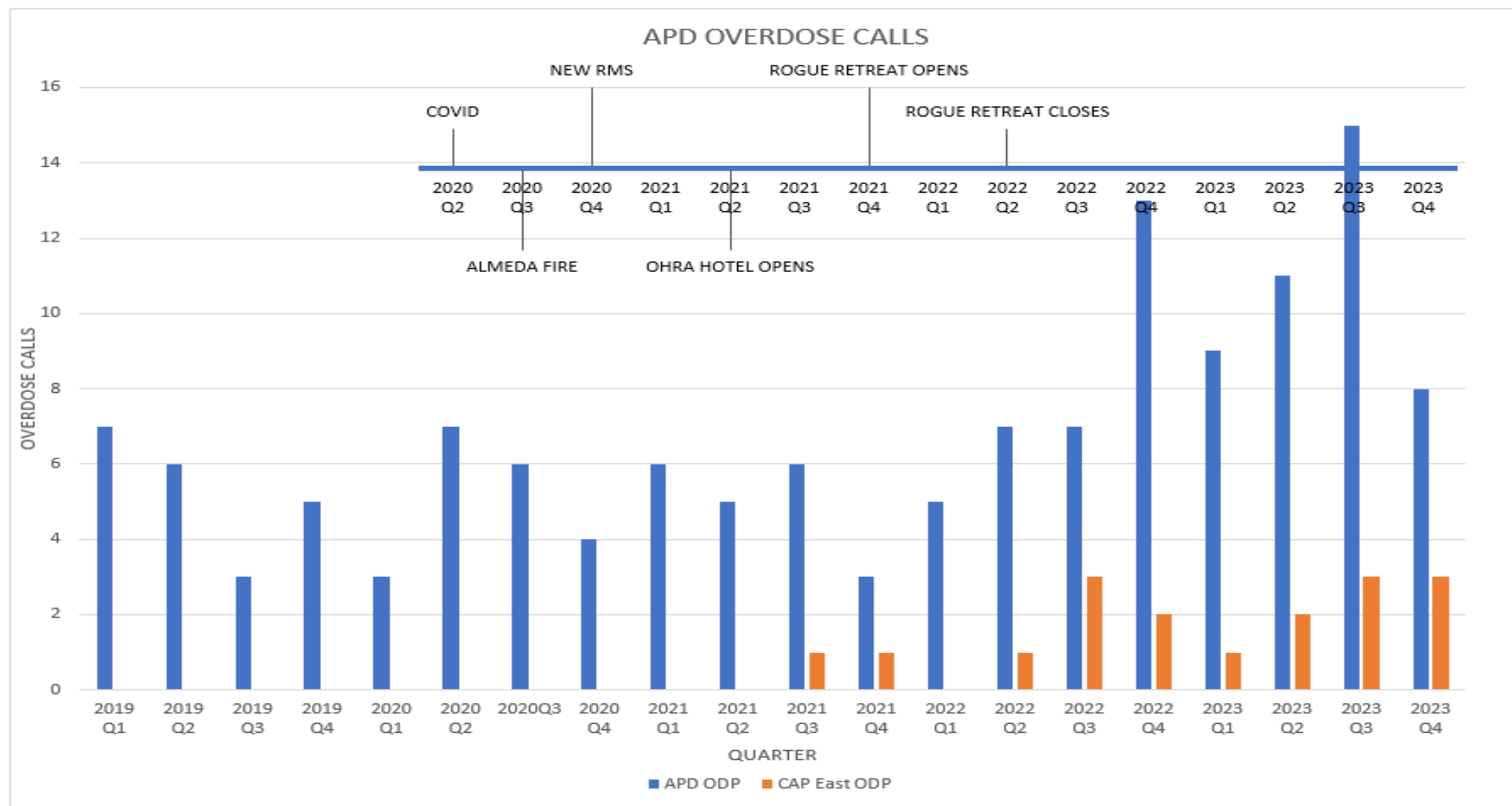


CAP West



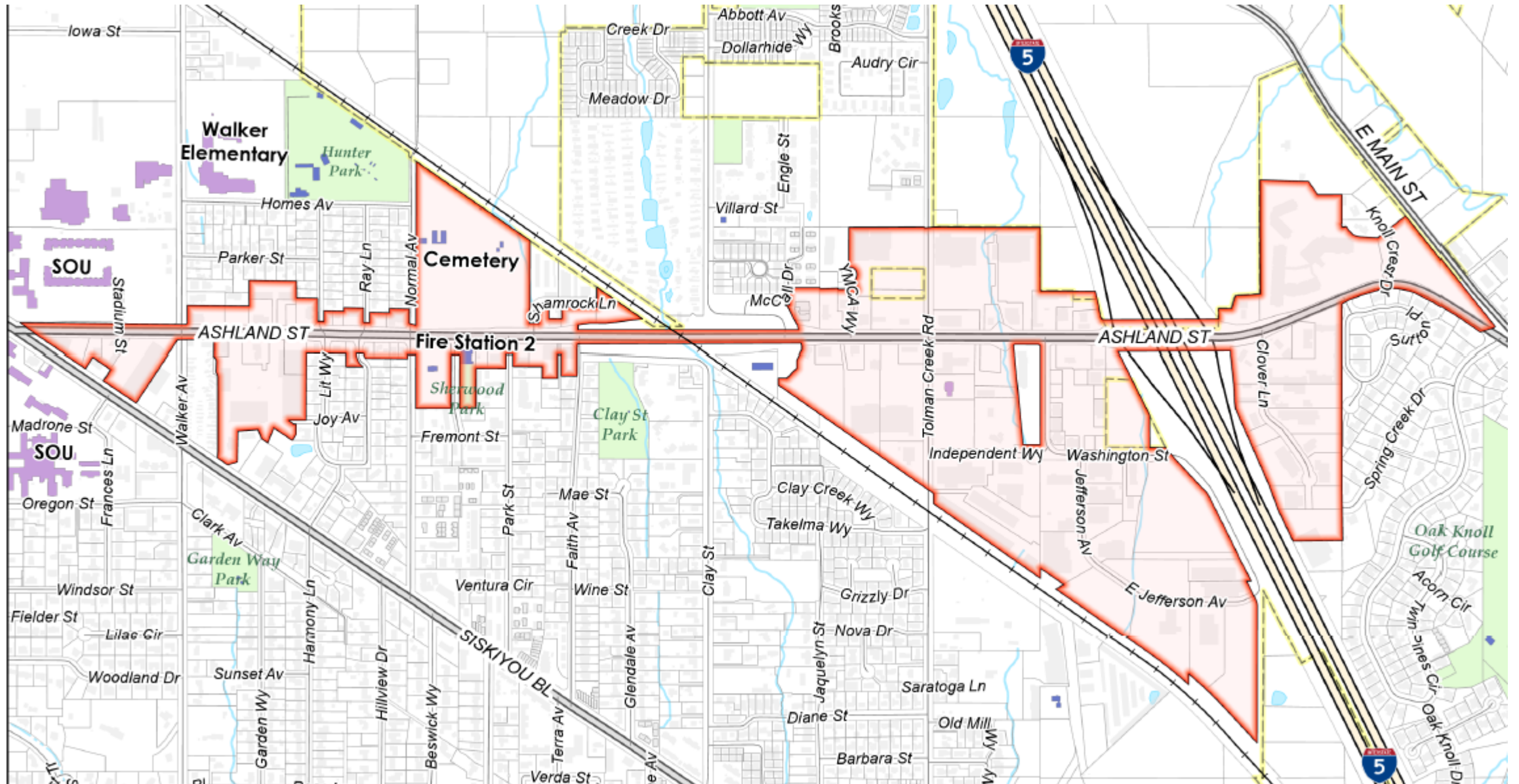
CAP East

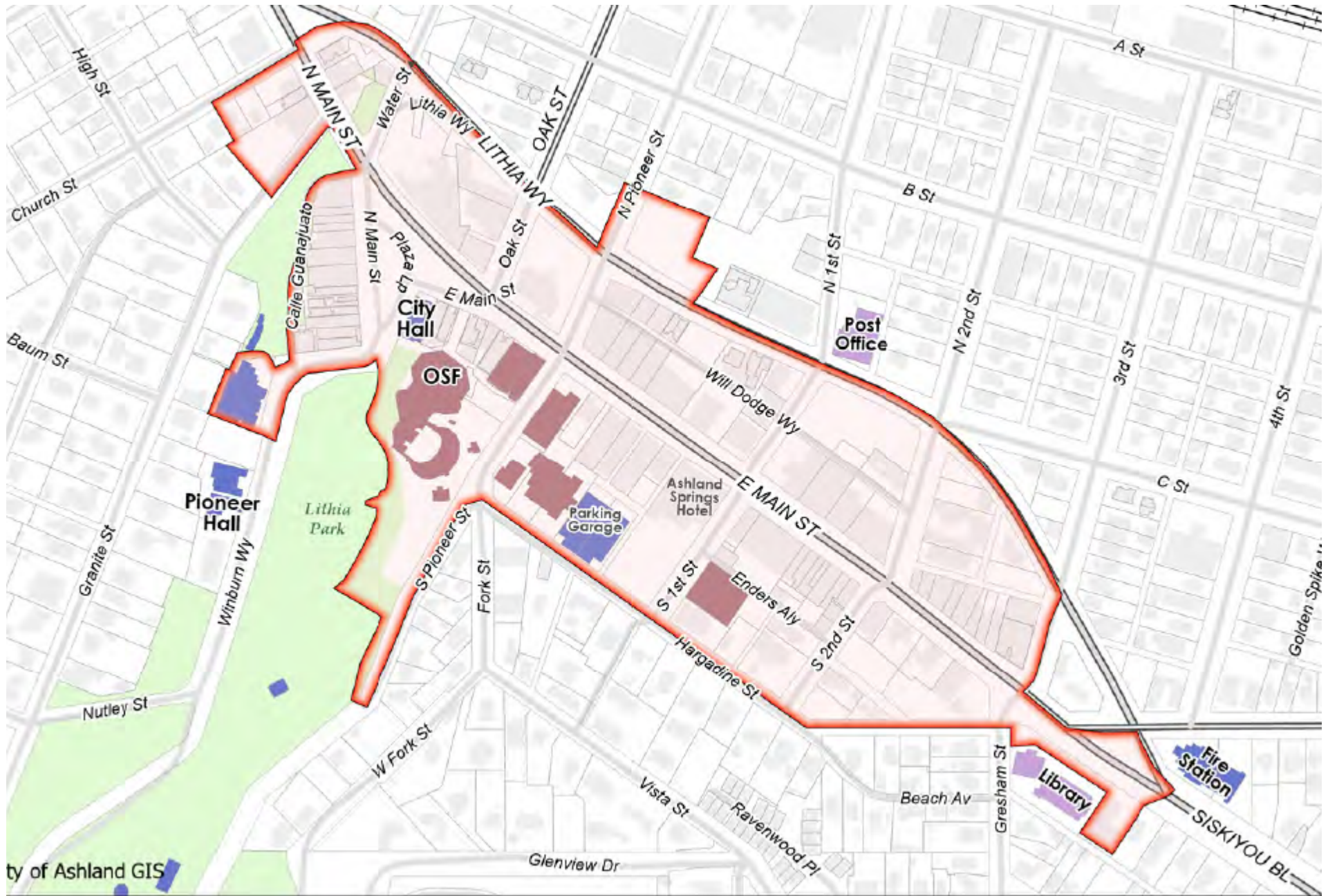




Since January 1st

- In proposed CAP East:
 - 19 individuals have received 3 or more charges
 - Highest offender has received 133, then 9, 7, 6







Council Business Meeting

Date: May 6, 2025

Agenda Item	2025-2027 Transient Lodging Tax (TLT) Revenue Use for Tourism Promotion
Department	City Manager's Office
From	Jordan Rooklyn

TIME ESTIMATE

5 minutes

CATEGORY

Discussion

SUMMARY

Continuation of City Council discussion on the proposed use of Transient Lodging Tax (TLT) revenues to promote tourism in BN25-27.

POLICIES, PLANS & GOALS SUPPORTED

Community Value: Quality of life that underpins the City's economic vibrancy.

BACKGROUND AND ADDITIONAL INFORMATION

The City collects a 10% Transient Lodging Tax (TLT) on temporary or short-term lodging within Ashland's city limits. Roughly 30% of the revenues collected are reinvested into supporting and growing tourism.

On March 17, 2025, at the City Council study session, City Council discussed the approach for the use of TLT funds in the upcoming biennium. A draft strategy and specific projects linked to tourism promotion were presented to City Council for feedback and discussion at the April 1, 2025, regular business meeting. This agenda item is a continuation of that discussion, and the feedback heard will help shape the proposed BN25-27 budget.

The feedback heard at the April 1, 2025, business meeting include:

- Include small event grant program to support events with <300 attendees
- Include beautification efforts for South Ashland
- Allow for direct business feedback along with overarching metrics

FISCAL IMPACTS

None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Discussion opportunity to provide feedback on proposed projects for BN25-27 tourism spending

REFERENCES & ATTACHMENTS

1. Proposed TLT Strategic Plan_BN25-27
2. Proposed TLT Expenditures_BN25-27



City of Ashland Tourism Promotion Strategy

MISSION

Grow overnight visitors for a vibrant, year-round economy.

VISION

Ashland achieves year-round economic growth through strategic coordination and exceptional visitor experience.

DESIRED OUTCOMES

- Maintain summer tourism
- Increase tourism from November through May, with particular emphasis on January, February, and March
- Diversify tourist persona

KEY METRICS

Overarching

- Visitor-Days Volume
- Overnight Visitor Volume
- Visitor Spending
- Visitor Demographics

Programmatic

- Hotels Booked via Campaign/Program
- Tickets Booked via Campaign/Program

STRATEGIES

- Develop and implement a strategic marketing plan with other local organizations that have significant visitor draw.
- Market Ashland to visitors within a 2- to 6-hour drive (drive market), with direct flights to Medford, and within channels that attract identified tourist personas.
- Increase the ability of local businesses to market to and attract visitors.
- Invest in infrastructure that increases our capacity to host tourists and/or improves visitor experience.
- Identify, recruit, and host events that serve 300-800 people and align with new or growing tourist personas.
- Keep dollars local.

BN25-27 Proposed TLT Projects**FY26****FY27**

<i>Expected Revenue</i>	\$ 900,000	\$ 900,000
<i>Expected Expenditures</i>	\$ 911,000	\$ 886,000

<i>Destination Marketing</i>		
Destination Marketing	350,000	350,000
Business Marketing Program	50,000	50,000

<i>Visitor Experience</i>		
Downtown Cleaning	37,000	37,000
Seasonal Downtown Beautification	34,000	34,000
Chamber Programs: Visitor Guide, Volunteer Greeter Program	15,000	15,000

<i>Infrastructure</i>		
Pedestrian Wayfinding	100,000	-
Parking Infrastructure	-	100,000
Public Art	25,000	25,000
Outdoor Rec Shuttle Program	5,000	5,000

<i>Events & Attractions</i>		
Event Partnership Grant & Event Recruitment	150,000	150,000
City Band	15,000	15,000
Event Calendar	50,000	15,000
Festival of Light	15,000	15,000

<i>Overhead</i>		
.25 FTE	40,000	40,000
Data, Analytics & Research	25,000	35,000



Council Business Meeting

Date: May 6, 2025

Agenda Item	Travel Ashland Proposal for Destination Marketing Activities
Department	City Manager's Office
From	Jordan Rooklyn

TIME ESTIMATE

30 minutes

CATEGORY

Action Needed

SUMMARY

Review of proposal by Travel Ashland for destination marketing activities funded by Transient Lodging Tax revenues earmarked for tourism promotion.

POLICIES, PLANS & GOALS SUPPORTED

Community Value: Quality of life that underpins the City's economic vibrancy.

BACKGROUND AND ADDITIONAL INFORMATION

The City collects a 10% Transient Lodging Tax (TLT) on temporary or short-term lodging within Ashland's city limits. Roughly 30% of the revenues collected are reinvested into supporting and growing tourism. Historically, City of Ashland has appropriated a portion of these funds to Travel Ashland as our local destination marketing organization.

This agenda item is for Travel Ashland to share their request for TLT funds over the next biennium, and their proposal for how those funds would be used.

Staff recommends that City Council approve the appropriation of TLT funds to Travel Ashland for the purpose of destination marketing with the following stipulations:

- One-year contract with the option to renew.
- Limitation that no more than 50% of the funds provided per year can go towards salaries, fringe benefits, and general office overhead (rent, utilities, accounting fees, insurance).
- Governance structure stipulated in the contract.

An example contract template is provided in this report for reference.

FISCAL IMPACTS

It is estimated that the City will receive a total of \$3 million in TLT revenues in FY26, of which \$900,000 will be earmarked for tourism promotion. If approved, the request from Travel Ashland will be funded through the \$900,000 in tourism promotion funds.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

"I move to direct staff to contract with Travel Ashland for the provision of destination marketing services as proposed by Travel Ashland *[and amended by City Council discussion]*."

If approved, a contract will come before City Council for approval via the consent agenda.

REFERENCES & ATTACHMENTS

1. Template_Travel Ashland Services Agreement





Council Business Meeting





Personal Services Agreement

City Information

City of Ashland
Attn: _____
20 East Main Street
Ashland, Oregon 97520
Phone:
Email:

Consultant Information

Firm Name:
Contact:
Address:
Phone:
Email:

Contract Summary

Procurement Method:

Completion Date:

Contract Amount:

Description of

Services:

Destination Marketing Activities

Supporting Documents:

Exhibit A – Contractor's Services

Dated:

Exhibit B – Living Wage

Dated:

Exhibit C – Governance Policies
& Procedures

Dated:

This Personal Services Agreement (hereinafter "Agreement") is entered into by and between the City of Ashland, an Oregon municipal corporation (hereinafter "City") and the Consultant listed under Consultant Information above, ("hereinafter "Consultant"), for the services listed under Description of Services and Supporting Documents as noted in the Contract Summary above. In the event of conflict between provisions of the Supporting Documents, the Supporting Documents shall be given precedence in the order listed above.

This Agreement, the Exhibits and the Supporting Documents shall be construed to be mutually complementary and supplementary wherever possible. In the event of a conflict which cannot be so resolved, the provisions of this Agreement itself shall control over any conflicting provisions in any of the exhibits or supporting documents. The Consultant's initials [_____] herein signify acknowledgment and agreement to this provision, if applicable, or if not sign "N/A".

Consultant's services are collectively referred to in this Agreement as the "Work."

NOW THEREFORE, in consideration of the mutual covenants contained herein, the City and Consultant hereby agree as follows:

1. Definitions:

- 1.1. "Tourism promotion" means any of the following activities: (a) advertising, publicizing, or distributing information for the purpose of attracting and welcoming tourists; (b) conducting strategic planning and research necessary to stimulate future tourism development; (c) operating tourism promotion agencies; and (d) marketing special events and festivals designed to attract tourists. ORS 320.300(7).
- 1.2. "Tourism" means economic activity resulting from tourists. ORS 320.300(6).
- 1.3. "Tourist" means a person who, for business, pleasure, recreation, or participation in events related to the arts, heritage, or culture, travels from the community in which that person is a resident to a different community of residence, and that trip (a) requires the person to travel more than 50 miles from the community of residence; or (b) includes an overnight stay. ORS 320.300(10).

2. Effective Date and Duration: This Agreement shall become effective on July 1, 2025. It shall remain in effect for one (1) year, ending June 30, 2026, unless sooner terminated as specifically provided herein. There will be an option for renewal for an additional one (1) year ending June 30, 2027. The City must notify the Consultant of renewal at least 3-months in advance of expiration of agreement.

3. Compensation: City shall pay Consultant the sum listed as the "Contract Amount" under the Contract Summary on page one of this document as full compensation for Consultant's performance of all Work under this Agreement. In no event shall Consultant's total of all compensation and reimbursement under this Agreement exceed the Contract Amount without the express, written approval from the appropriate Department Head or City Manager. Payments shall be made within thirty (30) days of the date of receipt by the City of Consultant's invoice. Should this Agreement be terminated prior to completion of all Work, payments will be made for any phase of the Work completed and accepted as of the date of termination.

4. Consultant Obligations:

- 4.1. **Administrative and Management Functions.** The City recognizes that the Consultant is an entity of the Ashland Chamber of Commerce, DBA Travel Ashland. Consultant shall provide day-to-day management activities including the planning and acquisition of services, equipment, supplies and facilities to fulfill the requirements of this agreement. Consultant shall be responsible for maintain capable and competent staff, including management staff. Consultant executive staff or designee shall attend an City Council meetings as directed by City Council to provide updates, information, or other data on Travel Ashland plans and services. Consultant shall be allowed to charge against the Transient Lodging Tax (TLT) funds provided by the City to Travel Ashland an amount not

to exceed 50% per year for salaries, fringe benefits, rent, utilities, accounting services, and insurance, to perform services for the City under this agreement.

4.2. Governance.

4.2.1. The City recognizes that the Consultant has created the Travel Ashland Advisory Committee (TAAC) for the purpose of offering travel & hospitality expertise, support, counsel and direction to Consultant.

4.2.2. The TAAC shall consist of _____ members which shall represent the lodging and other tourism industries with no one industry having a majority membership.

4.2.3. Purpose and Mission, Chair, Duties, and other Membership procedures are to follow those outlined in Exhibit C – Governance Policies & Procedures.

4.2.4. The TACC shall assist in the development, review and approve the Travel Ashland annual marketing plan and budget.

4.2.5. The City will provide a liaison to the TAAC to attend monthly meetings and report back to City Council.

4.3. **Reporting.** The following are agreed upon procedures to determine Consultant's compliance with this agreement.

4.3.1. Budget.

- Consultant shall submit an annual budget to the City for review by June 1 for the fiscal period that will begin on July 1 for each year of the agreement.
- Consultant shall submit a carryover budget allocation report by November 30. The TAAC will review and approve the allocation of carryover funds.
- Consultant must at all times identify a separate bank account from the Ashland Chamber of Commerce to identify receipts and disbursements of funds paid and received under this contract. Any difference in the amounts paid and received shall be noted and explained.

4.3.2. Reporting.

- Consultant shall report the total of all funds disbursed by line item under this agreement and identified in Exhibit A – Consultant's Services and Section 4.1 Administrative and Management Functions by November 30 each year. This total shall be compared to the total amounts received from the City and the differences shall be computed.

- Consultant shall provide its financial statement for each year (ending June 30) to City, with a comparison to the proposed budget in Section 4.3.1 above.
 - The actual amounts shall be traced to the Consultant's general ledger, and the budget amounts shall be compared to the proposed budget required by this agreement.
 - The actual amounts shall be compared by classification to the total amounts by classification that were examined under Exhibit A – Consultant's Services and Section 4.1 Administrative and Management Functions, and compute the difference.
 - The funds that were received but were not spent by June 30 of each year shall be incorporated in the budget for the following year.
- Consultant shall report quarterly to the CITY including financial reports provided to TAAC. A Study Session will be scheduled at the discretion of the Council.
- 4.3.3. **Audit.** Consultant shall provide the City with a certified financial statement audit at the City's request. The City shall provide one-hundred twenty (120) day notice of the request. The audit shall be performed by an accounting firm selected by the City in accordance with professional standards. This firm shall not have a current contractual relationship with the Chamber or be a member of the Chamber. The cost of the audit will be born by the Consultant.
- 4.3.4. **Access to Records.** Consultant shall maintain for at least six (6) years all books, documents, papers, and records which are pertinent to the services provided under this agreement for purposes of audit, examination, excerpts, and transcripts.
- 4.4. **Independent Contractor Status.** Consultant is an independent contractor and not an employee of the City for any purpose. Consultant shall have the complete responsibility for the performance of this Agreement. Consultant shall provide workers' compensation coverage as required in ORS Chapter 656 for all persons employed to perform Work pursuant to this Agreement. Consultant is a subject employer that will comply with ORS 656.017.
- 4.5. **Qualified Work.** Consultant has represented, and by entering into this Agreement now represents, that all personnel assigned to the Work to be performed under this Agreement are fully qualified to perform the services to which they will be assigned in a skilled manner and, if required to be registered, licensed, or bonded by the State of Oregon, are so registered, licensed, or bonded.
- 4.6. **Work Performance Obligation.** Consultant shall, at its own risk, perform the Work described in the Description of Services and in the Supporting Documents and, unless otherwise specified in this Agreement, furnish all labor, equipment, and materials required for the proper performance of such Work.

5. Insurance: Consultant shall, at its own expense, maintain the following insurance:

5.1. Worker's Compensation. Worker's Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers.

5.2. Workers' Compensation Exemption. If applicable, Consultant affirms and certifies that it is exempt from providing Workers' Compensation per ORS 656.027.

Exemption criteria: Enter criteria here or delete if not applicable

Consultant initials if exempt: _____ Date: _____

5.3. Professional Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 (two million dollars) per occurrence. This is to cover any damage caused by error, omission or negligent acts related to the Work to be provided under this Agreement.

5.4. General Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 (two million dollars) per occurrence for Bodily Injury, Death, and Property Damage.

5.5. Automobile Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 (two million dollars) for each accident for Bodily Injury and Property Damage, including coverage for owned, hired or non-owned vehicles, as applicable.

5.6. Notice of cancellation or change. There shall be no cancellation, material change, reduction of limits or intent not to renew the insurance coverage(s) without thirty (30) days' prior written notice from the Consultant or its insurer(s) to the City.

5.7. Additional Insured/Certificates of Insurance. Consultant shall name the City of Ashland, Oregon, and its elected officials, officers and employees as Additional Insureds on any insurance policies, excluding Professional Liability and Workers' Compensation, required herein, but only with respect to Consultant's services to be provided under this Agreement. The consultant's insurance is primary and non-contributory. As evidence of the insurance coverages required by this Agreement, the Consultant shall furnish acceptable insurance certificates prior to commencing the Work under this Agreement. The certificate will specify all of the parties who are Additional Insureds. Insuring companies or entities are subject to the City's acceptance. If requested, complete copies of insurance policies; trust agreements, etc. shall be provided to the City. The Consultant shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

6. Termination:

6.1. Mutual Consent. This Agreement may be terminated at any time by the mutual consent of both parties.

6.2. **City's Convenience.** This Agreement may be terminated by City at any time upon not less than thirty (30) days' prior written notice delivered by certified mail or in person.

6.3. **For Cause.** City may terminate or modify this Agreement, in whole or in part, effective upon delivery of written notice to Consultant, or at such later date as may be established by City under any of the following conditions:

- If City funding from federal, state, county or other sources is not obtained and continued at levels sufficient to allow for the purchase of the indicated quantity of services; or
- If federal or state regulations or guidelines are modified, changed, or interpreted in such a way that the services are no longer allowable or appropriate for purchase under this Agreement or are no longer eligible for the funding proposed for payments authorized by this Agreement; or
- If any license or certificate required by law or regulation to be held by Consultant to provide the services required by this Agreement is for any reason denied, revoked, suspended, or not renewed.

6.4. **For Default or Breach.** Either City or Consultant may terminate this Agreement in the event of a breach of the Agreement by the other. Prior to such termination the party seeking termination shall give to the other party written notice of the breach and its intent to terminate. If the party committing the breach has not entirely cured the breach within fifteen (15) days of the date of the notice, or within such other period as the party giving the notice may authorize in writing, then the Agreement may be terminated at any time thereafter by a written notice of termination by the party giving notice.

6.4.1. Default: The Consultant shall be in default of this Agreement if Consultant: commits any material breach or default of any covenant, warranty, certification, or obligation under the Agreement; institutes an action for relief in bankruptcy or has instituted against it an action for insolvency; makes a general assignment for the benefit of creditors; or ceases doing business on a regular basis of the type identified in its obligations under the Agreement; or attempts to assign rights in, or delegate duties under, this Agreement.

6.5. **Obligation/Liability of Parties.** Termination or modification of this Agreement pursuant to subsections 5.1, 5.2, or 5.3 above shall be without prejudice to any obligations or liabilities of either party already accrued prior to such termination or modification. However, upon receiving a notice of termination (regardless of whether such notice is given pursuant to subsection 5.1, 5.2, 5.3, or 5.4 of this section, Consultant shall immediately cease all activities under this Agreement, unless expressly directed otherwise by City in the notice of termination. Further, upon termination, Consultant shall deliver to City all documents, information, works-in-progress and other property that are or would be deliverables had the Agreement been completed. City shall pay Consultant

for Work performed prior to the termination date if such Work was performed in accordance with this Agreement.

6.6. The rights and remedies of City provided in this subsection are not exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

- 7. Indemnification:** Consultant hereby agrees to defend, indemnify, save, and hold City, its officers, employees, and agents harmless from any and all losses, claims, actions, costs, expenses, judgments, or other damages resulting from injury to any person (including injury resulting in death), or damage (including loss or destruction) to property, of whatsoever nature arising out of or incident to the performance of this Agreement by Consultant (including but not limited to, Consultant's employees, agents, and others designated by Consultant to perform Work or services attendant to this Agreement). However, Consultant shall not be held responsible for any losses, expenses, claims, costs, judgments, or other damages, caused solely by the gross negligence of City.
- 8. Consultant's Compliance with Tax Laws:** Consultant represents and warrants to the City that: Consultant shall comply with all Oregon tax laws, including but not limited to ORS 305.620, ORS 305.380(4), and ORS Chapters 316, 317, 318, in addition to any rules, regulations, charter provisions, or ordinances that implement or enforce any of the foregoing tax laws or provisions and any tax provisions imposed by a political subdivisions of the State of Oregon.
- 9. Living Wage Requirements:** If the amount of this Agreement is \$26,429.65 or more, Consultant is required to comply with Chapter 3.12 of the Ashland Municipal Code by paying a living wage, as defined in that chapter, to all employees performing Work under this Agreement and to any Subcontractor who performs 50% or more of the Work under this Agreement. Consultant is also required to post the notice attached hereto as "Exhibit B" predominantly in areas where it will be seen by all employees.
- 10. Notice:** Whenever notice is required or permitted to be given under this Agreement, such notice shall be given in writing to the other party by personal delivery, by sending via a reputable commercial overnight courier, by mailing using registered or certified United States mail, return receipt requested, postage prepaid, or by electronically confirmed at the addresses set forth on page one of this agreement with a copy to:

City of Ashland – Legal Department
20 E. Main Street
Ashland, Oregon 97520
Phone: (541) 488-5350

11. General Provisions:

- 11.1. Ownership of Work/Documents:** All Work, work product, or other documents produced in furtherance of this Agreement belong to the City, and any copyright, patent,

trademark proprietary or any other protected intellectual property right shall vest in and is hereby assigned to the City.

11.2. **Non-appropriations Clause - Funds Available and Authorized:** City has sufficient funds currently available and authorized for expenditure to finance the costs of this Agreement within the City's fiscal year budget. Consultant understands and agrees that City's payment of amounts under this Agreement attributable to Work performed after the last day of the current fiscal year is contingent on City appropriations, or other expenditure authority sufficient to allow City in the exercise of its reasonable administrative discretion, to continue to make payments under this Agreement. In the event City has insufficient appropriations, limitations or other expenditure authority, City may terminate this Agreement without penalty or liability to City, effective upon the delivery of written notice to Consultant, with no further liability to Consultant.

11.3. **Statutory Requirements:** The following laws of the State of Oregon are hereby incorporated by reference into this Agreement: ORS 279B.220, 279B.230 and 279B.235.

11.4. **Nondiscrimination:** Consultant agrees that no person shall, on the grounds of race, color, religion, creed, sex, marital status, familial status or domestic partnership, national origin, age, mental or physical disability, sexual orientation, gender identity or source of income, suffer discrimination in the performance of any Work under this Agreement when employed by Consultant. Consultant agrees to comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations. Further, Consultant agrees not to discriminate against a disadvantaged business enterprise, minority-owned business, woman-owned business, a business that a service-disabled veteran owns or an emerging small business enterprise certified under ORS 200.055, in awarding subcontracts as required by ORS 279A.110.

11.5. **Governing Law:** This Agreement shall be governed by the laws of the State of Oregon without regard to conflict of laws principles. Exclusive venue for litigation of any action arising under this Agreement shall be in the Circuit Court of the State of Oregon for Jackson County unless exclusive jurisdiction is in federal court, in which case exclusive venue shall be in the federal district court for the district of Oregon. Each party expressly waives any and all rights to maintain an action under this Agreement in any other venue, and expressly consents that, upon motion of the other party, any case may be dismissed, or its venue transferred, as appropriate, so as to effectuate this choice of venue.

12. Merger: This agreement and the attached exhibits constitute the entire understanding and agreement between the parties. No waiver, consent, modification or change of terms of this agreement shall bind either party unless in writing and signed by both parties. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations,

oral or written, not specified herein regarding this agreement. Consultant, by signature of its authorized representative, hereby acknowledges that he/she has read this agreement, understands it, and agrees to be bound by its terms and conditions.

TEMPLATE

WITNESS WHEREOF, the parties have executed this Agreement in their respective names by their duly authorized representatives as of the dates indicated below. This Agreement may be executed in two counterparts, each of which shall be deemed an original, with equal force and effect as if executed in a single document.

City of Ashland:

XXXXXXXXXX (Consultant):

By: _____

By: _____

Sabrina Cotta, Interim City Manager

Signature

Date

Printed Name

Purchase Order No.

Title

Date

(W-9 is to be submitted with this signed Agreement)

APPROVED AS TO FORM:

City Attorney

Date

City of Ashland LIVING WAGE

ALL employers described below must comply with City of Ashland laws regulating payment of a living wage.



\$18.92 per hour, effective June 30, 2024.

The Living Wage is adjusted annually every June 30 by the Consumer Price Index.

Employees must be paid a living wage:

- For all hours worked under a service contract between their employer and the City of Ashland if the contract exceeds \$26,429.65 or more.
- For all hours worked in a month, if the employee spends 50% or more of the employee's time in that month

working on a project or portion of the business of their employer, if the employer has ten or more employees, and has received financial assistance for the project or business from the City of Ashland over \$26,429.65.

- If their employer is the City of Ashland, including the Parks and Recreation Department.
- In calculating the living wage,

employers may add the value of health care, retirement, 401K, and IRS eligible cafeteria plans (including childcare) benefits to the employee's amount of wages.

- **Note:** For temporary and part-time employees, the Living Wage does not apply to the first 1040 hours worked in any calendar year. For more details, please see Ashland Municipal Code Section 3.12.020.

For additional information:

Call the Ashland City Manager's office at 541-488-6002 or write to the City Manager, City Hall, 20 East Main Street, Ashland, OR 97520, or visit the City's website at www.ashland.or.us.

Notice to Employers: This notice must be posted in areas where it can be seen by all employees.



Exhibit C

Certifications/Representations: Consultant, by and through its authorized representative, under penalty of perjury, certifies that (a) the number shown on the attached W-9 form is its correct taxpayer ID (or is waiting for the number to be issued to it and (b) Consultant is not subject to backup withholding because: (i) it is exempt from backup withholding, or (ii) it has not been notified by the Internal Revenue Service (IRS) that it is subject to backup withholding as a result of a failure to report all interest or dividends, or (iii) the IRS has notified it that it is no longer subject to backup withholding. Consultant further represents and warrants to City that: (a) it has the power and authority to enter into this Agreement and perform the Work, (b) the Agreement, when executed and delivered, shall be a valid and binding obligation of Consultant enforceable in accordance with its terms, (c) the work under the Agreement shall be performed in accordance with the highest professional standards, and (d) Consultant is qualified, professionally competent, and duly licensed (if applicable) to perform the Work. Consultant also certifies under penalty of perjury that its business is not in violation of any Oregon tax laws, it is an independent contractor as defined in the Agreement, it is authorized to do business in the State of Oregon, and Consultant has checked four or more of the following criteria that apply to its business.

- _____ (1) Consultant carries out the work or services at a location separate from a private residence or is in a specific portion of a private residence, set aside as the location of the business.
- _____ (2) Commercial advertising or business cards or a trade association membership are purchased for the business.
- _____ (3) Telephone listing is used for the business separate from the personal residence listing.
- _____ (4) Labor or services are performed only pursuant to written contracts.
- _____ (5) Labor or services are performed for two or more different persons within a period of one year.
- _____ (6) Consultant assumes financial responsibility for defective workmanship or for service not provided as evidenced by the ownership of performance bonds, warranties, errors and omission (professional liability) insurance or liability insurance relating to the Work or services to be provided.

Consultant's signature

Date