

Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

November 21, 2024

AGENDA

CALL TO ORDER: 6:00 PM: Meeting held virtually via Zoom.

Link: <https://zoom.us/j/96073919566>

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of October 17, 2024 Minutes
- III. PUBLIC FORUM** (6:05–6:20)
- IV. REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- V. NEW BUSINESS**
 - A.** Croman Site Development Type III (6:30–7:15, action required, Townmakers to present overview of roadway network for proposed development)
 - B.** E-Bike Discussion (7:15–7:45, action required, discuss E-bike issues, laws, regulations and education/outreach within the City of Ashland)
- VI. UNFINISHED BUSINESS**
 - A.** Workplan Review (7:45–7:55, action required, review workplan and determine next steps, Council presentation 12.16.2024)
- VII. INFORMATIONAL ITEMS**
 - A.** Safe Streets and Roads for All (SS4A) Grant Process Update
 - B.** Transportation System Plan Update
 - C.** Bike Parking Project
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: December 19, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102–35.104 ADA Title I).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 17, 2024

CALL TO ORDER: 6:00 pm

Members Present: Linda Peterson-Adams, Mark Brouillard, Dave Richards, Nick David, Joe Graf, Corinne Vieville, Joe Graf, Julia Sommer, Dylan Dahle

Members Not Present:

Staff Present: Scott Fleury, Elizabeth Beckerich

Council Liaison Present: Eric Hansen

Guests Present: Douglas Falkner, Dave Kahn

ANNOUNCEMENTS

Indigenous Peoples Day is being celebrated on Saturday and Sunday at SOU.

The City of Ashland is celebrating it's 150th birthday on Sunday, 2pm-6pm in the Bandshell at Lithia Park.

The Halloween Parade will take place on Halloween starting at 3:30pm, starting in the downtown plaza.

Election Day is November 5th.

The Transportation Advisory Committee has an opening for a new committee member. The application can be found on the city website.

Watch out for pedestrians in the roadway taking pictures of the leaves changing on the trees.

CONSENT AGENDA

Page 1 at the bottom should be changed to include that Sommer shared about David's Chair.

Page 5 Sommer requested that her concern also be expressed regarding Ashland Lumber.

One taken page 6 it should say that the speed should be taken down to 20 mph from 25 mph.

Brouillard motioned to approve the minutes with corrections. Richards seconded, All ayes.

PUBLIC FORUM

Douglas Falkner commented on the amount of motorized vehicles on the bike path going too fast and putting other bike path users in danger. Falkner explained that he has seen multiple close calls and suggested more signage to inform people of the bike path speed limit. Peterson-Adams also noted the issue with a lack of enforcement both on the bike path and around town in general. Improvements to the bike path will be part of the Crash Analysis Mitigation discussion.

Brouillard shared that he has received positive feedback regarding the green paint near Walker Elementary and Trails, noting that people seem to want more green paint near schools.

Sommer noted that more kids seem to be biking to school without the help of an adult.

REPORTS FROM OTHER CITY COMMITTEES

Peterson-Adams requested that a TAC member keep track of the minutes and potential transportation related topics from the Social Equity and Racial Justice Advisory Committee. Vieville said she would if she is able to access the minutes/meetings without attending in person due to time constraints. Peterson-Adams said she would look into that and that Vieville no longer needs to report on the Senior Committee.

Hansen informed the group that at the last City Council meeting there was a presentation regarding the financing for the new water treatment plant. Also, the Lithia Park Master Plan was approved, and as a result bikes are now allowed in Lithia Park as long as they stay out of the riparian area. This will open up opportunity for more bike trails near the park. Sommer stated that the new master plan is monumental, noting the specific addendums:

"Riding bicycles and other alternative transportation to Lithia Park would be consistent with City Transportation and

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Climate Action goals. At present, bicycle riding and other mechanized modes of transport are prohibited within the Park. Installing bike and alternative racks at entry points to the Park and event spaces would align with the above goals and be consistent with the Park rule. Covered bicycle parking at major entry points would further encourage green transportation goals.” And “Redesign vehicular roads to increase safety for all modes of travel, including pedestrians and bikes, and reestablish connectivity between the different zones of the park.” Additionally, Sommer informed the group that Lithia Park is now home to its own track chair, and Parks is requesting volunteers for it.

David informed the group that the Planning Commission approved the new development on Pine Street.

Peterson-Adams noted that the CFA’s report will take place on October 22nd.

Brouillard reported that the Historic Preservation Committee is worried about the original hitching rings along B Street being removed with the planned B Street improvements. He requested that they be worked into the traffic circles or otherwise preserved in the B Street improvements.

Peterson-Adams noted that the Public Arts Committee has two new members, and that the committee put in the first playwright walk piece at the Black Swan.

Dahle reported that the most recent CPAC meeting detailed good metrics on how to measure greenhouse gas emissions from cars and EVs.

Brouillard warned the group to be careful with social media.

Fleury stated that the MPO meeting would take place on Tuesday October 22nd, and that there will be 2 amendments proposed to remove a couple projects. Also, chapters 1 and 2 are posted on their agenda for the Regional Transportation Plan, and they would like TAC members to review and comment on the chapters.

Dave Kahn with SOU stated that their bike program is still going, but they’re still looking for money. They got some support from the United Bicycle Institute in town.

Fleury stated that the area around above the reservoir will be chip sealed after the treatment plant project is constructed.

Hansen shared that SOU had a Sustainability Conference, and that they had a mountain bike ride activity hosted by Ashland Adventures and people were shuttled from the ski lodge and rode down into town. Hansen expressed that the event was great.

NEW BUSINESS

Chip Seal and Roadway Maintenance Overview

Peterson-Adams informed the group that there is a complaint portal on the new website. Search for “pothole” or “complaint” or any related term on the City website and SeeClickFix should come up. It’s also an app.

Fleury explained that the Street operations crew spends the 2-year biennium preparing for slurry seals on residential roadways by doing things like crack sealing and patching. Slurry seal is an emulsion with a fine aggregate on the surface that protects the asphalt from water intrusion. There’s variance in slurries depending on the size of the aggregate. On bike paths, a finer aggregate is used for a smoother surface. On larger roadways like E Main Street of Tolman Creek Road, the Streets Department will do chip sealing. This adds significant life to the roadway and costs

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less than asphalt.

David inquired if the Food and Beverage Tax money is still being funneled toward Streets or not. Fleury responded that part of that money goes to the Parks Department, 2% to admin for management of the fund, and the rest of it goes to the street fund. When the tax was approved by voters to go to the street fund, it was designated only for arterial and collector roadways like Hersey Street or Oak Street and other major roads. Besides the Food and Beverage Tax there's also money from the Gas Tax and the local street utility fees, and those cover the day-to-day general maintenance of the streets for things like signage, striping, slurry seal, etc. There is no other money to do other major rehabilitations without the leverage of the Food and Beverage Tax. In the staff report in the packet, there's a graph that shows the life cycle and pavement maintenance strategies to extend or maintain the life of road surfaces. Additionally, there's been talk of using finer aggregate just in the bike lanes to make the surface more comfortable to ride on. Fleury also clarified that any street with chip seal will get slurry seal eventually.

Brouillard inquired as to why Glenview was sealed, as it was decomposed granite before and it allowed water to percolate through. Fleury responded that a decade or more ago, the City applied for congestion mitigation and air quality grants through the MPO to chip seal dirt roads in town. The City was granted about half a million dollars in federal funds. But the MPO took the money back and gave the City covid relief funds instead, which allowed the City to coordinate with Jackson County to chip seal some un-improved roads.

Sommer stated that the bike lane on E Main St going out of town becomes very dangerous after Wightman St. She said kids riding their bikes to Willow Wind or Walker are biking on the sidewalk, and once you get closer to the middle school there's blackberry branches growing across the non-bike lanes. Fleury stated that the aggregate sheds a bit, especially after traffic drives on it, and that the Streets Department tries to keep the pieces out of the bike lane as much as they can, but Fleury will talk to the Streets Department Supervisor about it.

David inquired about ODOT's work on Main Street, Siskiyou, and Lithia Way. Fleury explained that it's a stop gap solution for pavement maintenance where they grind out the wheel paths of the roadway and then inlay fresh asphalt. It should last a year or two until they can chip seal and slurry seal the streets properly. ODOT did have plans to chip seal N Main Street and then come back and slurry seal it, but they had budget constraints and settled on their current method for the time being. Additionally, the weather is getting to the point where road maintenance won't be possible and projects will have to be continued or finished next spring/summer. Fleury will follow up with ODOT to ask them about their plans.

Richards stated that he appreciates the City doing the cost-effective measures of chip seal as 5 miles of chip seal is the same cost as a mile of paving. He also stated that his child has been able to use the bike lanes effectively without issue.

UNFINISHED BUSINESS

Crash Analysis Mitigation Discussion

Signal Timing Issues

Brouillard stated that the intersection at Maple Street and Main St tends to irritate drivers due to signal length time being too long, and that the hospital making their employees go off campus to smoke exacerbates the issue. Hansen said he would bring it up to City Council. David inquired if ODOT could change the timing during rush hour only, and Fleury responded that while it isn't a coordinated signal he is unsure of how advanced the technology for that signal is. David suggested talking with ODOT to find out if there's a way to inter-tie the various signals throughout town.

Brouillard stated that due to the push-to-walk buttons on some crossings, some signals could fall out of coordination and cause issues. Fleury stated that some are coordinated with the lights changing regardless of pushing the button

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and that some may be better suited to stay on the pedestrian recall option.

Bike Path Safety

Fleury stated that he and the Street Department Supervisor plan to drive the bike path to look at the entire thing and make determinations on how to enhance it, particularly at the crossings. Possible solutions include stenciling the speed limit on the bike path at critical locations, larger stop signs, and "Stop Ahead" warnings. Discussion was had about the safety concerns regarding electric bikes and how fast they can go while still being on the bike path. Hansen stated that there needs to be education about e-bikes, and also that the bike path itself needs to be wider where possible.

Crosswalk at Library

The group generally agreed that removing the crosswalk would improve safety in the area and alleviate some confusion.

A Street and Oak Street Intersection

Sommer stated that if the crosswalk is taken out then the only way one can cross Oak Street is to walk up to B Street, and that pedestrians need a way to navigate the Van Ness/Oak/A St intersection. Dahle suggested an RFB be put in for more visibility, particularly for those turning off of Oak Street onto A Street. Peterson-Adams reminded the group that they had also talked about moving the parking back further from the corners to help visibility. Richards suggested stop signs at each side of the misalignment in the road. Hansen stated he liked the idea of making Van Ness a one way street. Peterson-Adams suggested that this could be part of the Oak Street Rehabilitation Project as well.

Van Ness Street and Helman

Peterson-Adams advocated for flashing stop signs at the intersection and painting a crosswalk.

Water Street at Railroad Trestle

Richards stated that he has had several near misses with other bicyclists in that area, and that it's a blind corner when coming out of the tunnel, suggesting that Water Street become a one-way northbound.

Left Hand Bike Movement from Mountain Ave to B Street

Peterson-Adams asked if DKS should look at this area as part of the N Mountain Project. The group generally agreed that they should.

Crashes – Hersey Street at Carol and Phelps

Peterson-Adams stated that some of the issues in that area are due to vegetation impeding visibility, and some of the issues are people simply not looking when they're driving. Dahle asked if Anne Street should also be included in the discussion because he has been unable to see at that intersection before. Brouillard stated that some issues come from people trying to get around the bus stops on Carol using Phelps.

Tolman Creek at Siskiyou Blvd Stop Sign Compliance

Fleury stated that as the Croman Mill Site develops, speed will be slowed down significantly. Peterson-Adams suggested holding off on the discussion until the type 3 planning action comes before the group. The need for more signs that show drivers their speed was also discussed.

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General Safety/Speed Reduction/Photo Enforcement

Peterson-Adams inquired if the City can lower speeds. Fleury responded that a traffic engineer needs to make that determination but also that the 20 Is Plenty recommendation coming out of the TSP would help with that, and that it would also be referenced in the SS4A action plan. Graf stated that education also needs to be included in these plans, because otherwise people won't pay attention regardless of signage and lights. Peterson-Adams agreed, saying it's also a cultural shift and that the education needs to start with younger kids in school. Sommer suggested that there be a cop dedicated to catching speeders both in cars and on e-bikes, because they could probably give out enough tickets to make enough money to cover their salary. Graf noted that as long as offenders aren't being cited equally and consistently, no one will learn anything as it doesn't send a good message to citizens and drivers in the city. David inquired if the necessity of a traffic engineer was a state mandate, to which Fleury responded yes, it's in the ORS, but there's been conversations with Representatives Marsh and Golden about giving jurisdictions more flexibility. David inquired if this only applied to state roads and major roads, and Fleury responded that jurisdictions can only change things on residential roads currently, and that otherwise ODOT has to do a speed investigation study.

Reader Boards for Education

Fleury requested that if anyone has ideas for locations to put reader boards to email him to let him know. Brouillard suggested that SeeClickFix be put on one of the reader boards, and Fleury said he would talk to Dorinda Cottle about it.

Richards informed the group that often when standing at an intersection needing to cross, if he puts his hand out to signal to drivers his intention then they will stop for him.

Bike Parking

Brouillard stated that Garfield Park, N Mountain Park, Hunter Park/the Senior Center, and the lower Wonder Trail need bike parking (in order of necessity). Sommer stated that there is parking in front of one of the houses on N Mountain but it's in an awkward position and hard to see so it's not heavily used.

The group discussed adding bike parking downtown. Sommer inquired where funding would come from and suggested that the group do outreach to the merchants in the downtown area to see if they would pay to install bike racks in front of their businesses. Fleury stated that putting bike racks on the sidewalk in front of businesses would need to be assessed on a case-by-case basis, as there are trash cans and lamp posts that may be in the way, and it's imperative to maintain ADA access standards. Fleury said he would talk to Sandra at the Chamber of Commerce to see if she can send something out to the business owners downtown to see if any of them are interested in adding bike parking. Peterson-Adams reminded the group that Eric Hansen is on the committee to revitalize downtown, so he could also talk to the Chamber. Hansen inquired about budgetary constraints, and Vieville responded that at one time the TAC had talked about sharing the cost with the downtown merchants or getting the bike racks made by students at one of the schools nearby.

Graf suggested taking over a few of the many 15-minute parking spaces downtown to put bike parking in. Vieville suggested putting bike parking in where the loose rock is since no one likes it anyway. Brouillard suggested more bike parking at the City-owned parking lots, and more parking near OSF. David suggested putting bike parking places where it's not suitable for cars, like close to fire hydrants. Brouillard mentioned that City Council is now allowing businesses to put out sandwich boards, so adding bike parking may congest the sidewalks too much for ADA standards. Richards stated that the angle in which bike racks are installed is also something to think about, as bikes sometimes roll out into the street when parked at certain angles.

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Brouillard stated that the low-income housing areas also need bike racks as the few that they have are always full. Also bus stops, shopping centers, and all the main corridors.

Sommer said that other places in the valley have artistic bike racks and Ashland could benefit from more, and that she would be willing to do the research to get pricing information. Brouillard stated that students could get involved and make the bike racks. Sommer said that the SOU Art Department has a sculpture department that includes metal. David stated he checked with the high school and they no longer have a welding program, but that there's plenty of welders in town that would probably be able to make the bike racks for a good price.

Fleury stated he would see if he can schedule a meeting with Rocky Houston to have a more formal discussion about putting bike parking at the parks. He also said he likes the idea of putting bike parking in loading zones.

Richards inquired about what inventory the City has for bike racks currently, and Fleury responded that there's a dozen or two of the green staple style.

Brouillard stated that they need to have some sort of actionable item for business owners who want to know the process and costs associated with getting a bike rack put in.

Graf motioned that the TAC accept the report on bike parking and recommend that the City move forward to explore the recommendations on the report. Vieville seconded. All ayes.

INFORMATIONAL ITEMS

Safe Streets and Roads for All

Fleury informed the group that he's filling out the grant agreement currently for SS4A, and that City of Medford (who already got the grant) gave him their documents for solicitation so he could use them when making those documents for Ashland. Fleury stated he would try to get it done by the end of the year.

Regional Micromobility Study

ODOT is working with Alta Planning for a micromobility study. Fleury gave them his opinions on the rentable scooters/bikes. ODOT will be holding a workshop with other agencies in November and December, and the study should be wrapped up in early 2025.

Vieville inquired about the Clay Street redo, and Fleury responded that the City just signed the IGA with ODOT to start the preliminary design and engineering. Vieville reminded him how long the residents over there have been waiting.

Peterson-Adams ended the meeting with the quote "Safety on the road is not just about following the rules but about recognizing the humanity of all those that share the road with you".

ADJOURNMENT: @ 8:00

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

From: [Chuck Schweizer](#)
To: [Scott Fleury](#); [Michael Morrison](#); [Karl Johnson](#)
Subject: FW: Bike lanes
Date: Monday, October 21, 2024 5:44:19 AM

-----Original Message-----

From: Judy Blickenstaff
Sent: Saturday, October 19, 2024 5:34 AM
To: Chuck Schweizer
Subject: Bike lanes

[EXTERNAL SENDER]

Hi Chuck-

I just want to let you know how much I appreciate the new bike lanes on Ashland street. I ride them regularly and feel much safer than I did before they were put in. The little sweeper keeps them clean. And I notice cars giving me a lot more space at lights, as if they notice me more.

Thank you for taking care of bicycles!

Judy Blickenstaff

Sent from my iPhone

From: noreply@civicplus.com
To: [Public Works Information](#); [Scott Fleury](#); [Elizabeth Beckerich](#)
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form
Date: Thursday, November 07, 2024 11:02:05 AM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Andrea Weiner
Address	243 Granite St
City	Ashland
State	OR
Zip Code	97520
Phone Number	530-227-7480
Email Address	akweiner@gmail.com
Message to Transportation Advisory Committee	Hi Transportation Advisory Committee, The Public Works Dept has suggested I come to you with this issue. The intersection of Granite St and Nutley has become a complete hazard every time Winburn Way is closed for an event in Lithia Park. There are increasing events in the park, and Granite has become a nightmare to navigate during these events. Cars have been parking on the West side of Granite where there is supposed to be "no parking on this side of the street". The section of Granite between the last "no parking" sign and the stop sign at Nutley is ambiguous with regards to parking. Many out-of-towners think it's a legal place to park. When Winburn is closed for events, all vehicles are forced up Nutley - it's often not possible for them to turn North onto Granite because a south-bound car may already be at the intersection. It's nearly impossible for two cars to pass when vehicles are parked on both sides of Granite at that intersection. (pic attached, I hope). Would it be possible to add one more "no parking sign" near the stop sign or to paint the curb yellow along that section of Granite? Thanks so much for your time and help with this. Best, Andrea
Attachments	IMG_4364.JPG

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

From: [Drew Allen](#)
To: [Scott Fleury](#)
Subject: RE: Alley Trees
Date: Friday, November 01, 2024 10:54:30 AM
Attachments:

[EXTERNAL SENDER]

Good Friday Morning,

I submitted the email below and did receive a response from Travis shortly after. He suggested I forward my inquiry to TAC for any help or information on the latter inquiry of my email, highlighted below. Your were the only name I could see that had a link to an email and no other way to contact that I could find. So, lucky you. :)

Please let me know what you think and if it is feasible.

I appreciate your time. Have a great weekend!

Best,
Drew

Good morning Drew,

Thank you for your questions. Please see my answers below:

1. Regarding the yellow no parking curbs at Beach and Siskiyou, I would encourage you to start by approaching the Transportation Advisory Committee with your concerns. You can contact the TAC by following this link: <https://ashlandoregon.gov/870/Transportation-Advisory-Committee>

Thank You,
Travis Reeder, Permit Technician

From: Drew Allen <DAllen@HarryandDavid.com>

Sent: Thursday, October 31, 2024 9:17 AM

To: Public Works Information <publicworksinfo@ashland.or.us>

Subject: Alley Trees

[EXTERNAL SENDER]

Hello,

I live in an ADU at 685 Beach St (tied to 687 Beach St) and I have two inquiries regarding Beach Street and it's alley in Ashland.

2. The two curbs on Beach Street at Siskiyou are painted yellow up to a point. Is it possible to paint them up further to the next available driveway? The current paint section, in my opinion, is not long enough. People tend to park right up the to yellow paint zone creating undue congestion and narrowness and it's on a slight corner which adds to the problem. If there is traffic going both ways with two cars parked on both sides, it is probable an accident could happen, plus it's near a school zone.

It would be nice to have the no parking zone extended up further from both corners of Siskiyou to a wider section of Beach Street to help with the narrowness and prevent accidents or fender benders. It is a little anxiety ridden when I go through there.

I hope you can help or can give me information I can follow up on. Thank you for your time

Warm Regards,

Drew Allen



Memo

CITY OF
ASHLAND

Date: November 14, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Croman Mill Site Development – Townmakers Presentation

BACKGROUND:

Before the Transportation Advisory Committee is a presentation related to the potential annexation of a portion of the Croman Mill Site.

As required by code Type III planning applications require a presentation before the TAC, prior to submittal of preapplication materials. Staff has enclosed packet materials provided by Townmakers on the development proposal.

Conclusion:

The Committee should review materials and provide feedback after the presentation. This feedback will be incorporated as part of the record as the Townmakers move forward through the planning and development process.



November 13, 2024

Scott Fleury, Director of Public Works
City of Ashland
51 Winburn Way
Ashland, Oregon 97520

Dear Scott,

RE: Materials for Transportation Advisory Committee meeting, November 21, 2024

Attached please find materials for the above-referenced meeting, including:

1. Project narrative
2. Draft project master plan
3. Draft project civil CAD plan
4. Detail of County annexation area (portion for review)
5. Street sections at main boulevard showing protected bike lanes
6. Memo of review by Kelly Sandow, P.E. of Sandow Engineering
7. Draft revision to AMC 18.3.2 Croman Mill District Code

Sincerely,



Michael W. Mehaffy
President



PROJECT NARRATIVE

Croman Mill Mixed Use Development

Project Team

Developer: Townmakers LLC
Civil Engineer: Parametrix Inc.
Transportation Engineer: Sandow Engineering LLC
Urban Planning: Structura Naturalis Inc.
Urban Design: Qamar and Associates Inc.

Background

The Croman Mill District was created in 2011 as the outcome of an extensive planning process with public involvement. The district plan, embodied in Ashland Municipal Code section 18.3.2, incorporates extensive transportation design elements including a multi-modal street grid, street sections, plans for three bus stops, a hike-and-bike trail to the east of the site, active street frontages with pedestrian-friendly features, and other innovations.

The site was also zoned for light industrial, and since that time, the market has not responded to take advantage of the larger industrial format that was originally contemplated. In fact, as some analysts have noted, market conditions have shifted to favor smaller, more flexible light industrial formats.¹ At the same time, the demand for housing supply as well as affordable housing has surged. A number of analysts have recommended to the City to rezone the site to allow a mix of residential, commercial and light industrial, in a “live-work-play” format.² This format is proving popular, especially in the wake of the COVID pandemic, and as businesses and residents seek to combine work from home and work close to home with smaller and more incremental business opportunities.

Current Proposal

The portion of the project now proposed for development by Townmakers LLC is a 61-acre master planned community that is a smaller portion of the larger Croman Mill District (Exhibit 1). The development team has taken the approach of retaining as many of the original plan features as possible, while changing those that no longer meet market demands, or fail to achieve the full potential of a live-work-play model.

The annexation area of the project (6.01 acres) requires a Transportation Advisory Committee review, and this packet has been developed for that purpose. The area subject to review is at the southern end of the property, abutting Siskiyou Boulevard and Mistletoe Road. The plan retains the gridded streets of the original plan, the hike and bike path to the east, the bike paths on the central boulevard, and the three planned bus stops within the project.

¹ Johnson Economics (2023). Addendum to the City of Ashland’s Economic Opportunities Analysis.

² ECONorthwest (2022). Ashland Economic Diversification Strategy.

<https://www.ashlandchamber.com/files/2022AshlandEconDiversificationStrategy.pdf>

The proposal also adds greater pedestrian connectivity and permeability through a network of “greenways” and “laneways” (essentially alleys, but also conducive to walking and biking). Roundabouts are also proposed for the southern entrance at Siskiyou (per ODOT’s stated preference) and the northern entrance from the existing Mistletoe Road.

The proposal does not substantially modify Mistletoe Road (which abuts other properties and ownerships). Instead, it adds a new light industrial street parallel to Mistletoe, and it adds head-in parking along Mistletoe to serve the new light industrial users. This head-in parking is compatible with the street’s current commercial and light industrial character,

The proposal also takes advantage of the excess right of way at the current hairpin turn of Mistletoe’s southern point,

All parking is intended to be flexible and easily removed allowing parking supply to be “right-sized” according to market demands and changing trends in vehicle use.

Broader Transportation Design Advantages

From a transportation point of view, the most important feature of the development is the potential of “trip capture” (reduced generation of offsite vehicle trips) as a result of the mixed-use, multi-modal design. Research by Ewing, et al. (2019)³ shows that such a design can capture more than half of the trips generated according to standard models. This advantage occurs because people tend to stay within the community, or arrive and “park once” rather than run multiple vehicular errands.

A related advantage is a reduction in parking demand, which research shows can also be lowered by as much as half in walkable, multi-modal communities (Ewing, et al, 2019). The Applicants are proposing to further reduce parking demand by using shared parking, and by allowing parking areas to revert to other uses as future demand is reduced (due to car-sharing, autonomous vehicles, or other factors).

The team intends to complement these advantages in multi-modal and mixed-use development with other innovations in ecological design and resource conservation that are now under investigation. These may include car-share programs, bike storage, bike repair and rental facilities, solar PV vehicle charging stations, building-scale green energy systems, and other innovations. A notable feature is to include permeable paving in the private (non-City) parking areas using a gravel “bosque” design. This would convey a number of benefits including reduced urban heat island, greater groundwater infiltration, and reduced pollutant runoff. (The team has successfully used such systems in other projects, e.g. Seabrook, Washington.)

The project will be designed to meet the intent of the Climate Friendly Areas designation, although the specific requirements will not likely apply to the site, according to a recent vote of the Ashland Planning Commission. Nonetheless, the team feels confident that this project will be a stellar example of progressive transportation policy as well as advanced approaches to land use and urban development.

³ Ewing, R., Tian, G., Park, K., Sabouri, S., Stinger, P., & Proffitt, D. (2019). Comparative case studies: trip and parking generation at Orenco Station TOD, Portland region and Station Park TAD, Salt Lake City region. *Cities*, 87, 48-59.

Summary of Exhibits

Exhibit One shows the original and still current extent of the entire Croman Mill District.

Exhibit Two, the draft Illustrative Master Plan, shows the Townmakers LLC portion of the district, with phasing lines as well as the County annexation border line shown. Tabular data also shows the quantity of commercial and industrial proposed, and the number of units of each type of residential. Note that there have been some more recent changes to the street geometries in the County annexation area, shown in more detail in the following exhibits.

Exhibit Three shows the draft civil CAD plan for the full site, with all streets, alleys, bike lanes, parking lots, and other transportation features shown.

Exhibit Four shows an inset of the County annexation area (the portion under review by the Transportation Advisory Committee).

Exhibit Five shows the street sections for the main boulevard, including the protected bike lanes (with median and without).

Exhibit Six is a memo from Kelly Sandow, P.E., evaluating the transportation design of this County annexation area, and reporting her findings.

Exhibit Seven is the draft revised AMC 18.3.2 Croman Mill District Code, including street sections, land use and other features.

EXHIBIT ONE: Full Croman Mill District

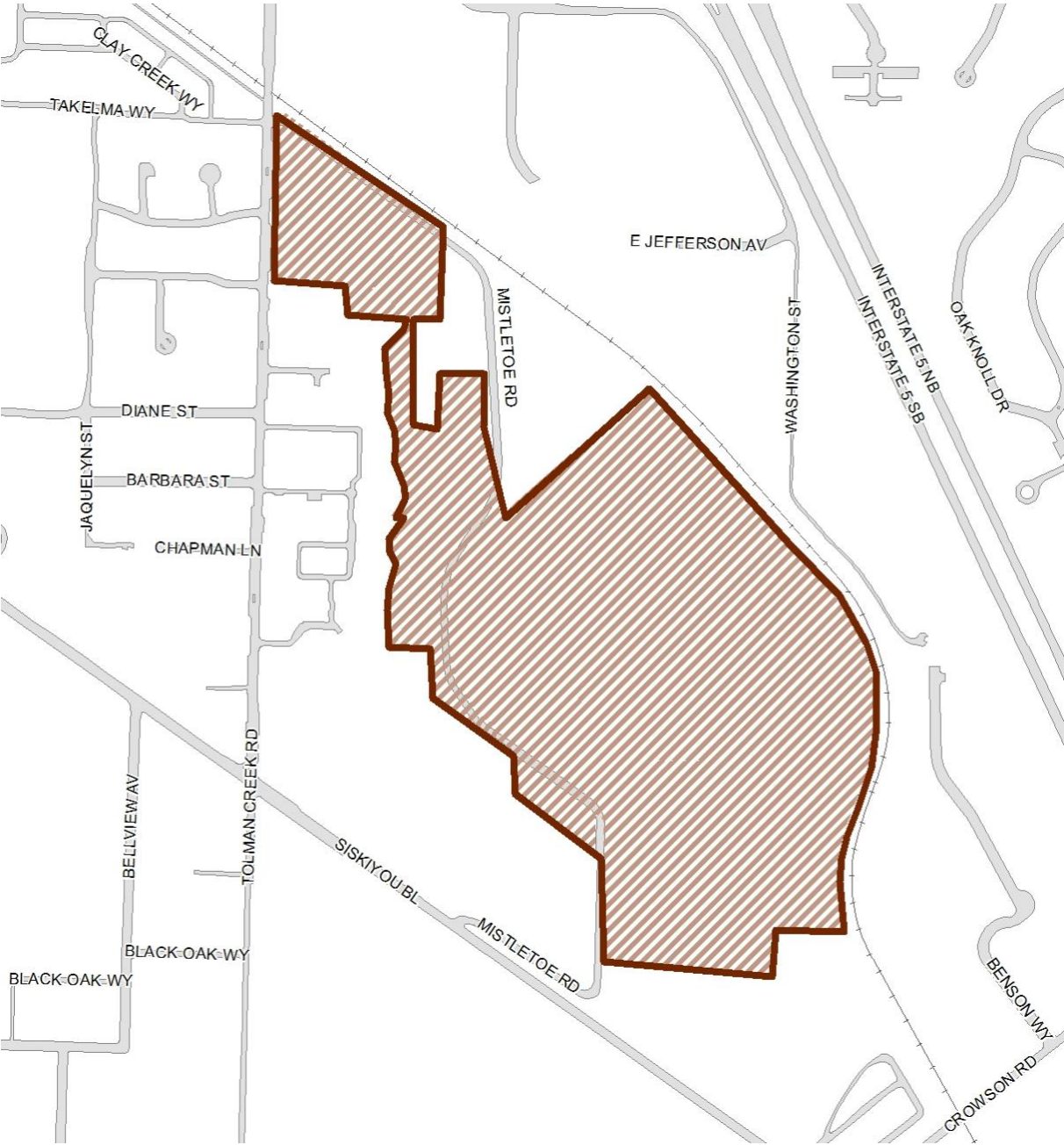


EXHIBIT TWO: Townmakers LLC Portion of the District (Preliminary Illustrative Masterplan)
NOTE: The Town Center area street pattern at bottom has been revised somewhat – see following)



DRAFT MASTERPLAN
JULY 24, 2024

QAMAR AND ASSOCIATES INC. - ARCHITECTURE AND TOWN PLANNING
STRUCTURA NATURALIS INC. - URBAN PLANNING
GIBBS PLANNING GROUP - RETAIL PLANNING
PARAMETRIX INC. - CIVIL ENGINEERING

EXHIBIT THREE: Draft Project Civil CAD Plan

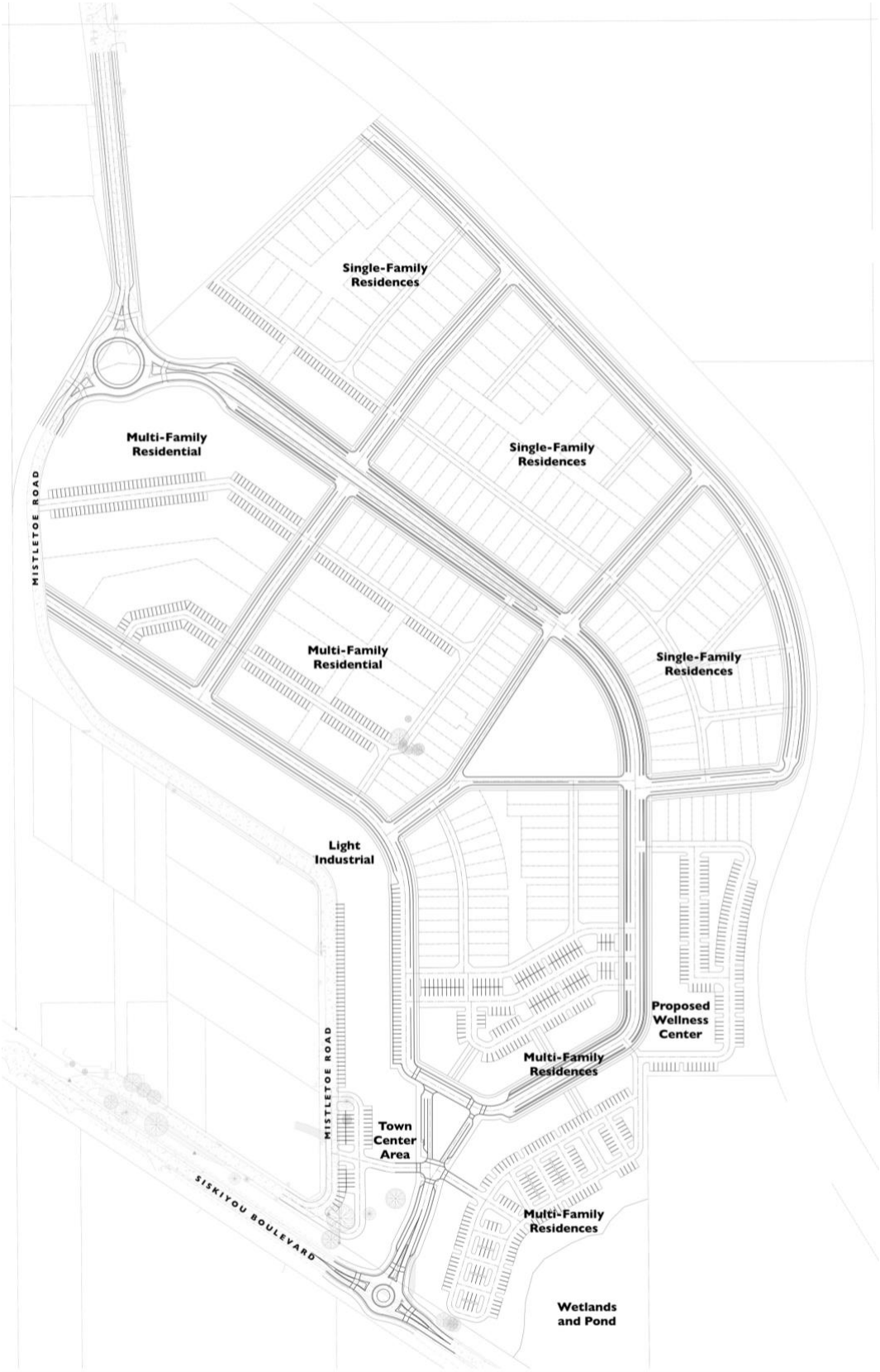


EXHIBIT FOUR: Detail of County annexation area (portion for review)

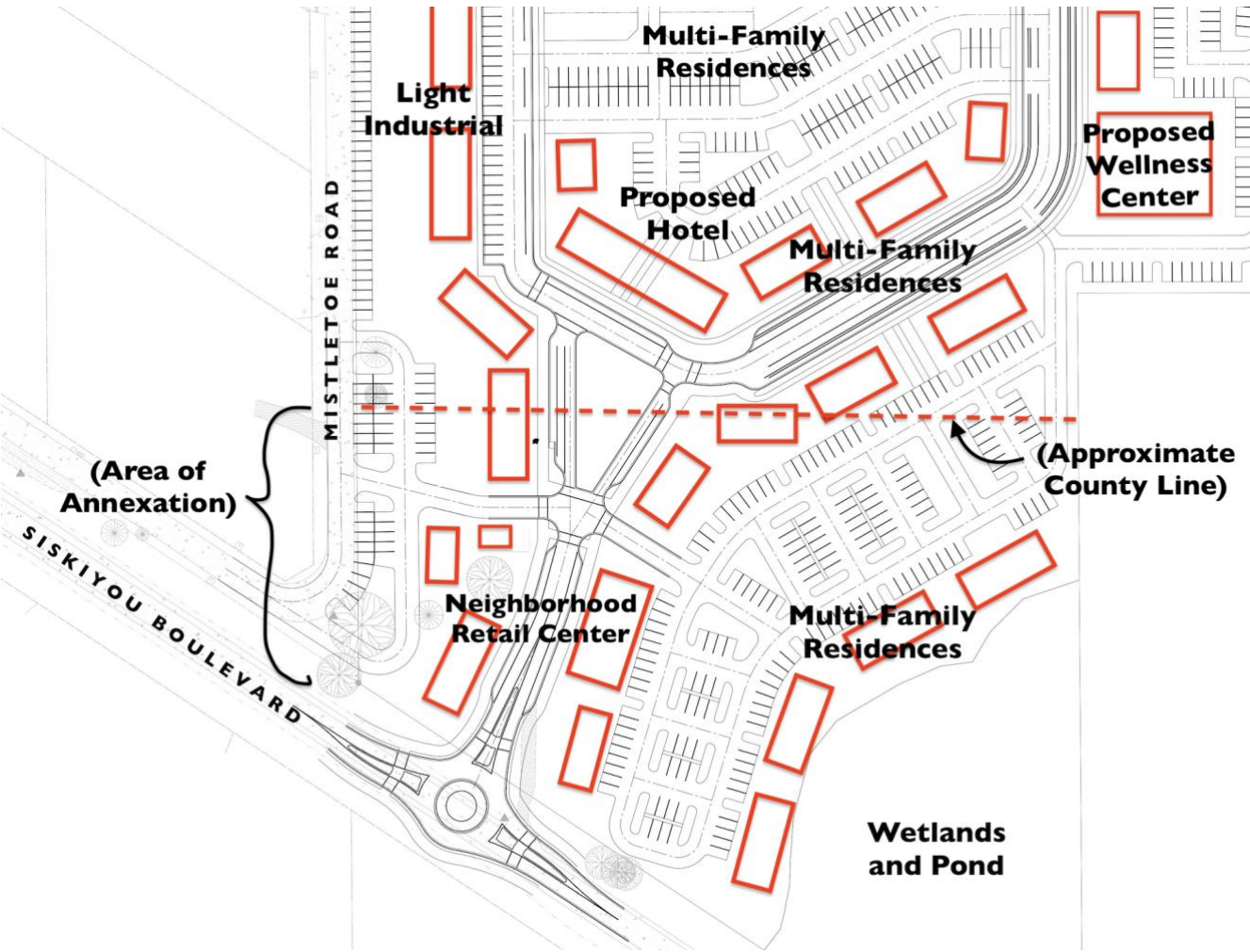


EXHIBIT FIVE: Street Sections at Main Boulevard (with and without median)

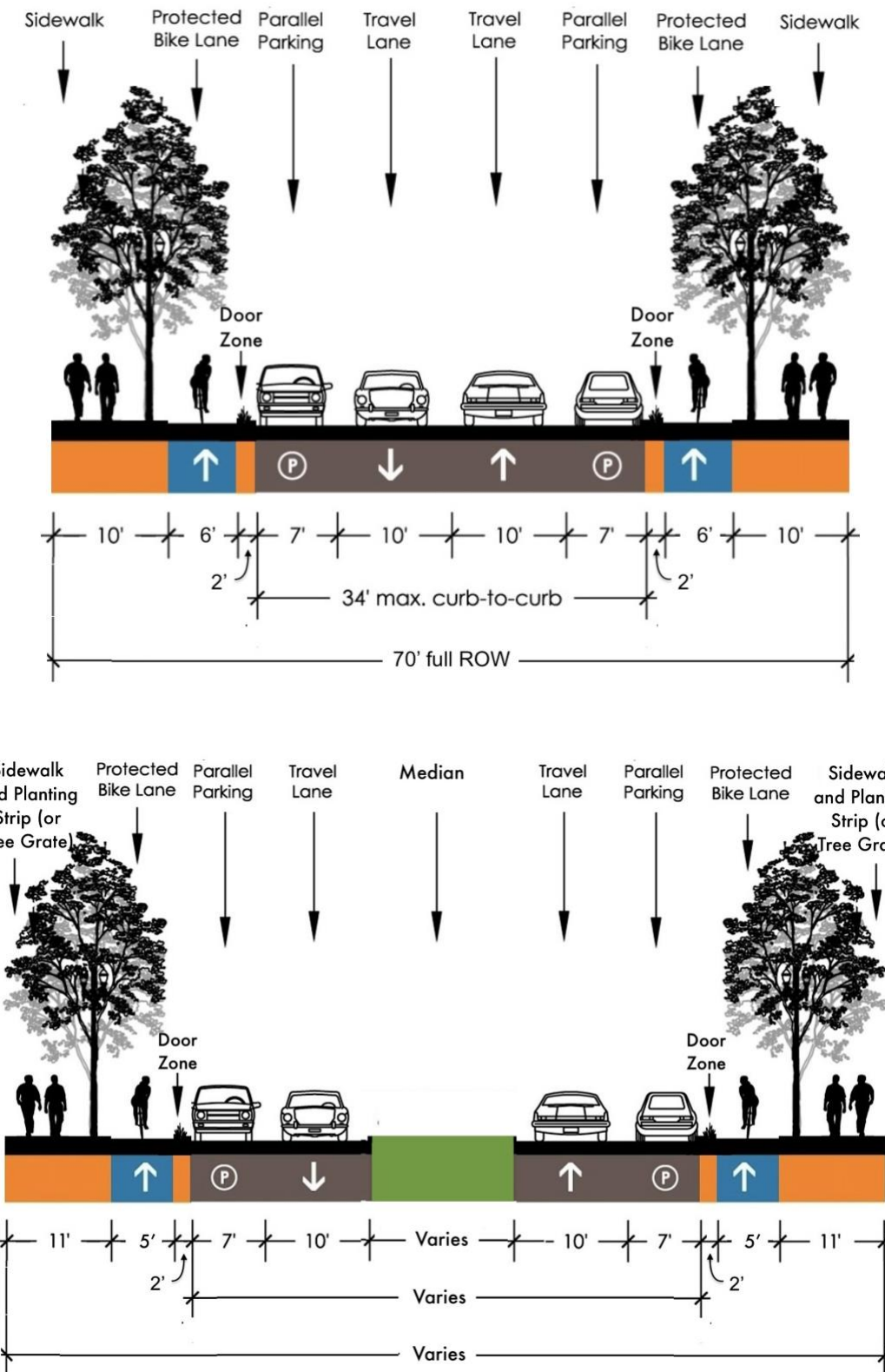


EXHIBIT SIX: Memo of review by Kelly Sandow, P.E. of Sandow Engineering

SANDOWENGINEERING

160 MADISON STREET, SUITE A EUGENE, OREGON 97402 541.513.3376

TECH MEMO

DATE: November 13, 2024

TO: Transportation Advisory Committee
City of Ashland

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Croman Mill - TAC Memo RE Transportation Infrastructure.



RENEWAL 06/30/26

Sandow Engineering has reviewed the proposed street layout and internal transportation system for the Croman Mill site, specifically focusing on the 6.01-acre parcel subject to the proposed annexation. The review evaluates the preliminary transportation system layout for safety, traffic flow, and accessibility.

DEVELOPMENT PROPOSAL

The full project is a 61-acre master-planned community that proposes a walkable, multi-modal, mixed-use development of housing, employment, and commercial uses. The development will be constructed over several phases. The first phases will be constructed on the south side with the development with construction finishing on the north side. Therefore, the transportation system will be constructed starting with the south side and construction to the north. However, the entire system has been conceptually laid out to ensure the vision of a comprehensive pedestrian and bicycle network to reduce reliance on vehicle usage is achieved. The portion of the project that is subject to the current Transportation Advisory Committee review is a 6.01-acre area at the southern end of the property, abutting Siskiyou Boulevard and Mistletoe Road.

Overall, the completed development will include:

- 125 Single Family Detached Units
- 150 Single Family Attached Units
- 300 Multi-Family Units
- 30,000 sf- Commercial Space
- 120,000 sf- Light Industrial/Work Space

In general, the transportation system throughout the Croman Mills site will contain:

- A grid of low-speed, walkable, and bikeable streets, as well as walkable greenways.
- Comprehensive pedestrian system, with no intersections farther than 300 feet apart.
- A multi-use path along the eastern perimeter of the site, connecting to the Central Ashland Bike Path system running through the Railroad District and beyond
- A main boulevard with protected "cycle track" lanes running through the center of the site.
- Three planned bus stops throughout the community (subject to RVTB completion)
- A new roundabout added to Siskiyou Boulevard at the entrance to slow vehicle speeds, improve vehicle safety, and improve pedestrian safety.

The mix of uses, intensive pedestrian network, and compact development nature is designed to reduce vehicle usage within the site by providing a comprehensive and extensive pedestrian network connecting between uses on site.

A related advantage is a reduction in parking demand, which research shows can also be reduced by as much as half in walkable, multi-modal communities. The Applicants are proposing to further reduce parking demand by using shared parking, and by allowing parking areas to revert to other uses as future demand is reduced (due to car-sharing, autonomous vehicles, or other factors).

TRANSPORTATION FACILITIES REVIEW

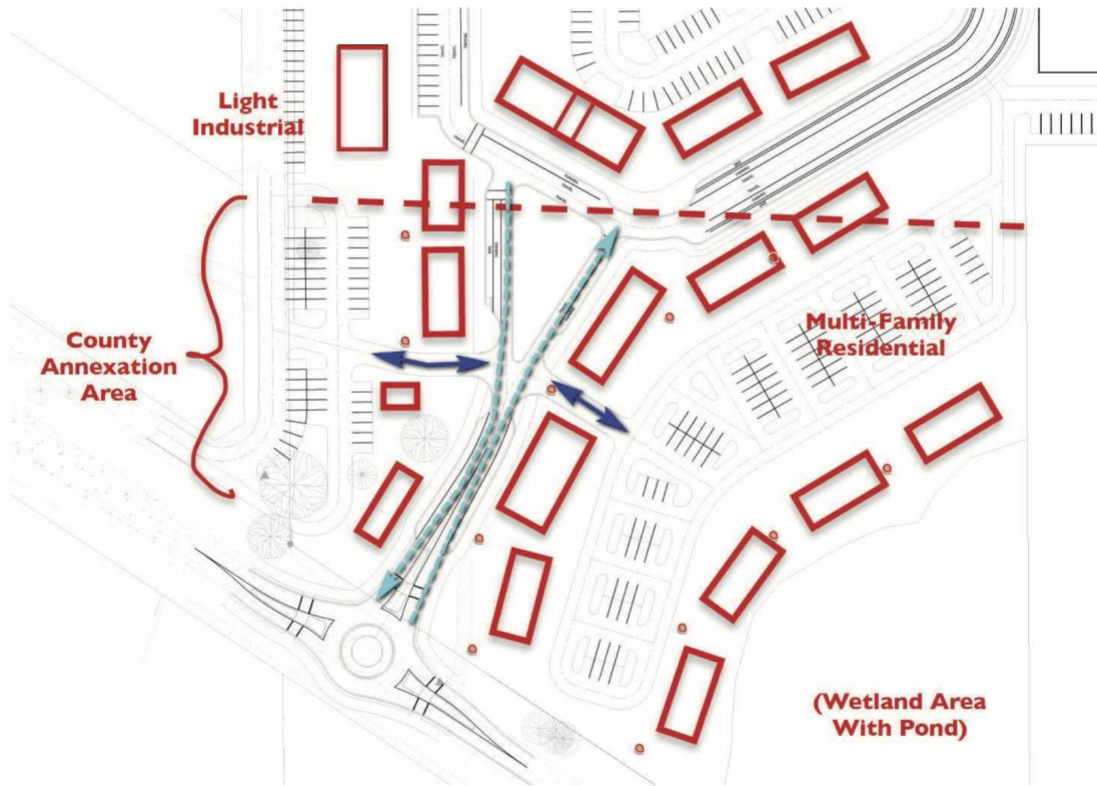
The review of the concept layout of the transportation system focuses on safe and efficient movements for the anticipated levels of vehicles, pedestrians, and bicycles.

Main Access

The main access to the site and annexation area will be from Siskiyou Boulevard. The main access is proposed as a single-lane roundabout. As evaluated within the Traffic Impact Analysis, the proposed single-lane roundabout will operate within standards, can be designed for freight movements, and generally meets the ODOT criteria for roundabouts. The roundabout provides the safest access configuration for vehicles, pedestrians, and bicycle usage between Siskiyou Boulevard at the site when compared to traffic signals or stop signs on higher-speed roadways. The roundabout is designed with all of the essential elements for pedestrian, bicycle, and vehicle usage.

Vehicle Travel

A public street will be constructed from the roundabout to the northeast through the annexation area. About halfway through the area, the internal roadway will be split into one-way directional roadways. Access to the parking areas will be provided via one main drive aisle to the east and one main drive aisle to the west within the annexation area. The drive aisle layout limits vehicle conflict areas with pedestrians and bicycles by concentrating the vehicle parking into lots with limited access over the bike and pedestrian pathways. The levels of vehicles anticipated to utilize this site can be accommodated with one travel lane. The proposed layout will move vehicles safely and efficiently through the site.



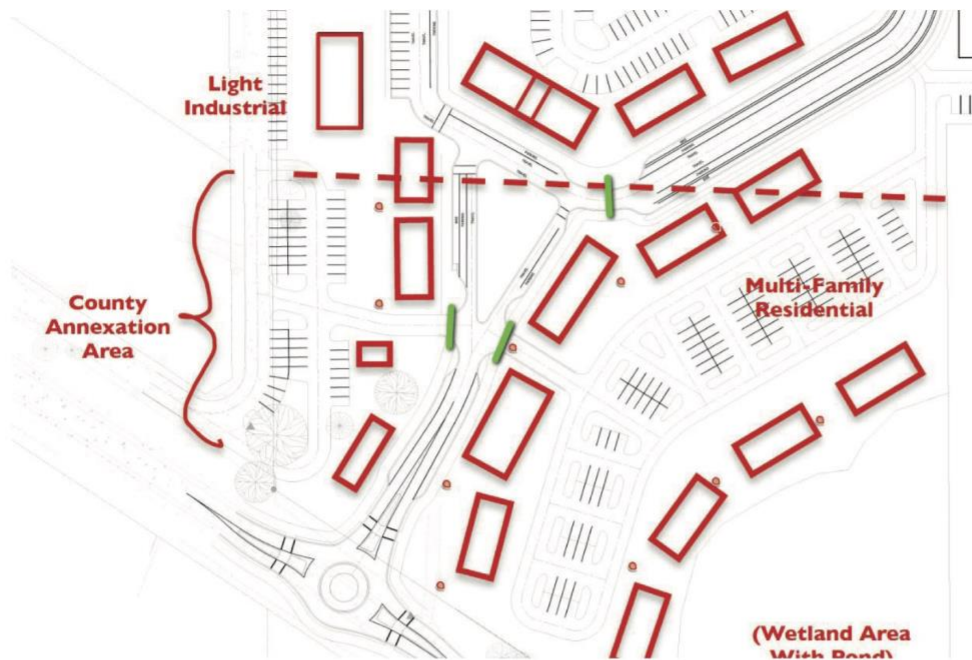
Vehicle Travel Paths Through the Site

Bicycle and Pedestrian Travel

The site layout provides a separated multi-use path on both the east and west sides of the main street from Siskiyou Blvd to the first drive aisles. The multi-use path will then continue north on the east side and will eventually connect to the Central Ashland Bike Path System. The west side will contain separate bicycle and pedestrian ways. Additionally, there will be a series of interconnected pedestrian paths through the site (not shown in the images below). This will further limit the vehicle and pedestrian conflict areas. It is recommended that all locations where the off-street path crosses a driveway or street high visibility green bike paint be installed, adequate street lighting be installed, and any vegetation, signage, or branches, etc., be clear of the area for clear site lines between vehicles and the pedestrian crosswalks.



Bike and Pedestrian Travel



Locations of Bike/Pedestrian Conflict Areas

Pedestrian walkways will be provided along the street network and through the site. It is recommended that at major pedestrian crosswalks, high visibility green bike paint be installed, adequate street lighting be installed, and any vegetation, signage, or branches, etc., be clear of the area for clear site lines between vehicles and the pedestrian crosswalks. Additionally, it is recommended that a high visibility crosswalk be installed across the main street at the east/west drive aisles to facilitate safe ped movements between the east and west sides of the site.

Summary

In general, the site is designed to industry standards for safe and efficient multi-modal vehicle travel and is designed to encourage pedestrian and bicycle usage over vehicle usage for trips internal to the site. Specific details such as ADA ramp locations, signage and striping will be designed as per industry standards to prioritize pedestrian and bike safety.

Chapter 18.3.2 CROMAN MILL DISTRICT

Sections:

18.3.2.010	Purpose.
18.3.2.020	Applicability.
18.3.2.030	General Requirements.
18.3.2.040	Allowed Uses.
18.3.2.050	Dimensional Standards.
18.3.2.060	Site Development and Design Standards.
18.3.2.070	Open Space Zone.

18.3.2.010 Purpose

The purpose of this section is to implement the Croman Mill Site Redevelopment Plan. The district is designed to provide an environment suitable for employment, recreation, and living. The CM district is a blueprint for promoting family-wage jobs, professional office and manufacturing commerce, neighborhood-oriented businesses, mixed-use projects, **housing,** and community services in a manner that enhances property values by providing transportation options and preserving significant open spaces while minimizing the impact on natural resources through site and building design. The Croman Mill District Standards were adopted by the City Council on August 17, 2010 (Ordinance No. 3031), and amended on December 16, 2011 (Ordinance No. 3053) **and on _____ (Ordinance No. _____).**

18.3.2.020 Applicability

This chapter applies to properties designated as CM on the Zoning Map, and pursuant to the Croman Mill District Plan maps adopted by Ordinance 3031 (August, 2010) **and amended on _____ (Ordinance No. _____).** Development located within the Croman Mill (CM) district is required to meet all applicable sections of this ordinance, except as otherwise provided in this

chapter; where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the CM district shall govern.

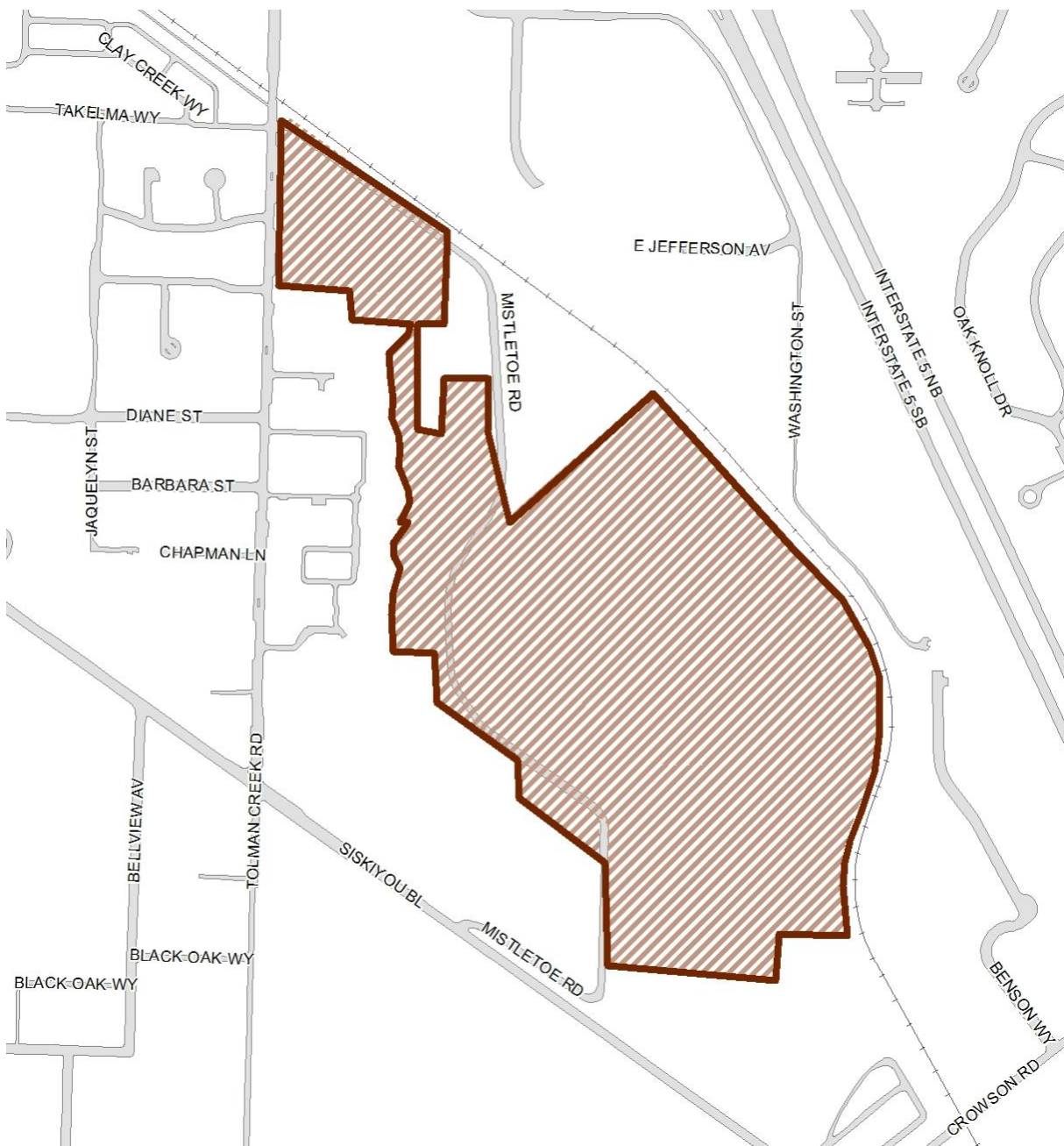


Figure 18.3.2.020. Croman Mill District

18.3.2.030 General Requirements

A. Conformance with the Croman Mill District Plan. Land uses and development, including buildings, parking areas, streets, bicycle and pedestrian access ways, multi-use paths, and open spaces shall be located in accordance with those shown on the Croman Mill District Plan maps adopted by Ordinance [3031](#).

B. Site Development and Design Standards. New development is subject to Site Design Review under chapter [18.5.2](#), and must comply with the site development and design standards in section [18.3.2.060](#).

C. Amendments. Major and minor amendments to the Croman Mill District Plan shall comply with the following procedures.

1. Major and Minor Amendments.

a. Major amendments are those that result in any of the following.

- i. A change in the zoning.
- ii. A modification to the street layout plan that necessitates a street or other transportation facility to be eliminated.
- iii. A change not specifically listed under the major and minor amendment definitions.

b. Minor amendments are those that result in any of the following.

- i. A change in the street layout that requires a street, access way, multi-use path or other transportation facility to be shifted more than 25 feet in any direction, as long as the change maintains the connectivity established by the Croman Mill District Plan.
- ii. Changes related to street trees, street furniture, fencing or signage.
- iii. A change in the design of a street in a manner inconsistent with the Croman Mill District Standards.
- iv. A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards.

- v. A site layout, landscaping or building design which is inconsistent with the Croman Mill District Standards.
- vi. A change to an area allocation for special permitted uses in subsection [18.3.2.040.B](#).
- vii. A change in a dimensional standard requirement in subsection [18.3.2.050](#), but not including height and residential density.

2. Major Amendment – Type II Procedure. The approval authority may approve a major amendment to the Croman Mill District Plan through a Type II procedure in section [18.5.1.060](#) upon finding that the application meets all of the following criteria.

- a. The proposed modification maintains the connectivity established by the district plan, or the proposed modification is necessary to adjust to physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, wetlands, or similar natural features, or to adjust to existing property lines between project boundaries.
- b. The proposed modification furthers the design, circulation, and access concepts advocated by the district plan.
- c. The proposed modification will not adversely affect the purpose and objectives of the district plan.

3. Minor Amendment – Type I Procedure. A minor amendment to the Croman Mill District Plan is subject to the Type I procedure in section [18.5.1.050](#). Minor amendments shall not be subject to the Exception to the Site Development and Design Standards in subsection [18.5.2.050.E](#). A minor amendment may be approved upon finding that granting the approval will result in a development design that equally or better achieves the stated purpose of this chapter, objectives of specific Croman Mill District Standards, and guiding principles of the Croman Mill Site Redevelopment Plan.

18.3.2.040 Allowed Uses

A. Uses Allowed in Croman Mill Zones. Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to a conditional use permit. Where Table [18.3.2.040](#) 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](#) Similar Uses. Uses not listed in Table [18.2.2.030](#) and not found to be similar to an allowed use are prohibited. All uses are subject to the development standards of 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](#) Determination of Review Procedure.

B. Uses Regulated by Overlay Zones. Notwithstanding the provisions of chapter [18.2.2](#) Base Zones, 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 regulations applying to the City's overlays zones, please refer to part [18.3](#).

C. 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 18.3.2.040. Croman Mill District Uses Allowed by Zone¹

	<u>Croman Mill District Zones (2)</u>						
	NC	MU	OE	CI	OS	CIC-MU	R-MU
A. Residential							
Residential Uses	S	S	N	N	N	P (3)	P
Agricultural Uses, except Keeping of Livestock	N	N	N	N	N	C	C
Keeping of Bees, Micro-Livestock and Livestock	N	N	N	N	N	C	C
Marijuana Cultivation, Homegrown	S	S	N	N	N	N	P
Temporary Employee Housing	N	N	S	S	N	P	P
B. Commercial							
Stores, restaurants, and shops less than 3,000 sq. ft., excluding fuel sales, automobile sales and repair	P	N	N	N	N	P	P (3)
Limited stores, restaurants, and shops, excluding fuel sales, automobile sales, and repair, including marijuana retail sales	N	S	S	S	N	P	P (3)
Professional, financial, business, and medical offices	N	P	P	S	N	P	P (3)
Administrative or research and development establishments	N	P	P	P	N	P	C
Child or day care centers	P	S	S	S	N	P	P
Fitness, recreations sports, gym or athletic club	P	N	N	N	N	P	C
<u>Food trucks and food carts (subject to the requirements of section 18.2.3.145)</u>	S	S	S	S	N	P	C
Ancillary employee services (e.g., cafeteria, fitness area)	N	S	S	S	N	P	C
Kennels (indoor) and veterinary clinics	N	N	S	S	N	P	C
Motion picture, television or radio broadcasting studios	N	P	P	P	N	P	C
Temporary uses	C	C	C	C	C	C	C
C. Industrial							
Manufacturing, assembly, fabrication or packaging including manufacturing of food products	N	P	S	P	N	P	C
Limited manufacturing affiliated with a retail use	S	N	N	N	N	P	C
Marijuana laboratory, processing, and production	N	S	S	S	N	S	N
Rail freight loading dock facilities	N	N	N	P	N	P	C
Rail or rapid transit passenger facilities	P	P	P	P	N	P	C
Warehouse and similar storage facilities, including marijuana wholesale	N	S	S	S	N	S	N
Limited outdoor storage	N	S	S	S	N	S	C
Wireless communication facilities attached to an existing structure pursuant to Sec. 18.72.180	C	C	P	P	N	C	C
Freestanding wireless communication support structures pursuant to Sec. 18.72.180	C	C	C	C	N	S	C

	NC	MU	OE	CI	OS	CIC-MU	R-MU
D. Public and Institutional							
Public service or community buildings with office or space used directly by the public	P	C	C	C	P	P	C
Public service or community buildings without office or space used directly by the public	C	C	C	C	C	C	C
Public and quasi public utility facilities enclosed in a building	S	S	S	S	S	S	S
Oregon Department of Transportation (ODOT) maintenance facility and yard	S	N	N	N	N	N	N
Private school, college, trade school, technical school or similar school	C	C	C	C	N	P	C
Electrical substations	N	N	C	C	N	C	C
Rail or rapid transit passenger facilities	P	P	P	P	N	P	C
Warehouse and similar storage facilities	N	S	S	S	N	S	C
Limited outdoor storage	N	S	S	S	N	S	C
Wireless communication facilities attached to an existing structure pursuant to 18.72.180	C	C	P	P	N	C	C
Freestanding wireless communication support structures pursuant to 18.72.180	C	C	C	C	N	C	C
Public service or community buildings with office or space used directly by the public	P	C	C	C	P	P	P
Public service or community buildings without office or space used directly by the public	C	C	C	C	C	C	C
Public and quasi public utility facilities enclosed in a building	S	S	S	S	S	S	S
Oregon Department of Transportation (ODOT) maintenance facility and yard	S	N	N	N	N	N	N
Private school, college, trade school, technical school or similar school	C	C	C	C	N	P	P
Electrical substations	N	N	C	C	N	C	C

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

2 Zones: NC = Neighborhood Commercial; MU = Mixed Use; OE = Office Employment; CI = Compatible Industrial; OS = Open Space;
 MU-R = Mixed Use Residential; MU-CE = Mixed Use Compatible Employment

3 Permitted, but specific allowable numbers are governed by development agreement

D. Special Use Standards. The uses listed as “Permitted with Special Use Standards (S)” in Table [18.3.2.040](#), above, are allowed provided they conform to the requirements of this section and the requirements of chapter [18.5.2](#) Site Design Review.

1. Residential Uses. Residential uses **in zones NC, MU, OE, and CI**, provided all of the following standards are met.
 - a. The ground floor area shall be designated for permitted or special permitted uses, excluding residential.
 - b. Residential densities shall not exceed the densities in section Dimensional Regulations. For the purposes of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
 - c. Residential uses shall execute a hold harmless covenant and agreement stating they shall not protest impacts from commercial and industrial uses within the district.
2. Marijuana Cultivation, Homegrown. Subject to the standards in subsection [18.2.3.190.A](#).
3. Temporary Employee Housing. Residential units for use by persons employed within the facility and their families when all of the following standards are met.
 - a. Employee housing densities shall not exceed two units per acre. For the purposes of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
 - b. The employee housing shall be in conjunction with a permitted or special permitted use on the property.
 - c. Units shall be restricted by covenant to be occupied by persons employed by a business operating on the property.
4. Limited Commercial Services and Retail. Stores, restaurants, shops, child/day care facilities, and ancillary employee services **in zones NC, MU, OE, and CI**, when all of the following standards are met.
 - a. In the CI, MU, and OE zones, a maximum of 15 percent of the gross floor area in a building may be used for any or a combination of the following special permitted uses

when the standards in this section are met: limited stores, restaurants, and shops; child or day care facilities; and ancillary employee services.

b. Limited Stores, Restaurants and Shops. In the MU zone, the floor area shall be limited to retail uses in conjunction with a permitted use.

c. Child or Day Care Facilities. Primary program activities are integrated into the interior of the building.

d. Ancillary Employee Services. Developments may include ancillary employee services such as cafeterias, fitness areas, or other supportive services generally intended to support the needs of employees when the following standards are met.

i. The use is integrated into the interior of the building.

ii. The ancillary employee services shall be in conjunction with a permitted or special permitted use on the property.

e. Marijuana Retail Sales. Marijuana retail sales are subject to the standards a-d in subsection [18.3.2.040.D.4](#), above, and the standards for marijuana-related businesses in subsection [18.2.3.190.B](#).

5. Professional, Financial, Business and Medical Offices in CI Zone. Developments in the CI zone may include ancillary office uses to support the operations of a permitted use on-site provided the maximum floor area dedicated for office uses shall not exceed 50 percent of the ground floor area.

6. Kennels. Kennels when all of the following standards are met.

a. Kennels shall be located at least 200 feet from the nearest residential dwelling.

b. All animals shall be boarded within a building at all times.

c. No noise or odor shall emanate outside the walls of the building used as a kennel.

d. A disposal management plan shall be provided demonstrating all animal waste will be disposed of in a sanitary manner.

7. Manufacture, Assembly, Fabrication, and Packaging in OE Zone. Developments in the OE zone may include ancillary manufacturing, assembly, fabrication, and packaging uses to

support the operations of a permitted or special permitted use on-site when all of the following standards are met.

- a. The maximum floor area dedicated to manufacturing, assembly, fabrication, and packaging shall be 50 percent of the ground floor area.
- b. No outside space shall be used for the manufacturing, assembly, fabrication, and packaging processes.

8. Limited Manufacturing Affiliated with a Retail Use. Manufacturing, assembly, fabrication, or packaging contiguous to and associated with a retail space **in zones NC, MU, OE, and CI**, provided the maximum floor area dedicated to manufacturing occupies 1,000 square feet, or ten percent of ground floor area, whichever is less.

9. Marijuana Laboratory, Processing, and Production.

- a. Marijuana laboratory, processing, and production are subject to the standards for marijuana-related businesses in subsection [18.2.3.190.B](#).
- b. In the OE zone, marijuana laboratory, processing, and production are subject to subsection [18.3.2.040.D.7](#), above.

10. Warehouse and Similar Storage Facilities. Warehouse and similar storage facilities when all of the following standards are met.

- a. The maximum floor area dedicated for use as warehouse or similar storage uses in the OE and MU zones shall be 50 percent of the ground floor area.
- b. Warehouse and storage facilities shall be provided only in conjunction with, and for the exclusive use by, a permitted or special permitted use on the property.
- c. Self-service mini-warehouses are prohibited.
- d. No outside space shall be used for storage, unless approved as a limited outdoor storage area.
- e. Marijuana Wholesale. Marijuana wholesale storage is subject to the standards a-d in subsection [18.3.2.040.D.10](#), above, and the standards for marijuana-related businesses in subsection [18.2.3.190.B](#).

11. Limited Outdoor Storage. Limited outdoor storage associated with a permitted or special permitted use when all of the following standards are met.

- a. The maximum area dedicated to outdoor storage shall be 1,000 sq. ft. in the OE and MU zone; and 2,500 sq. ft. in the CI zone, or 50 percent of the ground floor area of the building housing the associated permitted or special permitted use, whichever is greater.
- b. The outdoor storage shall be located behind or on the side of buildings, and shall be located so the outdoor storage is the least visible from the street that is reasonable given the layout of the site.
- c. The outdoor storage shall be screened from view by placement of a solid wood or metal fence, or a masonry wall from five to eight feet in height.
- d. The associated permitted use shall obtain a minimum of 50 percent of the employment density targets for the Croman Mill District.

12. Public and Quasi-Public Utility Service Buildings. Public and quasi-public utility service buildings when all of the following standards are met.

- a. Facilities and structures that are accessory to a public park in the OS zone, including but not limited to maintenance equipment storage, enclosed picnic facilities, and restrooms.
- b. Public and quasi-public utility service building relating to receiving and transmitting antennas and communication towers are subject to the applicable provisions of 18.4.10.
- c. Public and quasi-public utility service building shall demonstrate all of the following.
 - i. The need for the facility, present or future; and how the facility fits into the utility's master plan.
 - ii. The facility utilizes the minimum area required for the present and anticipated expansion.
 - iii. Compatibility of the facility with existing surrounding uses and uses allowed by the plan designation.

13. Oregon Department of Transportation Maintenance Facility and Storage Yard. For the Oregon Department of Transportation Ashland maintenance facility and storage yard located on property within the NC zone, all the following shall apply.

- a. Buildings may be enlarged or replaced subject to Basic Site Review Standards.
- b. Are exempt from the Dimensional Regulations per [18.3.2.050](#) with the exception of minimum side and rear yard setbacks abutting a residential district and maximum height.
- c. Are exempt from the requirements of part [18.4](#) Site Development and Design Standards, and the requirements of [18.3.2.060](#) Croman Mill District Site Development and Design Standards (Ord. 3216 § 5, amended, 03/15/2023)

18.3.2.050 Dimensional Standards

The lot and building dimensions shall conform to the standards in Table [18.3.2.050](#).

Table 18.3.2.050. Croman Mill District Dimensional Standards

Croman Mill District Zones (1)							
	NC	MU	OE	CI	OS	CIC-MU	R-MU
Residential Density – Maximum (dwelling units/acre) (2)							
Without bonus	30	15	NA	NA	NA	NA	NA
With bonus	60	30	NA	NA	NA	NA	NA
(2) Density of the development may not exceed the density established by this standard. Density must be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public. Fractional portions shall not apply toward the total density.							
Lot Area - Minimum (square feet)	NA	NA	20,000	40,000	NA	3000	800
Lot Frontage - Minimum (feet)	50	NA	100	100	NA	30	12
Lot Width - Minimum (feet)	50	NA	100	100	NA	30	12
Standard Yards (feet)							
Yard Abutting a Street - Minimum ³	2	2	2	2/10 (3)	NA	10	10
Yard Abutting a Street - Maximum (4)	10	10	10	10	NA	20	20
Side - Minimum abutting a residential zone	10	10	NA	NA	NA	10	5
Rear - Minimum per story abutting a residential zone	10	10	NA	NA	NA	10	5
(3) In CI zone, minimum yard abutting an Active Edge Street is two feet, and minimum yard not abutting an Active Edge Street is ten feet.							
(4) Maximum yard requirements do not apply to entry features such as alcoves, and to hardscape areas for pedestrian activities such as plazas or outside eating							

Table 18.3.2.050. Croman Mill District Dimensional Standards

Croman Mill District Zones (1)							
	NC	MU	OE	CI	OS	CIC-MU	R-MU
Solar Access:	The solar access setback in chapter 18.4.8 Solar Access does not apply in the Croman Mill District.						
Building Height ⁴							
Minimum Number of Stories ⁶	2	2	2	2	NA	1	1
Maximum Height without Bonus, stories/feet	2.5/35	3/40	3/40	3/40	1/20	4/50	4/50
Maximum Height with Bonus, stories/feet ⁷	4/50	4/50	5/75	5/75	NA	NA	NA
⁴ Solar energy systems and parapets may be erected up to five feet above the calculated building height, and no greater than five feet above the height limited in the district.							
⁶ In the CI zone, second story shall be a minimum of 20% of the gross floor area.							
⁷ In the Residential Buffer Zone, the maximum building height with a bonus is 40 feet.							
Frontage Build Out on Active Edge Street							
Minimum, percent	65	65	65	65	NA	65	65
Floor Area Ratio (FAR) - Minimum ⁸	0.6	0.6	0.6	0.5	NA	0.5	NA
⁸ Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR.							
Landscaping Coverage - Minimum (% of site)	15%	15%	15%	10%	NA	15%	15%

(1) Zones: NC = Neighborhood Commercial; MU = Mixed Use; OE = Office Employment; CI = Compatible Industrial; OS = Open Space; CIC-MU = Compatible Industrial and Commercial Mixed Use; R-MU = Residential Mixed Use

18.3.2.060 Site Development and Design Standards

A. Street Design and Access. The design and construction of streets and public improvements shall be in accordance with section [18.4.6.040](#) Street Design Standards, except as otherwise required for the following facilities within the Croman Mill District. A change in the design of a street in a manner inconsistent with the Croman Mill District Street Design Standards requires a minor amendment in accordance with subsection [18.3.2.030.B](#).

1. Central Boulevard. The tree-lined boulevards along Siskiyou Boulevard and Ashland Street are an easily identifiable feature of Ashland's boulevard network. Application of this street design to the central boulevard will create a seamless boulevard loop, linking the Croman Mill District with downtown Ashland. The central boulevard also serves as the front door to the Croman Mill District, creating a positive first impression when entering the district. Options addressing the street configuration and intersection geometry will be evaluated with the final design of the central boulevard. See central boulevard location in Figure [18.3.2.060.A.1.a](#) and street cross section in Figure 18.3.2.060.A.1.b, and street cross section with median in Figure 18.3.2.060.A.1.c.

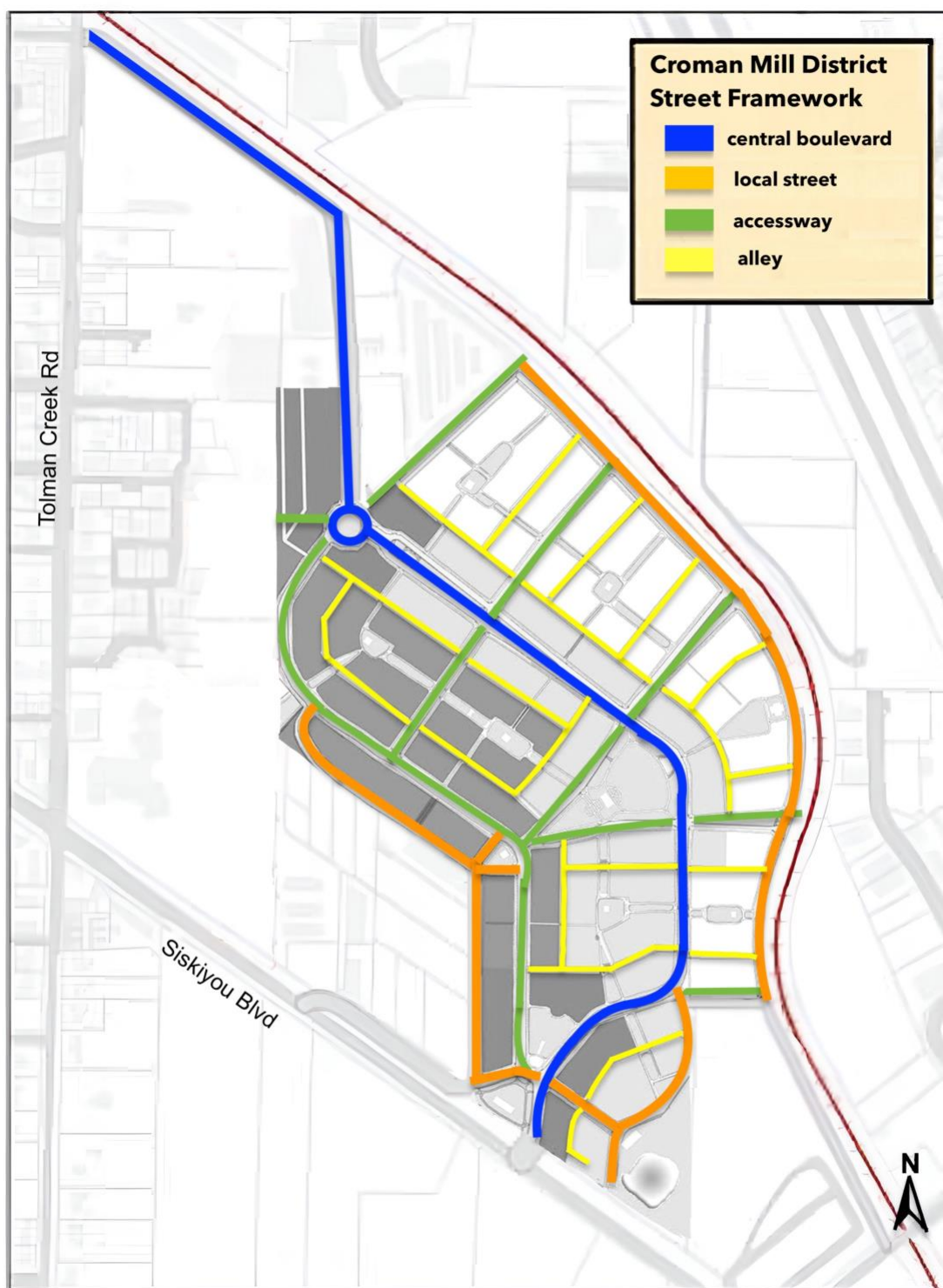


Figure 18.3.2.060.A.1.a. Street Framework

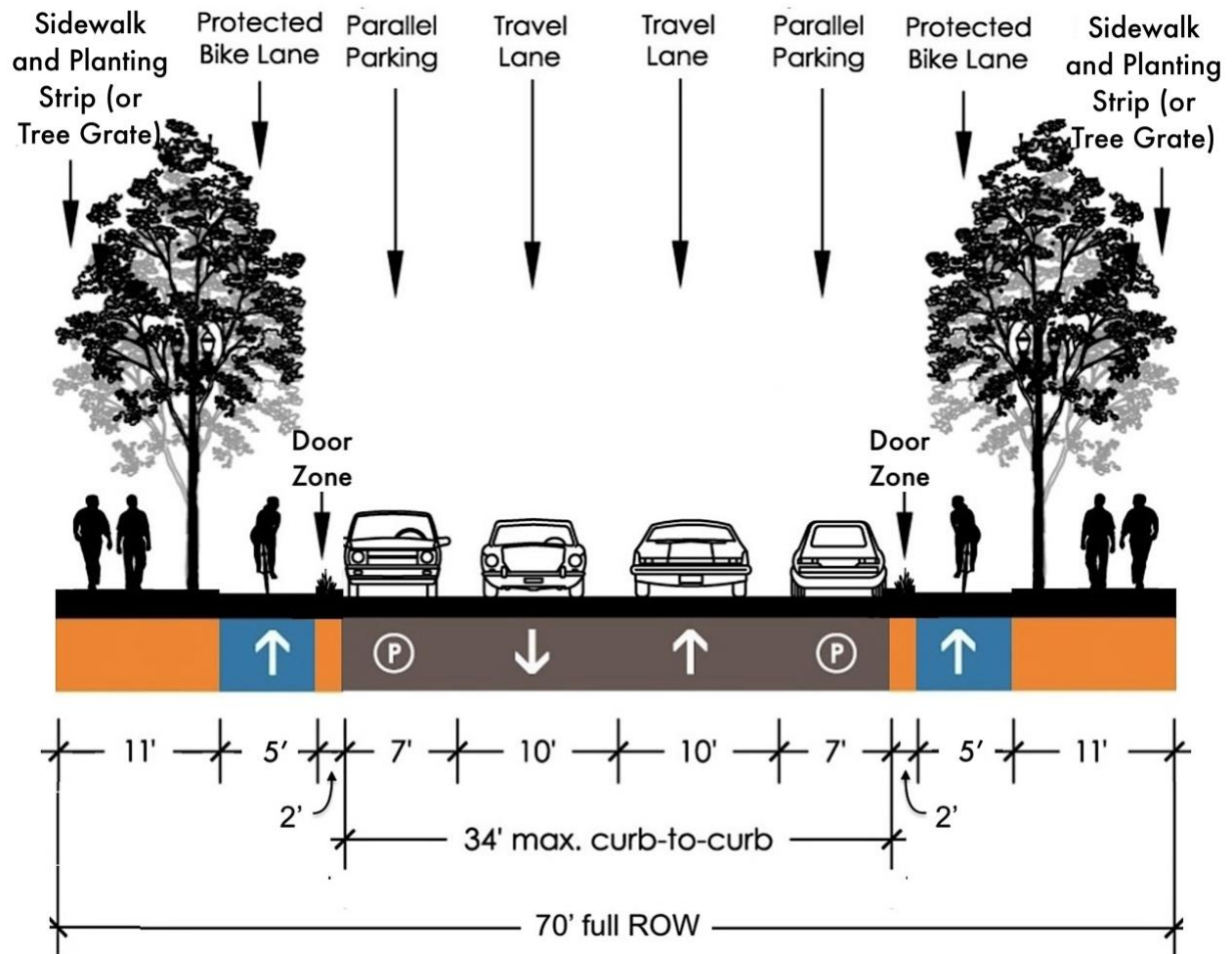


Figure 18.3.2.060.A.1.b. Central Boulevard (Without Median)

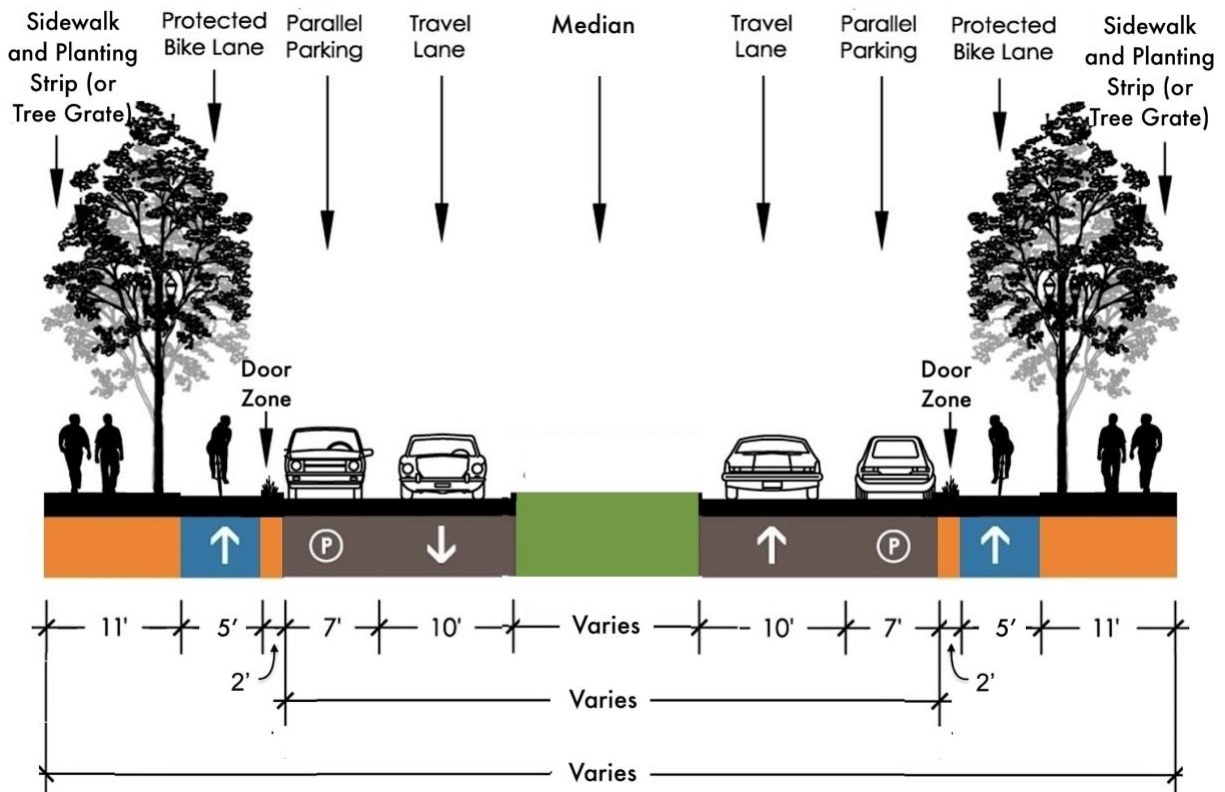


Figure 18.3.2.060.A.1.c. Central Boulevard (With Median)

2. Phased Street Plan. Build-out of the central boulevard can be accommodated through a phased development plan.

a. Phase I implementation will require the following.

- i. Maintain the existing Mistletoe Road alignment from Tolman Creek Road to the northwest corner of the Croman Mill site as illustrated in Figure 18.3.2.060.A.1.a.
- ii. Include developer-constructed segments from Siskiyou Boulevard to the north, connecting to the existing Mistletoe Road via lateral street connections.
- iii. Complete the developer-constructed three-lane central boulevard from the northwest corner of the district to Siskiyou Boulevard (final phase).

3. Tolman Creek Road Realignment. Additional traffic will be generated by the redevelopment of the Croman Mill District. The alternative central boulevard location includes the realignment of Tolman Creek Road with the central boulevard to discourage non-local through traffic in the Tolman Creek neighborhood and in the Bellview School area

as illustrated in Figure [18.3.2.060.A.3.a](#) and Figure [18.3.2.060.A.3.b](#). The modifications to the street network will preserve neighborhood character and address impacts to the neighborhood by directing traffic away from the neighborhood and Bellview School, and toward the Croman Mill District while maintaining access to Tolman Creek Road. Key elements of the realigned Tolman Creek Road include the following.

- a. Two through traffic lanes and a northbound turn lane.
- b. New traffic signal.
- c. Bike lanes.
- d. Sidewalks separated from auto traffic by landscaping and canopy trees.
- e. Landscaped neighborhood gateway.
- f. Evaluation of the intersection alignment of local streets with Tolman Creek Road including Takelma Way, Grizzly Drive and Nova Drive.

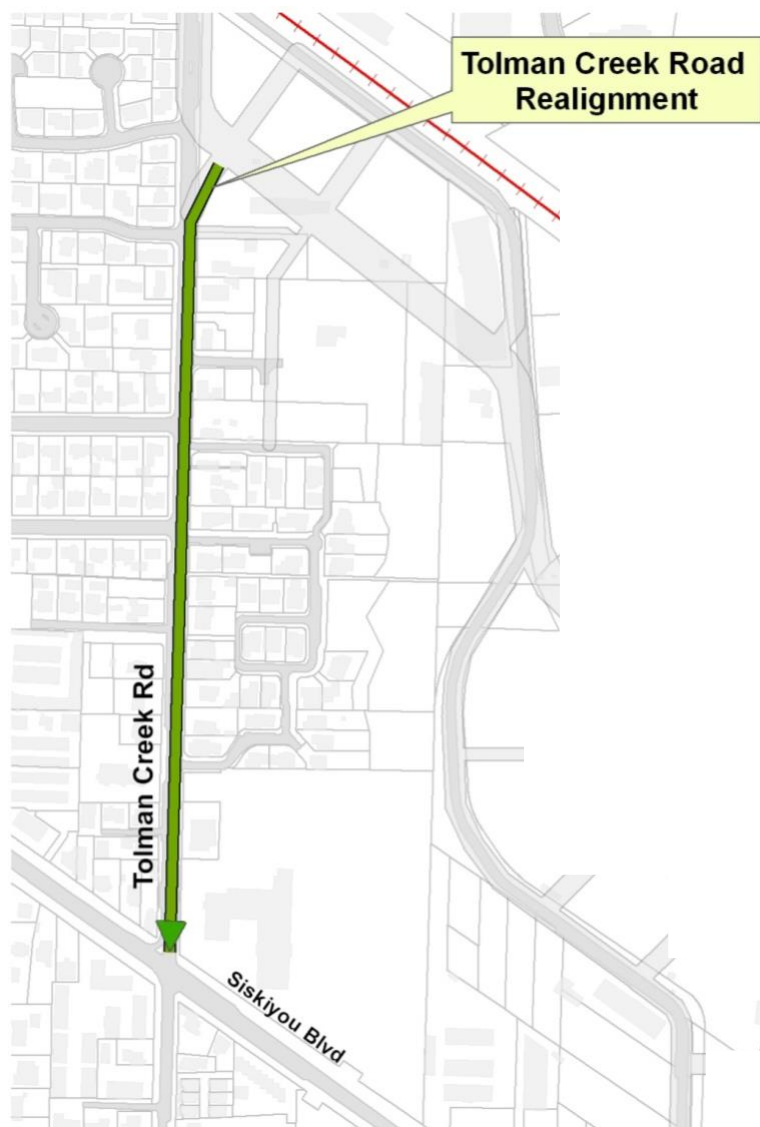


Figure 18.3.2.060.A.3.a. Tolman Creek Road Realignment

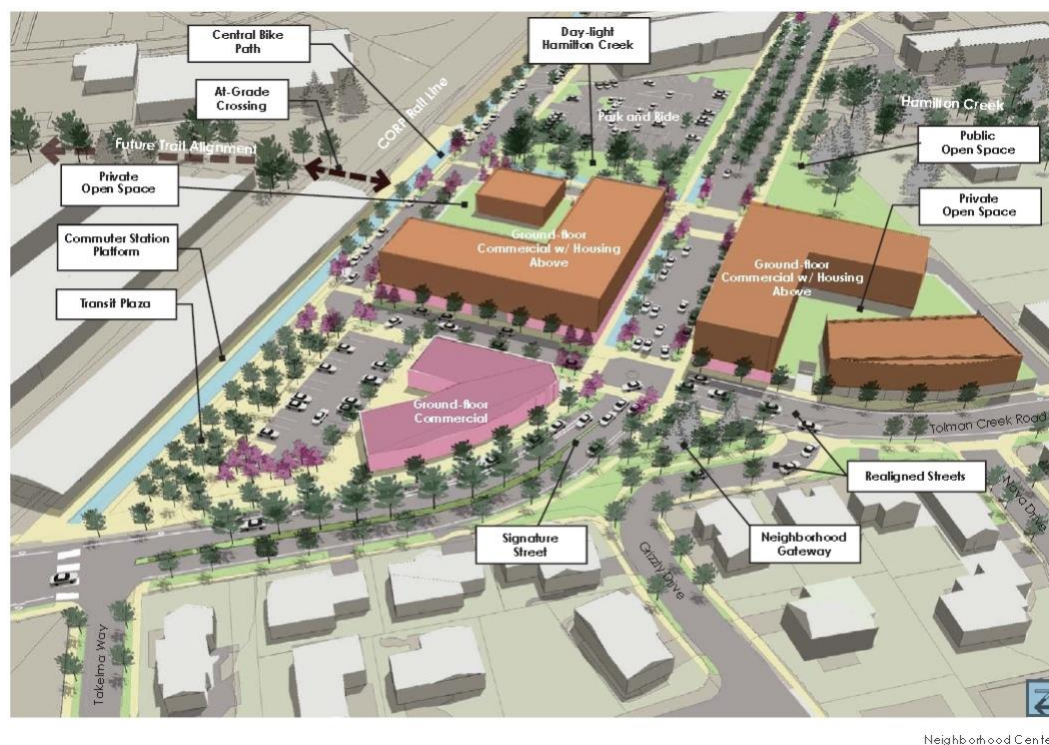


Figure 18.3.2.060.A.3.b. Neighborhood Center

4. Local Commercial Streets. Local commercial streets provide district circulation to and from employment uses, the Central Park, and the neighborhood center. See Local Commercial Street locations illustrated in Figure [18.3.2.060.A.1.a](#) and the street cross section in Figure [18.3.2.060.A.4.a](#).

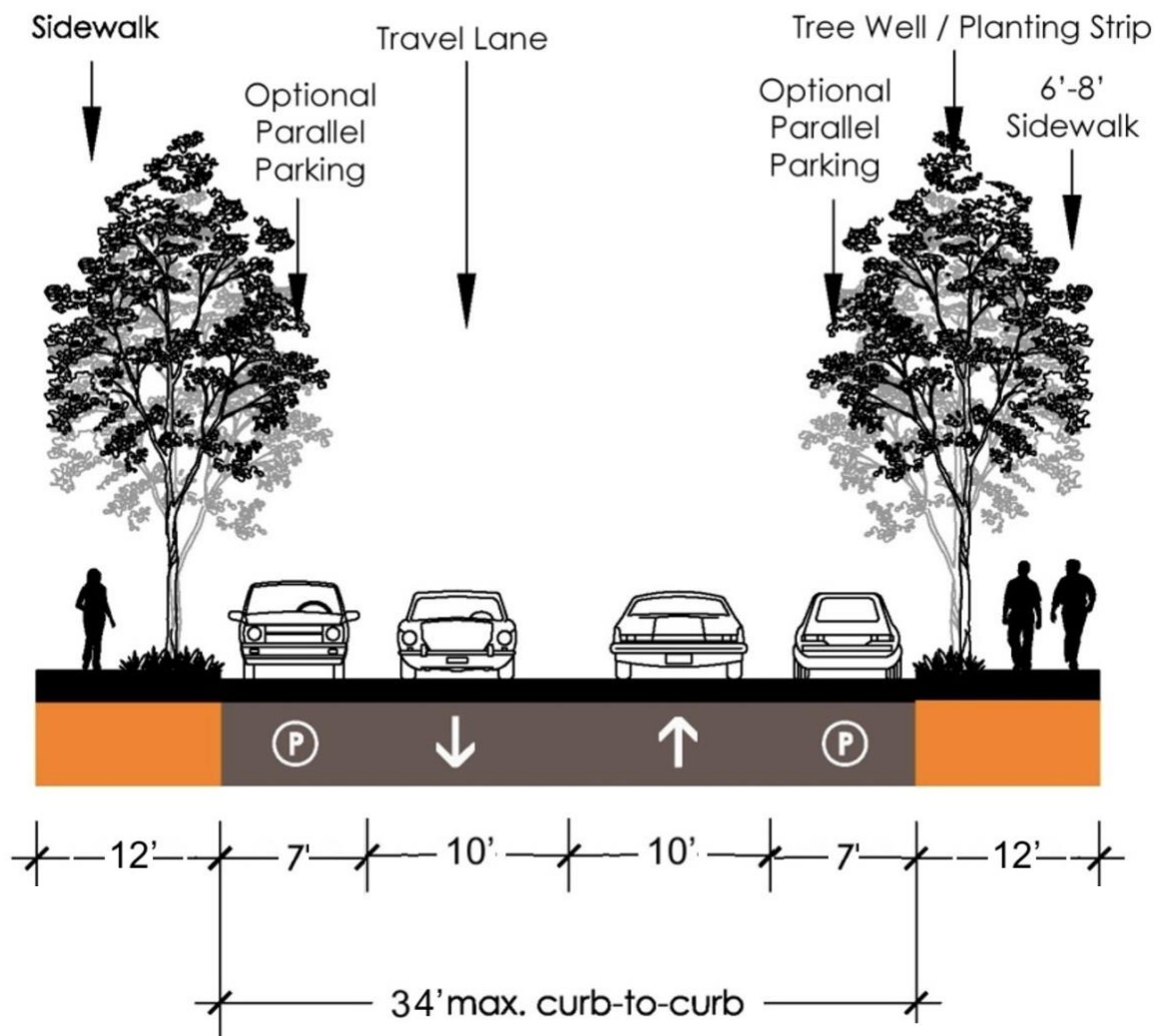


Figure 18.3.2.060.A.3.a. Tolman Creek Road Realignment

5. Protected Bike Lane. The protected bike lane runs parallel to the central boulevard and connects with the City's existing Central Bike Path in two locations – adjacent to the Central Park and at the neighborhood center as illustrated in Figure [18.3.2.060.A.5.a](#). The design of the protected bike lane should include the following elements, as illustrated in Figure [18.3.2.060.A.5.b](#).

- a. A grade-separated two-way colored bicycle lane buffered from on-street parking by landscaping.

-
- b. A sidewalk separated from the bicycle lane by striping, bollard, grade separation or other treatments.
 - c. Tabled intersections.
 - d. Elimination of auto right turns on red at intersections.
 - e. Incorporate rumble strips along the bike lane at the approaches to all intersections.
 - f. Signage, lighting or other treatments to alert drivers, pedestrians, and riders approaching intersections.
 - g. Consideration of a bikes-only signal phase at signalized intersections.

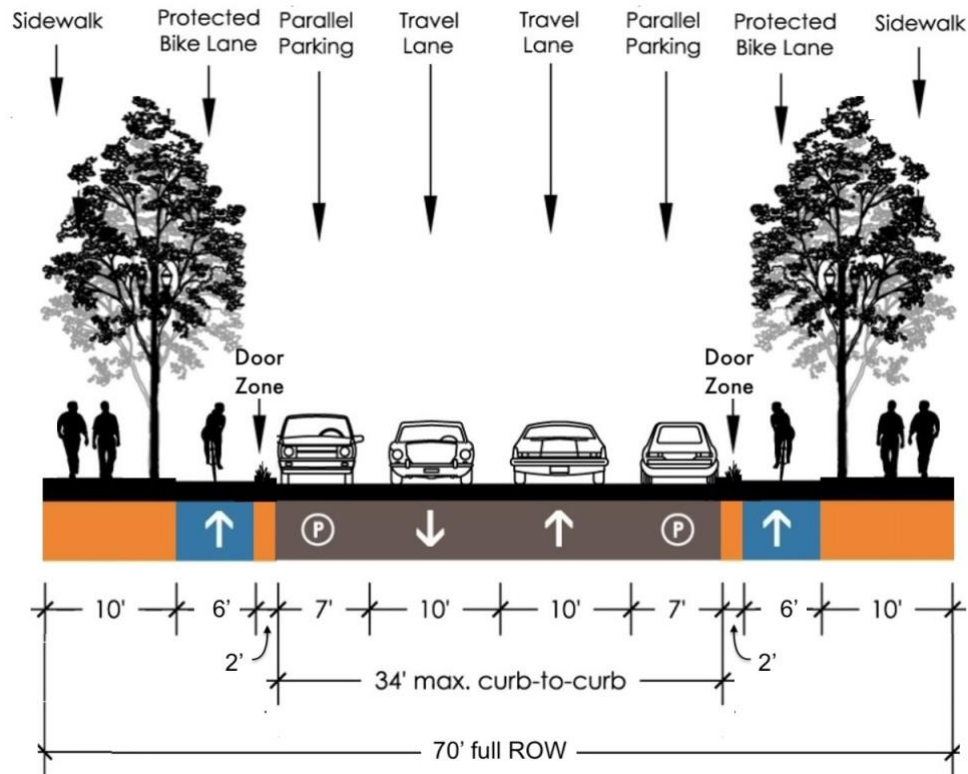


Figure 18.3.2.060.A.5.b. Protected Bike Lane

(at Central Boulevard – note that a median may also be present)

6. Multi-Use Paths. The multi-use paths provide pedestrian and bicycle connections between the district and adjacent neighborhood, employment, and commercial areas as illustrated in Figure [18.3.2.060.A.6.a](#). The plan includes extension of the Central Bike Path and establishment of the Hamilton Creek Greenway trail. The Central Bike Path extends the existing multi-use path along the southern edge of the CORP rail line within a 20-foot wide dedicated easement (see Figure [18.3.2.060.A.6.b](#) and serves as a viable commuter route and link to the downtown. The Hamilton Creek Greenway trail provides access to the neighborhood center and an east/west connection across the creek. See the multi-use path cross section (combined with the edge lane) in Figure [18.3.2.060.A.6.c](#).



Figure 18.3.2.060.A.6.a. Multi-Use Paths

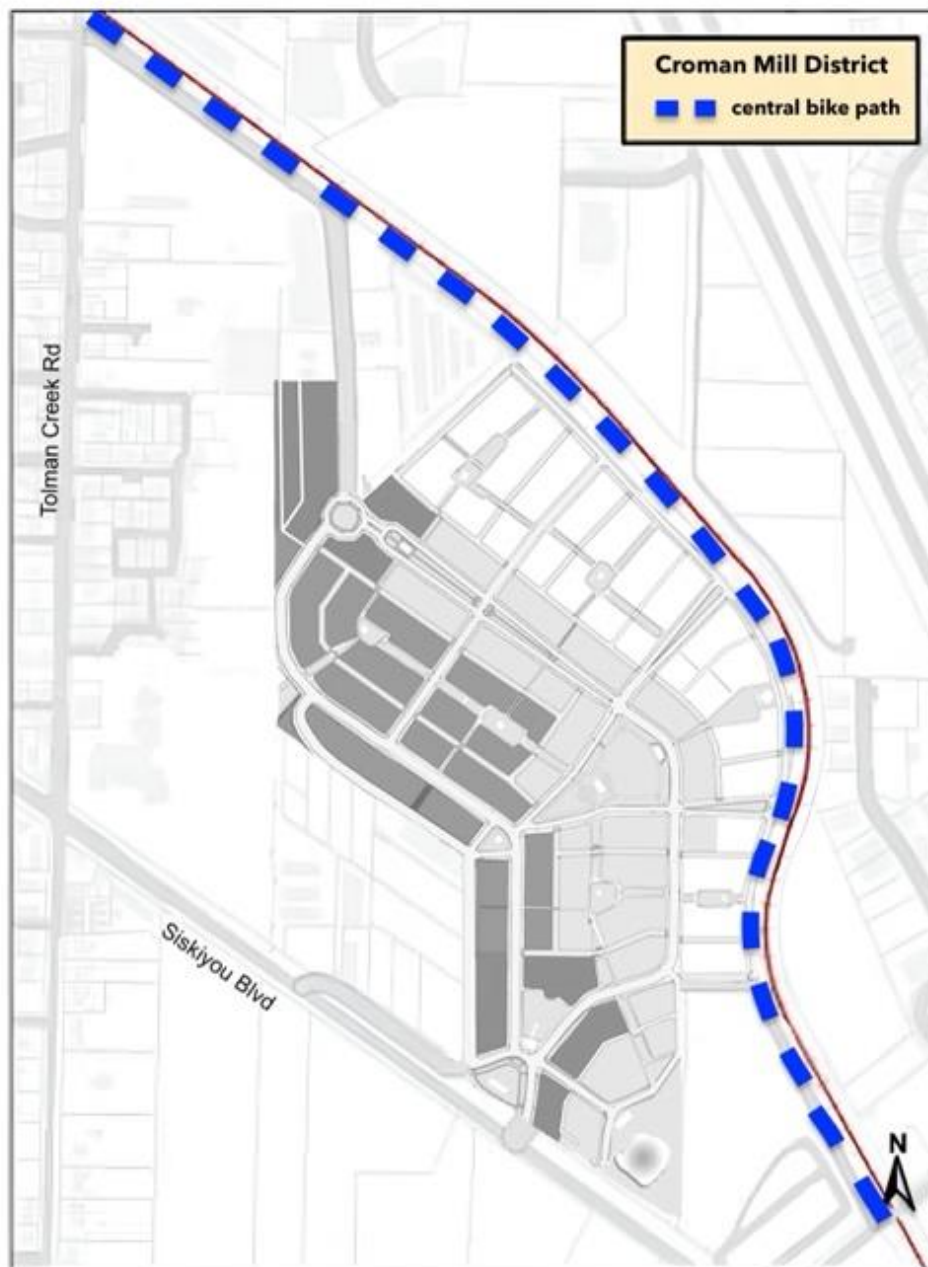


Figure 18.3.2.060.A.6.b Multi-Use Path

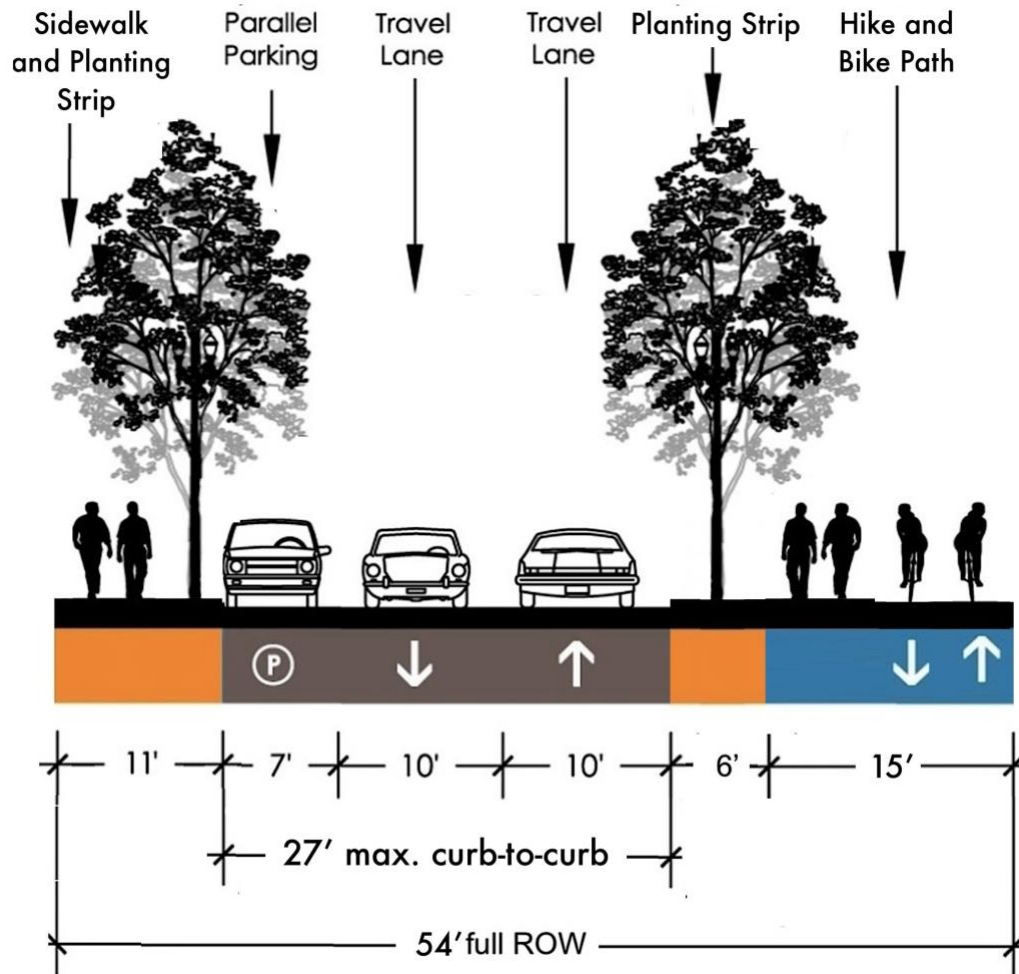


Figure 18.3.2.060.A.6.c. Multi-Use Path and Edge Lane

8. Limited Auto Access Streets. Developments abutting the central boulevard and the Central Park shall not have curb cuts through the sidewalk and the protected bike lane on the limited auto access streets. See Figure [18.3.2.060.A.1.a](#) for locations of limited auto access streets. A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards requires a minor amendment in accordance with subsection [18.3.2.030.B](#).

9. Access – General Standards. Street and driveway access points in the Croman zones shall be limited to the following.

- a. Distance Between Driveways

On Collector Streets – 75 feet

On Local Streets and Accessways – 50 feet

b. Distance from Intersections

On Collector Streets – 50 feet

On Local Streets and Accessways – 35 feet

10. Shared Access. All lots shall provide a shared driveway aisle to abutting parking areas that is at least 20 feet in width. The applicant shall grant a common access easement across the lot. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

11. On-Street Parking. On-street parallel parking is required on all streets, **except that head-in or diagonal parking may be substituted in some areas, to be shown in the approved site plan.** Options addressing the street configuration will be evaluated with the final design of the streets identified on the On-Street Parking map.

Figure 18.3.2.060.A.10. On-Street Parking

B. Site and Building Design Standards. The Croman Mill District Design Standards provide specific requirements for the physical orientation, uses, and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Croman Mill District shall be designed and constructed consistent with the following design standards. Additional design standards apply and are specified for developments located within the NC, MU, and OE zones. A site layout, landscaping, or building design in a manner inconsistent with the Croman Mill District Design Standards requires a minor amendment in accordance with subsection [18.3.2.030.C](#).

1. Building Orientation and Scale – General Requirements. The following standards apply to all buildings, except the Staff Advisor may waive one or more of the following where a building is not adjacent to an active edge street and is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices:

- a. Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk.
- b. All front doors must face streets and walkways. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets.
- c. Buildings on corner lots shall be located as close to the intersection corner as practicable.
- d. Public sidewalks shall be provided adjacent to a public street along the street frontage.
- e. Building entrances shall be located within ten feet of the public right-of-way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings where this standard is met by other buildings. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.
- f. Automobile circulation or parking shall not be allowed between the building and the right-of-way.
- g. Buildings shall incorporate lighting and changes in mass, surface or finish giving emphasis to entrances.

2. Building Orientation and Scale – Additional Requirements Adjacent to Active Edge Street or Within NC, MU or OE Zones. Where development is adjacent to an active edge street as illustrated in Figure [18.3.2.060.B.2](#) or is within a NC, MU or OE zone, it shall conform to all of the following standards:

- a. Buildings shall be set back not more than ten feet from a public sidewalk unless additional setback area is used for pedestrian entries, such as alcoves, or for pedestrian activities such as plazas or outside eating areas. 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 ten feet of the sidewalk.

- b. Building frontages greater than 100 feet in length shall have offsets, jogs or have other distinctive changes in the building façade.
- c. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.
- d. Buildings shall incorporate display areas, windows, and doorways as follows. Windows must allow view into working areas or lobbies, pedestrian entrances, or displays areas. Blank walls within 30 feet of the street are prohibited.
- e. At least 50 percent of the first-floor façade is comprised of transparent openings (clear glass) between three and eight feet above grade.

3. Building Orientation for Within the NC, MU, and OE Zones, and Not Adjacent to an Active Edge Street. Any wall that is within 30 feet of the street, plaza or other park or common open space shall contain at least 20 percent of the wall area facing the street in display areas, windows, or doorways. Up to 40 percent of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.

4. Parking Areas and On-Site Circulation. Except as otherwise required by this chapter, automobile parking, loading, and circulation areas shall comply with the requirements of part [18.4](#), Site Development and Design Standards, and the following standards:

- a. Primary parking areas shall be located behind buildings with limited parking on one side of the building, except that parking shall be located behind buildings only where development is adjacent to an active edge street or is within a NC, MU or OE zone.
- b. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

5. Streetscapes. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street. Street trees shall meet the standards of section [18.4.4.030](#), Landscaping and Screening. Developments adjacent to active edge streets or within NC, MU, and OE zones shall utilize hardscape (paving material) to designate people areas. Sample materials could be unit masonry, scored and colored concrete, pavers, or combinations of these materials.

6. Building Materials. Buildings may not incorporate glass as a majority of the building skin, and bright or neon paint colors used extensively to attract attention to the building or use are prohibited.

7. Building Height Standards. All buildings shall have a minimum height, as indicated in the Building Height Requirements map and Table [18.3.2.050](#), Croman Mill Dimensional Standards, and shall not exceed the maximum height standards in that table, except as approved under subsection [18.3.2.060.C](#).

a. Street Wall Height. Maximum street wall façade height for the Croman Mill District for all structures located outside the Residential Buffer Zone is 50 feet.

b. Upperfloor Setback. Buildings taller than 50 feet must step back upper stories, beginning with the fourth story, by at least six feet measured from the façade of the street wall facing the street, alleyway, park or common open space.

c. Residential Buffer Zone. All buildings in the Croman Mill District within the Residential Buffer Zone (see Figure [18.3.2.060.B.7.c](#)) shall meet the following height standards:

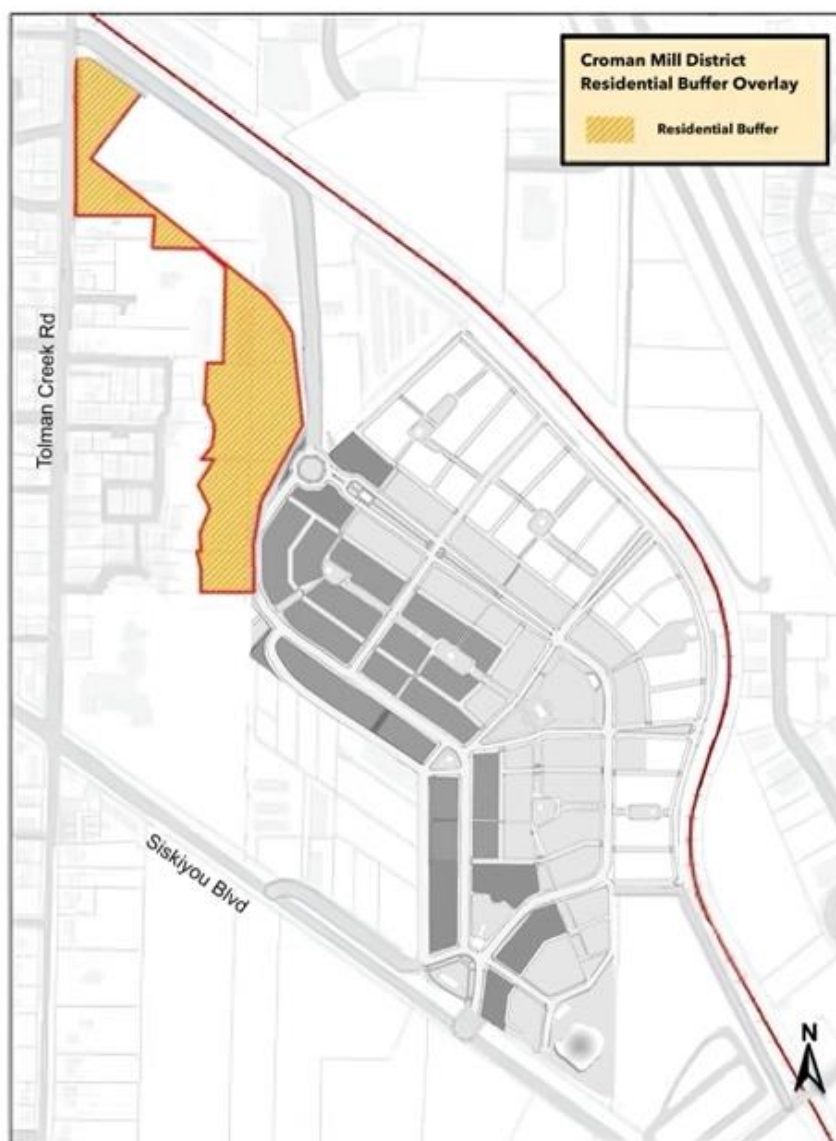


Figure 18.3.2.060.B.7.c. Residential Buffer Zone

- i. Maximum Height. The maximum height allowance for all structures within the Residential Buffer Zone is 35 feet accordance with subsection [18.3.2.060.C.13](#).
- ii. Upper Floor Setback Requirements. Buildings taller than two stories must step back the third story by at least six feet measured from the façade facing the street, alleyway, park or common open space.

8. Design of Large-Scale Buildings. For buildings located adjacent to active edge streets, or within NC, MU, and OE Zones, the following architectural standards apply to buildings with a gross floor area greater than 10,000 square feet, a façade length in excess of 100 feet, or a height taller than 45 feet:

- a. On upper floors, use windows and/or architectural features that provide interest on all four sides of the building.
- b. Use recesses and projections to visually divide building surfaces into smaller scale elements.
- c. Use color or materials to visually reduce the size, bulk, and scale of the building.
- d. Divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
- e. On-site circulation systems shall incorporate a streetscape containing curbs, sidewalks, pedestrian-scale light standards and street trees.

9. Landscaping. In addition to the requirements of chapter [18.4.4](#), Landscaping, Lighting, and Screening, development shall conform to the following standards:

- a. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.
- b. Landscaping design shall utilize a variety of low water use deciduous and evergreen trees, shrubs, and flowering plant species as described in subsection [18.4.4.030.I](#).
- c. For developments in the CI zone and not adjacent to an active edge street, buildings adjacent to streets shall be buffered by landscaped areas at least ten feet in width, unless the area is used for entry features such as alcoves or as hardscape areas for pedestrian activities such as plazas or outside eating areas.
- d. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
- e. Landscaping shall be designed so that 50 percent coverage occurs after one year and 90 percent coverage occurs after five years.

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- f. Irrigation systems shall be installed to ensure landscaping success.
10. Lighting. Development shall provide adequate lighting, including pedestrian-scale lighting not greater than 14 feet in height along pedestrian pathways. All lighting shall conform to section [18.4.4.050](#), Outdoor Lighting.
11. Screening Mechanical Equipment. In addition to meeting the requirements of chapter [18.4.4](#), Landscaping, Lighting, and Screening, all development shall conform to the following standards:
- a. Screen rooftop mechanical equipment from public rights-of-way or adjacent residentially zoned property through extended parapets or other roof forms that are integrated into the overall composition of the building.
 - b. Parapets may be erected up to five feet above the height limit specified in the district in accordance with section [18.3.2.050](#), Dimensional Standards.
 - c. Screen ground floor mechanical equipment from public rights-of-way and adjacent residentially zoned property.
 - d. Solar energy systems are exempt from the screening requirements in subsections [18.3.2.060.B.11.a](#) and [18.3.2.060.B.11.c](#), above. Additionally, rooftop solar energy systems may be erected up to five feet above the calculated building height, and shall be no greater than five feet above the height limit specified in the district in accordance with Table [18.3.2.050](#), Dimensional Standards.
 - e. Installation of mechanical equipment requires Site Design Review approval, unless otherwise exempted per chapter [18.5.2](#), Site Design Review.
12. Transit Facilities Standards. The location of planned transit routes within the Croman Mill District shall be defined according to the Croman Mill District Transit Framework map (see Figure [18.3.2.060.B.12](#)) in collaboration with the local transit authority. Transit service facilities such as planned bus rapid transit facilities, shelters, and pullouts shall be integrated into the development application consistent with the following standards:



Figure 18.3.2.060.B.12. Transit Framework Map

- a. All large scale development located on an existing or planned transit route shall accommodate a transit stop and other associated transit facilities unless the

Community Development Director determines that adequate transit facilities already exist to serve the needs of the development; or

b. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the transit facilities at the time transit service is provided to the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds or other suitable collateral as determined by the City Manager.

14. Commuter Rail Platform Easement – NC Zone.

a. A commuter rail platform easement or designated railroad right-of-way a minimum of 400 feet in length and 25 feet in width shall be set aside at the approximate location presented on the Transit Framework map (see also easement area in Figure [18.3.2.060.B.14.a](#)).

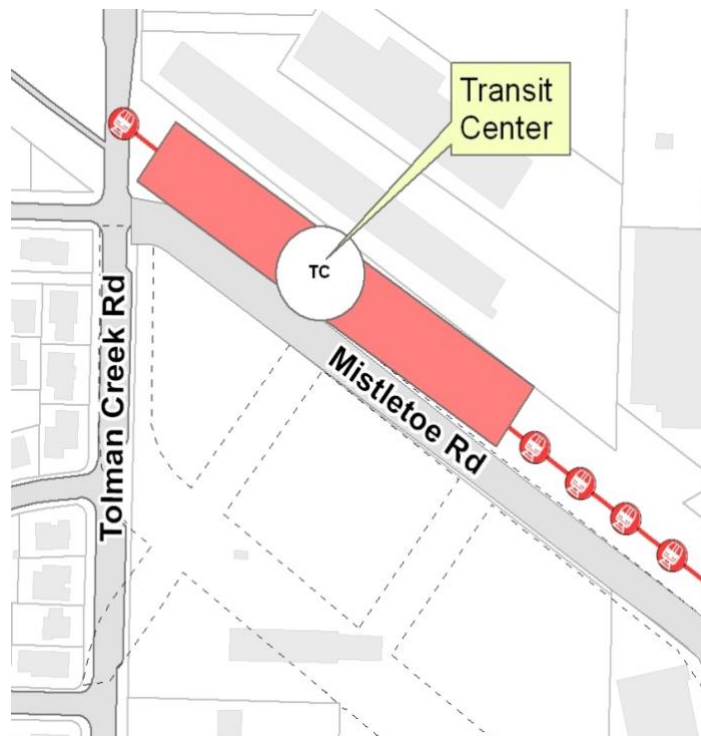


Figure 18.3.2.060.B.14.a. Transit Center

b. No building or permanent structure shall be placed within the platform easement or in such a way as to preclude installation of a commuter rail platform or planned bus rapid transit facility.

- c. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.

15. Transit Plaza. A location for the transit plaza shall be reserved between the commuter rail platform and commercial uses along the central boulevard. The design of the plaza as illustrated in Figure [18.3.2.060.B.15](#) shall include the following elements:

- a. A passenger waiting, loading, and unloading area.
- b. Outdoor gathering space adjacent to commercial uses.
- c. Accommodate the central bike path.
- d. Conveniently located and secure bike parking.

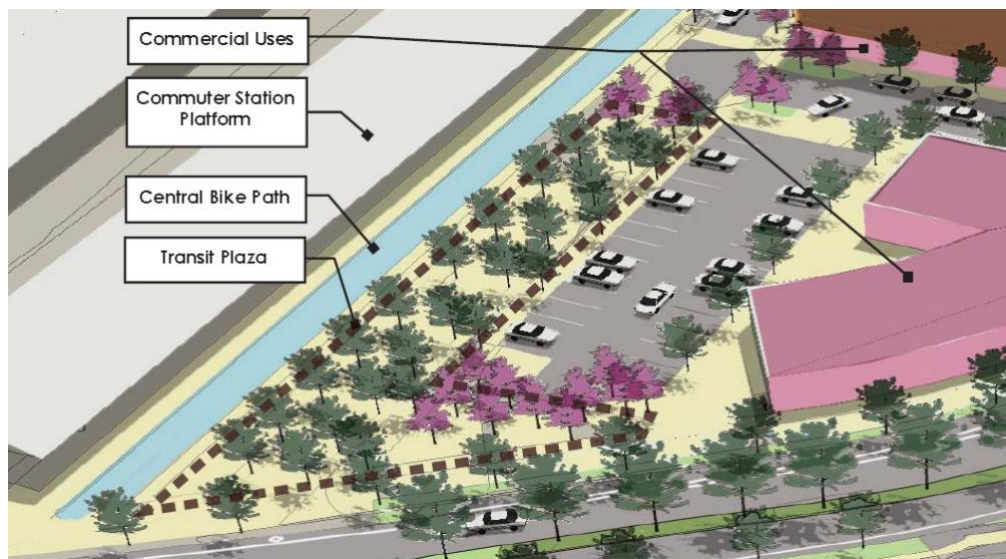


Figure 18.3.2.060.B.15. Transit Plaza

16. Central Park. The purpose of the central park is to serve as a public amenity and accommodate the daily needs of employees (e.g., breaks, lunch time) as well as for special events that will attract residents citywide. The central park design as illustrated in Figure [18.3.2.060.B.16](#) shall provide a minimum of the following elements:

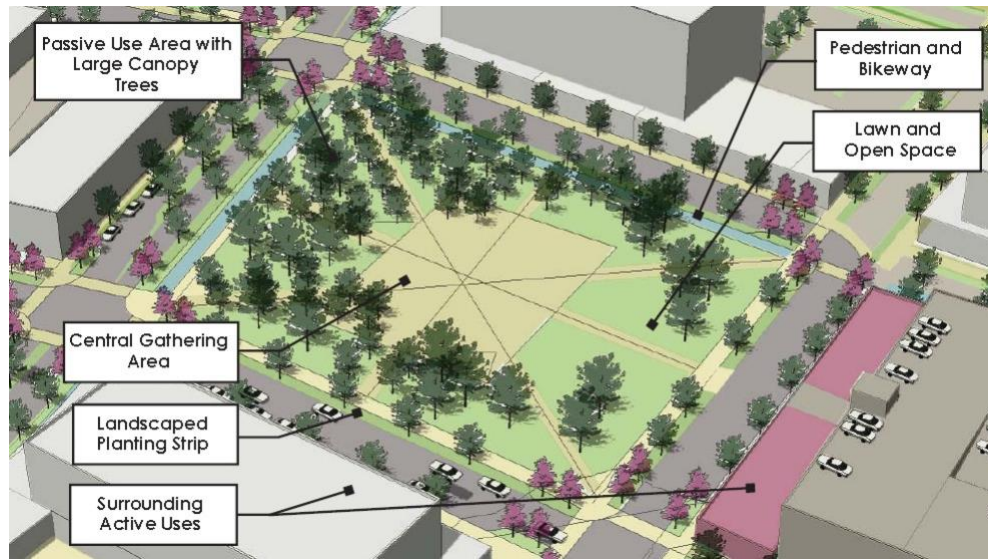


Figure 18.3.2.060.B.16. Central Park

- a. Circulation through and around the central park.
- b. A centrally located hardscape area to accommodate large gatherings, and of no more than 50 percent of the total central park area.
- c. Street furniture, including lighting, benches, low walls, and trash receptacles along walkways and the central park perimeter.
- d. Simple and durable materials.
- e. Trees and landscaping that provide visual interest with a diversity of plant materials.
- f. Irregular placement of large-canopy trees within passive areas adjacent to the central boulevard.
- g. Eight-foot minimum sidewalk width and seven-foot minimum park row width.
- h. Landscaped swales to capture and treat runoff.
- i. Porous solid surfacing for at least 50 percent of the hardscape area, and paving materials that reduce heat absorption (Solar Reflective Index (SRI) of at least 29).

17. Compact Development. New development shall provide a compact development pattern. This standard is met where the site layout enables future intensification of development and changes to land use over time, as applicable. The following measures shall be used to demonstrate compliance with this standard.

- a. The development achieves the required minimum floor area ratio (FAR) and minimum number of stories, or shall provide a shadow plan that demonstrates how development may be intensified over time for more efficient use of land and to meet the required FAR and minimum number of stories.
- b. Opportunities for shared parking are utilized.

C. Green Development Standards. The Croman Mill District Green Development Standards provide specific requirements for the management of storm water run-off, use and collection of recycled materials, solar orientation and building shading, and conserving natural areas. Development located in the Croman Mill District shall be designed and constructed consistent with the following Green Development Standards. A site layout, landscaping, or building design in a manner inconsistent with the Croman Mill District Green Development Standards requires a minor amendment in accordance with subsection [18.3.2.030.B](#).

1. Conserve Natural Areas. Development plans shall preserve water quality, natural hydrology, and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of chapter [18.3.11](#) Water Resources Overlay, conserving natural water systems shall be considered in the site design through application of the following standards.

- a. Designated stream and wetland protection areas shall be considered positive design elements and incorporated in the overall design of a given project.
- b. Native riparian plant materials shall be planted in and adjacent to the creek to enhance habitat.
- c. Create a long-term management plan for on-site wetlands, streams, associated habitats, and their buffers.

2. Create Diverse Neighborhoods. Development plans shall use the following measures to encourage diversity in the district by providing a balanced range of housing types that compliment a variety of land uses and employment opportunities.

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- a. Differentiate units by size and number of bedrooms.
 - b. For developments including more than four dwelling units, at least 25 percent of the total units shall be designated as rental units.
 - c. Affordable purchase housing provided in accordance with the standards established by section [18.2.5.050](#) Affordable Housing Standards for households earning at or below 80 percent of the area median income shall apply toward the required percentage of rental housing per subsection [18.3.2.060.C.2.b](#), above.
 3. Design Green Streets. Development plans shall conform to the following standards for green streets.
 - a. New streets shall be developed to capture and treat storm water in a manner consistent with the Croman Mill District Stormwater Management Plan map, the Ashland Stormwater Master Plan and Green Streets Standards.
 - b. All development served by planned green streets shall accommodate said facilities by including the same in the development plan; and/or provide the City with a bond or other suitable collateral ensuring satisfactory completion of the green street(s) at the time full street network improvements are provided to serve the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds or other suitable collateral as determined by the City Manager. See locations of green streets illustrated in Figure [18.3.2.060.C.3.b.i](#) and the street cross section in Figure [18.3.2.060.C.3.b.ii](#).
 4. Design Green Surface Parking. Development shall minimize the adverse environmental and microclimatic impacts of parking lots by using a maximum of 25 percent of the project area for surface parking. Parking areas shall conform to the standards of chapter [18.4.3](#) Parking, Access, and Circulation, chapter [18.4.4](#) Landscaping, Lighting, and Screening, and the applicable provisions of this chapter.
 5. Storm Water Management. Development shall reduce the public infrastructure costs and adverse environmental effects of storm water run-off by managing run-off from building roofs, driveways, parking areas, sidewalks, and other hard surfaces through implementation of the following standards.
 - a. Design grading and site plans to capture and slow runoff.
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- b. Use porous solid surfaces that allow water to infiltrate the soil.
 - c. Direct discharge storm water runoff into a designated green street and neighborhood storm water treatment facilities.
 - d. Retain rainfall on-site through infiltration, evapotranspiration or through capture and reuse techniques.
6. Recycling Areas. All developments in the Croman Mill District shall provide an opportunity-to-recycle site for use of the project occupants, pursuant to the following standards.
- a. Non-residential development shall provide a site to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling that is of equal or greater size and with access comparable to the solid waste receptacle.
 - b. All newly constructed residential units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards.
 - i. Residential developments not sharing a common solid waste receptacle shall provide an individual curbside-recycling container for each dwelling unit in the development.
 - ii. Residential developments sharing a common solid waste receptacle shall provide a site to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling that is of equal or greater size and with access comparable to the solid waste receptacle.
 - c. Both opportunity-to-recycle sites and common solid waste receptacles shall be screened by fencing or landscaping, such as to limit the view of such facilities from adjacent properties or public rights-of-way. Such screening shall consist of placement of a solid wood, metal, or masonry wall from five to eight feet in height. All refuse and recycle materials shall be contained within the refuse area.
7. Minimize Construction Impacts. Construction activity shall minimize pollution and waste generation through the following measures.
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- a. Develop and implement an erosion and sediment control plan to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation in accordance with Ashland Public Works Standards. The erosion and sediment control plan shall be submitted with the final engineering for public improvements and building permits.
 - b. Recycle and/or salvage non-hazardous construction and demolition debris in accordance with the Building Demolition Debris Diversion requirements in 15.04.216.C.
 8. Potable Water Reduction for Irrigation. Development plans shall provide water-efficient landscape irrigation designs that reduces the use of potable water by at least 50 percent of the baseline. See definition of baseline under water conserving landscaping in 18.6. Landscape and irrigation design, along with irrigation schedules shall conform to subsection [18.4.4.030.I](#). Methods used to accomplish the requirements of this section may include, but are not limited to, plant species selection, irrigation efficiency, proper scheduling, and use of captured rainwater, recycled water, graywater, and/or water treated for irrigation purposes and conveyed by a water district or public utility.
 9. Solar Orientation. In addition to complying with the applicable provisions of subsection [18.3.2.060.B](#) Site and Building Design, development plans shall incorporate passive and active solar strategies in the design and orientation of buildings and public spaces. When site and location permit, orient the building with the long sides facing north and south.
 10. Building Shading. In order to promote energy conservation, development plans shall incorporate shade features as follows.
 - a. Provide horizontal exterior shading devices for south-facing windows to control solar gain during the peak cooling season.
 - b. Provide vertical exterior shading devices for east- and west-facing windows to control solar gain and glare due to low sun angles during the peak-cooling season.
 - c. A combination of horizontal and vertical exterior shading devices may be necessary to control solar gain on southwest- and southeast-facing windows.
 11. Recycled Content in Infrastructure. For new streets, driveways, parking lots, sidewalks, and curbs, the aggregate materials shall be at least 50 percent by volume recycled aggregate materials such as crushed Portland cement concrete and asphalt concrete.
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Above-ground structured parking and underground parking are exempt from this requirement.

12. Outdoor Lighting. Outdoor lighting, in addition to complying with section [18.4.4.050](#) Outdoor Lighting, shall use down-shielded light fixtures that do not allow light to emit above the 90-degree plane of the fixture. Lighting fixtures provided to implement Federal Aviation Administration mitigation measures to enhance safe air navigation are exempt from this standard.

13. Performance Standard Bonuses. The permitted building height or base residential density, whichever is applicable, shall be increased by the number of stories or percentage residential density as outlined below. In no case shall the building height or residential density exceed the height and density bonus maximums in the Table [18.3.2.050](#) Croman Mill Dimensional Standards.

a. Green Building Bonus. Projects that achieve a high performance green building standard and significantly improve energy performance beyond the current minimum Oregon requirements are eligible for a building height bonus as follows.

i. In the event that a building or structure is determined to be meet the standard for LEED® certified building, the building height may exceed the maximum height specified for the CM zones within the Table [18.3.2.050](#) Dimensional Standards, through application of a height bonus as follows.

(A) A building obtaining LEED® certification as meeting the LEED® Silver Standard may be increased in height by up to one story.

(B) A building obtaining LEED® certification as meeting the LEED® Gold Standard may be increased in height by up to two stories.

(C) A building in the Residential Buffer overlay obtaining LEED® certification as meeting the LEED® Silver or Gold Standard may be increased in height by ½ story up to a maximum height of 40 feet.

(D) Applications to increase the building height in excess of the maximum permitted height through the application of a height bonus shall address any conditional determination by the Federal Aviation Administration requesting air navigation safety mitigation measures.

ii. Demonstration of Achieving LEED® Certification. Projects awarded a height bonus pursuant to this section, shall provide the City with satisfactory evidence of having completed the following steps in the process toward demonstrating achievement of LEED® certification.

(A) Hiring and retaining a LEED® accredited professional as part of the project team throughout design and construction of the project.

(B) Developments seeking a height bonus shall provide documentation with the planning application, and prior to issuance of a building permit, that the proposed development as designed and constructed will meet or exceed the equivalent LEED® standard relating to the height bonus awarded.

(C) A final report shall be prepared by the LEED® accredited professional and presented to the City upon completion of the project verifying that the project has met, or exceeded, the LEED® standard relating to the height bonus awarded.

(D) The report shall produce a LEED® compliant energy model following the methodology outlined in the LEED® rating system. The energy analysis done for the building performance rating method shall include all energy costs associated with the building project.

b. Structured Parking Bonus. A building may be increased by up to one story in height when voluntarily provided automobile parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district.

c. Affordable Housing Bonus.

i. For every percent of units that are affordable, an equivalent percentage of density bonus shall be allowed up to a maximum bonus of 100 percent.

ii. Affordable housing bonus shall be for residential units that are affordable for moderate-income persons in accordance with the standards established by section [18.2.5.050](#) Affordable Housing Standards, and guaranteed affordable through procedures contained therein.

14. Employment Density. To promote transit supportive development, efficient use of employment zoned lands and local economic vitality, it is recommended that developments within the Croman Mill District are planned to accommodate employment densities as follows.

- a. 60 employees per acre in the OE zone.
- b. 25 employees per acre in the CI zone.
- c. 25 employees per acre in the MU zone.
- d. 20 employees per acre in the NC zone. (Ord. 3229 § 4, amended, 12/19/2023; Ord. 3192 § 120, amended, 11/17/2020; Ord. 3191 § 8, amended, 11/17/2020)

18.3.2.070 Open Space Zone

All projects containing land identified as open space on the Croman Mill District Zoning map shall dedicate those areas as park or common open space. It is recognized that the master planning of the properties as part of the Croman Mill Site Redevelopment Plan imparted significant value to the land, and the required dedication of those lands within the Croman Mill District for open space and conservation purposes is proportional to the value bestowed upon the property through the change in zoning designation.

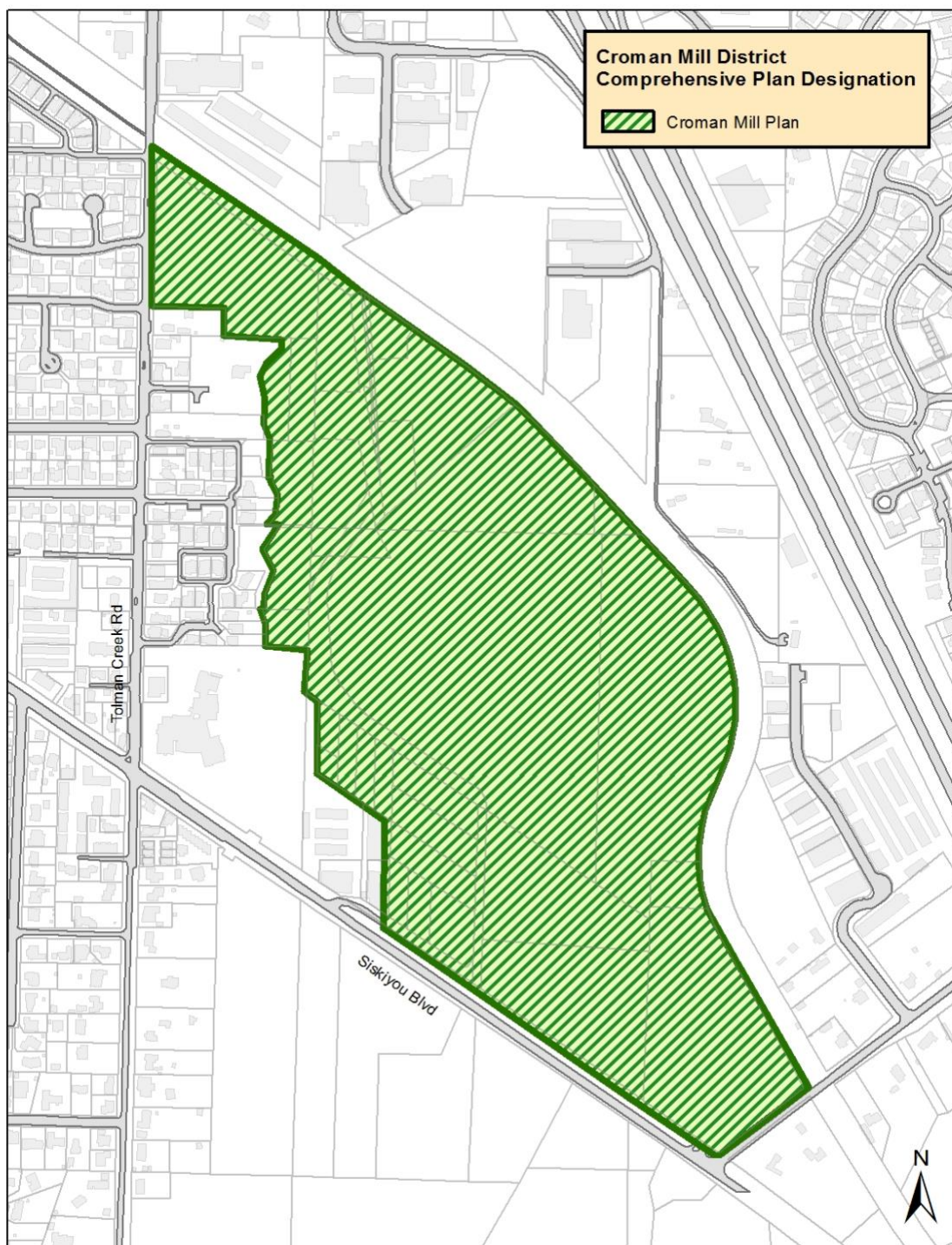
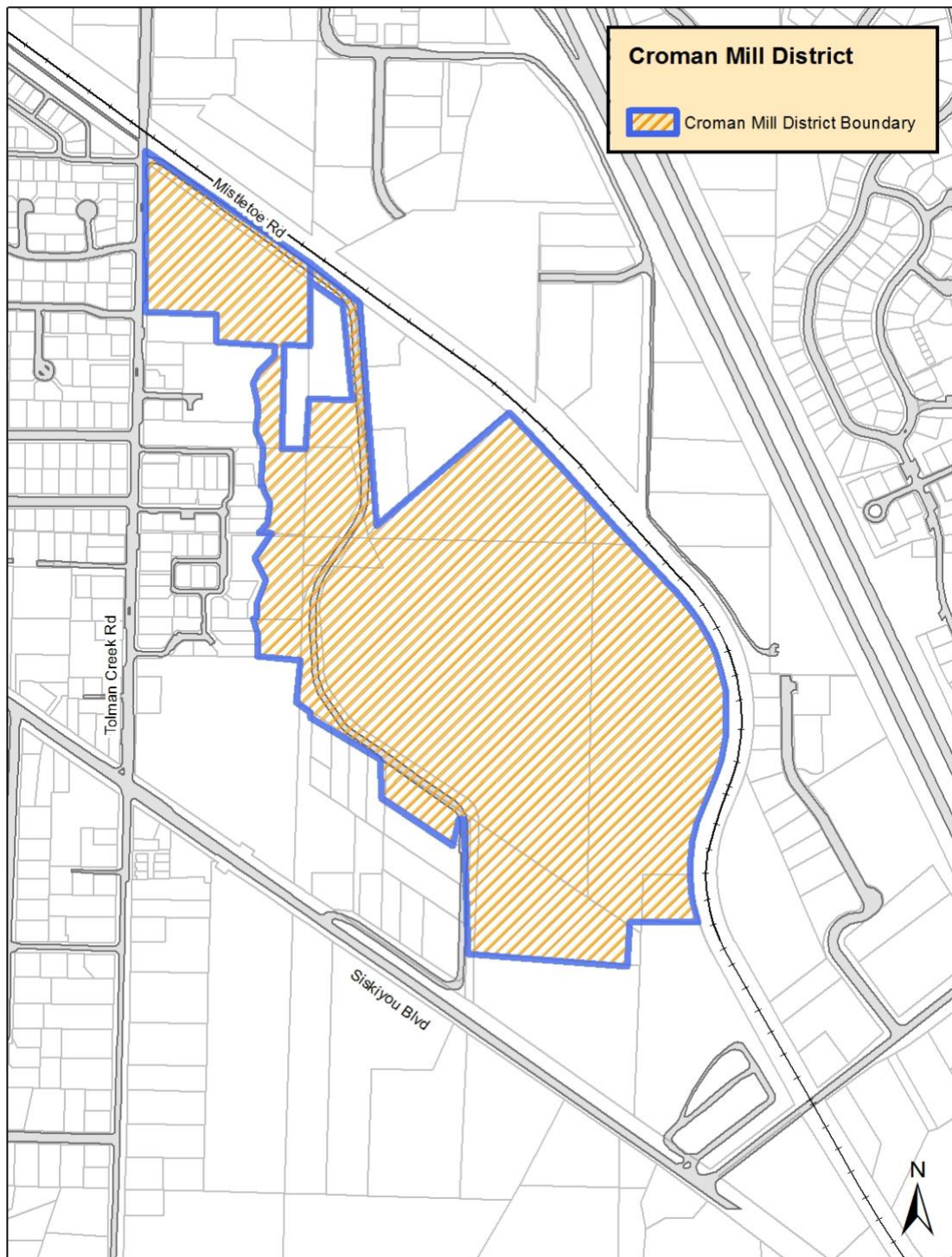


Figure 18.3.2.060.A.1.c. Central Boulevard – With Median





(Ord. 3191 § 9, amended, 11/17/2020)

Memo

CITY OF
ASHLAND

Date: November 13, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: E-Bikes

BACKGROUND:

There has been much discussion recently at TAC meetings regarding E-Bike usage within the City, including public comment on safety related issues due to speed.

This is a formal/continued discussion in order to develop a plan moving forward to educate the public and tie into potential signage/stripping improvements, specifically along the central Ashland bike path as previously discussed.

Bicycle Rules/Background:

Oregon law defines a "bicycle" as a vehicle which is designed to be operated on the ground on no more than three wheels. The wheels must measure at least 14" in diameter. The vehicle must have a seat for the rider and be propelled exclusively by human power.

E-Bikes and E-Scooters

"Electric assist bicycles" - also called "e-bikes" - are bicycles that are operated by pedaling, but get an extra boost from an electric motor. Electric assist bicycles are considered a bicycle in the Oregon Vehicle Code, but there are a few different rules that apply to electric assist and e-bikes. The minimum age to operate an e-bike is 16. People riding e-bikes may ride in bicycle lanes and on paths, but not on sidewalks. If there is not a bicycle lane, you can ride an e-bike or e-scooter in the lane with traffic. Cities, counties, and land owners often have their own rules about where e-bikes are allowed (especially in parks and on trails). Check the rules for your area before purchasing or using an e-bike.

Electric scooters, or "e-scooters", are subject to the same rules as e-bikes, except people of all ages must wear a helmet while riding an e-scooter and travel at a max speed of 15 miles per hour.

Information on pocket bikes, mini-motorbikes, motor-assisted scooters, mopeds, Segway's and similar motorized vehicles that do not qualify as e-bikes is available at: www.oregonwalkbike.org under "Oregon Laws and Regulations."

Skateboards, Non-Motorized Scooters, and Skates

Skateboards, non-motorized scooters and skates are allowed in bicycle lanes in Oregon. Skateboards, non-motorized scooters and skates can be used on sidewalks in Oregon unless prohibited by local rules. When riding on the sidewalk, be considerate of people

who are walking and let people know when you are approaching to pass them.

Mobility Devices

People who use mobility devices such as wheelchairs or motor assisted scooters are also allowed to use bicycle lanes and paths under Oregon law. These devices may move slower than bicycles, so be considerate when sharing the bicycle lane and passing.

Oregon's e-bike classification system is similar to many other states and includes three classes:

- Class 1: Pedal-assist only, with no throttle, and a maximum speed of 20 mph
- Class 2: Pedal-assist and throttle-assisted, with a maximum speed of 20 mph
- Class 3: Pedal-assist only, with no throttle, and a maximum speed of 28 mph

E-bikes in Oregon are treated like regular bicycles and are subject to the same regulations, as long as they meet the following criteria:

- The motor has a maximum power output of 1,000 watts
- The bike has pedals that allow it to be propelled by human power
- The bike does not exceed 20 mph

E-bikes are allowed on bike paths but not on sidewalks. Riders under 16 years old are required to wear helmets. E-bikes are not subject to the same registration, licensing, or insurance requirements as motor vehicles.

CONCLUSION:

Action required, discuss E-bike issues within the City and possible process/education improvements.

Attached:

HB 4103 (Takes effect January 1, 2025).

Enrolled House Bill 4103

Sponsored by Representative LEVY E; Representatives MANNIX, NGUYEN D, RESCHKE, Senator PROZANSKI (Presession filed.)

CHAPTER

AN ACT

Relating to electric assisted bicycles; amending ORS 801.150, 801.258 and 807.020.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 801.258 is amended to read:

801.258. [*“Electric assisted bicycle” means a vehicle that:*]

[*(1) Is designed to be operated on the ground on wheels;*]

[*(2) Has a seat or saddle for use of the rider;*]

[*(3) Is designed to travel with not more than three wheels in contact with the ground;*]

[*(4) Has both fully operative pedals for human propulsion and an electric motor; and*]

[*(5) Is equipped with an electric motor that:*]

[*(a) Has a power output of not more than 1,000 watts; and*]

[*(b) Is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground.*]

(1) “Class 1 electric assisted bicycle” means an electric assisted bicycle that:

(a) Provides assistance only when the rider is pedaling; and

(b) Ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

(2) “Class 2 electric assisted bicycle” means an electric assisted bicycle that:

(a) May be propelled by its motor without a rider pedaling; and

(b) Ceases to provide assistance once the bicycle reaches a speed of 20 miles per hour.

(3) “Class 3 electric assisted bicycle” means an electric assisted bicycle that:

(a) Provides assistance only when the rider is pedaling;

(b) Ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour;

and

(c) Is equipped with a speedometer.

(4) “Electric assisted bicycle” means a bicycle that is equipped with an electric motor and that is a Class 1 electric assisted bicycle, a Class 2 electric assisted bicycle or a Class 3 electric assisted bicycle.

SECTION 2. ORS 801.150 is amended to read:

801.150. “Bicycle” means a vehicle that:

(1) Is designed to be operated on the ground on wheels;

(2) Has a seat or saddle for use of the rider;

(3) Is designed to travel with not more than three wheels in contact with the ground;

(4) Is propelled exclusively by human power; [and]

(5) Has every wheel more than 14 inches in diameter or two tandem wheels either of which is more than 14 inches in diameter[.]; **and**

(6) Is equipped with pedals.

SECTION 3. ORS 807.020 is amended to read:

807.020. A person who is granted a driving privilege by this section may exercise the driving privilege described without violation of the requirements under ORS 807.010. A grant of driving privileges to operate a motor vehicle under this section is subject to suspension and revocation the same as other driving privileges granted under the vehicle code. This section is in addition to any exemptions from the vehicle code under ORS 801.026. The following persons are granted the described driving privileges:

(1) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person holds a current out-of-state license issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. To qualify under this subsection, the person must have the out-of-state license or driver permit in the person's possession. A person is not granted driving privileges under this subsection:

(a) If the person is under the minimum age required to be eligible for driving privileges under ORS 807.060;

(b) During a period of suspension or revocation by this state or any other jurisdiction of driving privileges or of the right to apply for a license or driver permit issued by this state or any other jurisdiction; or

(c) That exceed the driving privileges granted to the person by the out-of-state license or driver permit.

(2) A person who is a member of the Armed Forces of the United States or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle without an Oregon license or driver permit if the person is operating a motor vehicle in the course of the person's duties in the Armed Forces or the National Oceanic and Atmospheric Administration.

(3) A person without a license or driver permit may operate a road roller or road machinery that is not required to be registered under the laws of this state.

(4) A person without a license or driver permit may temporarily operate, draw, move or propel a farm tractor or implement of husbandry.

(5) A person without a license or driver permit may operate a motor vehicle to demonstrate driving ability during the course of an examination administered under ORS 807.070 for the purpose of qualifying for a license or driver permit. This subsection only applies when an authorized examiner is in a seat beside the driver of the motor vehicle.

(6) Driving privileges for snowmobiles are exclusively as provided in ORS 821.150.

(7) Driving privileges for Class I all-terrain vehicles are exclusively as provided in ORS 821.170, unless a person is operating a Class I all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the Oregon Transportation Commission as open to all-terrain vehicles.

(8) Driving privileges for Class III all-terrain vehicles are exclusively as provided in ORS 821.172, unless a person is operating a Class III all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(9) Driving privileges for Class IV all-terrain vehicles are exclusively as provided in ORS 821.176, unless a person is operating a Class IV all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(10) A person without a license or driver permit may operate a golf cart in accordance with an ordinance adopted under ORS 810.070.

(11) The spouse of a member of the Armed Forces of the United States on active duty or the spouse of a member of the commissioned corps of the National Oceanic and Atmospheric Administration who is accompanying the member on assignment in this state may operate a motor vehicle

if the spouse has a current out-of-state license or driver permit issued to the spouse by another state in the spouse's possession.

(12) A person who is a member of the Armed Forces of the United States on active duty or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle if the person has a current out-of-state license or driver permit in the person's possession that is issued to the person by the person's state of domicile or by the Armed Forces of the United States in a foreign country. Driving privileges described under this subsection that are granted by the Armed Forces apply only for a period of 45 days from the time the person returns to the United States.

(13) A person who does not hold a motorcycle endorsement may operate a motorcycle if the person is:

- (a) Within an enclosed cab;
- (b) Operating a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour; or
- (c) Operating an autocycle.

[(14) A person may operate a bicycle that is not an electric assisted bicycle without any grant of driving privileges.]

[(15) A person may operate an electric assisted bicycle without a driver license or driver permit if the person is 16 years of age or older.]

(14) Except as provided in subsection (15) of this section, a person may operate a bicycle without any grant of driving privileges.

(15) A person may operate the following without any grant of driving privileges if the person is 16 years of age or older:

- (a) A Class 1 electric assisted bicycle;**
- (b) A Class 2 electric assisted bicycle; or**
- (c) A Class 3 electric assisted bicycle.**

(16) A person may operate a motor assisted scooter without a driver license or driver permit if the person is 16 years of age or older.

(17) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person is at least 15 years of age and has in the person's possession a current out-of-state equivalent of a Class C instruction driver permit issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. A person operating a motor vehicle under authority of this subsection has the same privileges and is subject to the same restrictions as a person operating under the authority of a Class C instruction driver permit issued as provided in ORS 807.280.

(18) A person may operate an electric personal assistive mobility device without any grant of driving privileges if the person is 16 years of age or older.

Passed by House February 27, 2024

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Dan Rayfield, Speaker of House

Passed by Senate March 4, 2024

.....
Rob Wagner, President of Senate

Received by Governor:

.....M.,....., 2024

Approved:

.....M.,....., 2024

.....
Tina Kotek, Governor

Filed in Office of Secretary of State:

.....M.,....., 2024

.....
LaVonne Griffin-Valade, Secretary of State

Memo

CITY OF
ASHLAND

Date: November 13, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Committee Workplan Review 2023-2025 Biennium

BACKGROUND:

Annually the City Council receives updates from Commission/Committees on their formally developed workplan at a meeting in December. This meeting is also meant as a volunteer celebration to recognize the hard work of citizens volunteering on Commission/Committees.

Staff has attached the workplan developed by the TAC for review and discussion regarding development of a presentation outline for the Council meeting in December.

Conclusion:

The Committee should discuss the workplan and prepare for the December 16, 2024 presentation and volunteer celebration with Council. Each Commission/Committee will be given approximately 5 minutes to review the status of the workplan.

Transportation Safety and Multimodal Advisory Committee

Work Plan 2023-25

I. Transportation System Plan Update

- A. Vision Zero Resolution and Action Plan

II. Capital Improvement Projects(Protected Bike Lanes/Multimodal Analysis)

- A. Ashland Street Rehab
- B. North Mountain Rehab
- C. B Street Bike Boulevard
 - 1. Safety Analysis
 - 2. Design

- D. Oak Street Rehabilitation

III. Traffic Safety, Parking, Signage, Striping, etc. – Continuous

- A. Public Education and Outreach Program
 - 1. Collaboration with Council, CEPAC, Housing Committee and Planning Commission
- B. Traffic Calming Program
- C. Traffic Crash and Near Miss Review (twice annually)
- D. Bike Parking Inventory (downtown)
- E. Transit Support as needed (RVTD)

IV. Council Directed Projects for Review

- A. Bird Scooter Program Review
- B. Parklet Program Review
- C. Downtown Revitalization Grants
- D. ODOT Collaboration